



**City Council Meeting Agenda**  
**Tuesday, January 13, 2026**  
**5:30 p.m. – Work Session Meeting**  
**7:00 p.m. – City Council Regular Meeting**

*Welcome! This meeting will be a hybrid (in-person & Zoom) Meeting. However, if you are not feeling well, please stay home and take care of yourself.*

*The public is strongly encouraged to relay concerns and comments to the Council in one of five ways:*

- **Pre-register** using the online form here:

<https://www.mcminnvilleoregon.gov/citycouncil/webform/public-comment-card> (Registration **OPENS** at **5:00 p.m.** on the day the agenda is posted, one week before the meeting and **CLOSES** at **12:00 p.m. the day BEFORE** the meeting // (Any form submitted outside this window will not be addressed);

- **Written comments** may be submitted to the City Recorder Team any time up to **12:00 p.m. the day BEFORE** the meeting and mailed to (McMinnville City Hall, c/o City Recorder Team, 230 NE Second Street, McMinnville, OR, 97128);
- **Digital comments (email)** may be submitted to the City Recorder Team any time up to **12:00 p.m. the day BEFORE** the meeting to [CityRecorderTeam@mcminnvilleoregon.gov](mailto:CityRecorderTeam@mcminnvilleoregon.gov);
- Fill out a **physical public comment card** found at McMinnville City Hall; any time up to **12:00 p.m. the day BEFORE** the meeting, but **not before 5:00 p.m.** on the day the agenda is posted for the following week;
- Attend **in person** and fill out a public comment card.

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

[mcm11.org/live](http://mcm11.org/live)

**CITY COUNCIL WORK SESSION & CITY COUNCIL REGULAR MEETING:**

You may join online via Zoom Webinar Meeting:

<https://mcminnvilleoregon.zoom.us/j/88423491108?pwd=uL74oRgakyfwpH4qBv6RCIfKsa1Lk.1>

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

Webinar ID: 884 2349 1108

**5:30 PM – WORK SESSION MEETING – VIA ZOOM AND SEATING AT CIVIC HALL**

1. CALL TO ORDER
2. CPR BOND PROJECT DIRECTION
3. ADJOURNMENT OF WORK SESSION

**7:00 PM – REGULAR COUNCIL MEETING – VIA ZOOM AND SEATING AT CIVIC HALL**

1. CALL TO ORDER & ROLL CALL
2. PLEDGE OF ALLEGIANCE



3. INVITATION TO COMMUNITY MEMBERS FOR PUBLIC COMMENT –

*The Mayor will announce that any interested audience members are invited to provide comments. Anyone may speak on any topic other than: a matter in litigation, a quasi-judicial land use matter; or a matter scheduled for public hearing at some future date. The Mayor may limit comments to 4 minutes per person for a total of 32 minutes. The Mayor will read comments emailed to the City Recorder and then call on anyone who has signed up to provide public comment.*

4. ADVICE/ INFORMATION ITEMS

- a. Reports from Councilors on Committee & Board Assignments
- b. Department Head Reports
- c. Council Meetings Days and Times Continued Discussion
- d. City role and response regarding local ICE activity

5. CONSENT AGENDA

- a. Consider **Resolution No. 2026-01**: A Resolution authorizing the City Manager to waive the past due balances and remove the liens on properties within the Defective Private Sewer Lateral (DPSL) Program prior to the Chapter 13 code amendment updates approved by Council on November 12, 2024, in lieu of the reimbursement available during the 180-day grace period.
- b. Consider the request from Hangrys Burgers LLC for Full On-Premises, Commercial Liquor License located at 1947 NE Hwy 99W.
- c. Consider the request from K2 Uncorked LLC for Limited On-Premises Sales, OLCC Liquor License located at 300 NE 3<sup>rd</sup> Street.

6. ORDINANCES

- a. Consider the first reading with a possible second reading of **Ordinance No. 5168**: An Ordinance approving the McMinnville Landing Planned Development Overlay (Docket G 1-25).

7. ADJOURNMENT OF REGULAR MEETING



**From:** [Mayor Kim Morris](#)  
**To:** [Claudia Cisneros](#)  
**Subject:** Fw: ICE in McMinnville and Protecting Our Community  
**Date:** Tuesday, December 30, 2025 5:01:39 AM

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This was sent to the entire council please add to the packet.

Thank you

Get [Outlook for iOS](#)

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**From:** Joseph Polivka [REDACTED]  
**Sent:** Monday, December 29, 2025 9:14 PM  
**To:** Mayor Kim Morris <Kim.Morris@mcminnvilleoregon.gov>  
**Cc:** Sal Peralta <Sal.Peralta@mcminnvilleoregon.gov>; Chris Chenoweth <Chris.Chenoweth@mcminnvilleoregon.gov>; Daniel Tucholsky <Daniel.Tucholsky@mcminnvilleoregon.gov>; Zack Geary <Zack.Geary@mcminnvilleoregon.gov>; Jessica Payne <Jessica.Payne@mcminnvilleoregon.gov>; Scott Cunningham <Scott.Cunningham@mcminnvilleoregon.gov>  
**Subject:** ICE in McMinnville and Protecting Our Community

**This message originated outside of the City of McMinnville.**

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Dear Mayor Morris and McMinnville City Council Members,

I believe your public statements regarding the Immigration and Customs Enforcement agency, and their activity in our town, are paternal and laden with liability rhetoric, rather than any genuine concern for your citizens or economy (apart from clear concern from Scott, Jessica, and Sal operating on their own time). Mayor Morris, whenever you have addressed the public, it sounds as if you have your lawyer in your ear and our Oregon House of Representative, District 24 on speed dial. Frankly, your neo-liberal, nonpartisan politic is not fooling anyone. From the outside looking in, you seem to only care about white businesses, and even then, only those that carry weight in the Downtown Association or Chamber of Commerce. Where does my opinion come from? Well, years ago I made your coffee, you run with similar crowds as my parents, and your husband drives a Porsche, or used to. At least in the case of my mah and pops, they genuinely stand and support all types of people. I should know, they raised me.

Now, the point of this email is not to dive into personal politic or how we specifically flow in our community. That said, it is an attempt to remind you that you are not just a mayor that has lived in McMinnville for 40 something years, but that you are also an individual human being with social and ethical responsibilities. In today's age, most people have brain rot and are more concerned about maintaining image and personal comfort in their social groups, than living a true ethic—one they could stand on before all humans. This is even more exasperated by holding a position in government in a small town. Let me help you a bit with all that worry of what to say and what to do. Here goes: do not give



a damn. We are in an era where abiding by every law of the land, will drive you into allegiance with a fascist regime. Please, try not to lick the boot.

This might be the point where you scoff at my words. That is fair only if your ethic comes second to the dollar and your pride. I am not suggesting the city of McMinnville put themselves in a position to get smacked by the feds with a giant lawsuit. I am suggesting we stand with the living and not the aggressive, abusive administration that is tearing families apart, abducting people without due process, locking these people in camps, or dropping them over the border like animals. The Latino/Latina community in our town breath the same air, drink the same water, go to the same grocery stores, walk on the same dirt and shed the same tears as you. You say your hands are tied. That is a load of horseshit.

Here is what you can do:

- 1) declare a 'state of emergency' for the city of McMinnville, thus joining the coalition of towns and cities that have already done so,
- 2) be proud of our Sanctuary Status as a State and proclaim it loudly as a town and as our mayor
- 3) start a documentation and reporting taskforce to be sure ICE is held accountable in exercising due process under the laws of our constitution and state law (this can be done without interfering with agents and can leverage liability against the feds—flip the script and don't lick the boot)
- 4) set aside part of the next yearly budget to help families and businesses that have been acutely aggressed—this is reactive but needed and does not interfere with ICE
- 5) start routinely meeting with organizations like Unidos to see where extra aid can be given, and to learn about your constituents
- 6) have the police respond to calls about unidentified people with guns that are harassing citizens and driving recklessly (it is a huge liability issue if the police do not take those calls and it turns out to be domestic terrorism—police can leave once ICE has declared themselves)
- 7) denounce nazi behavior and fascism, no matter where it is coming from

Mayor Morris and City Council Members, as a country we can no longer hide from these atrocities being done to immigrants (many of which are citizens), nor can we turn a blind eye to the rampant degradation of our basic human rights. The land of the free, should be free to roam, and free for all. American consciousness has fallen so far that we forget the virtues that put fire in our soul, direction in our steps, and conviction in our words. Do not fall on the wrong side of history.

Thanks for reading and I will see you at as many council meetings as I can possibly attend.

Joseph Polivka



# STAFF REPORT

**DATE:** January 13, 2026  
**TO:** Adam Garvin, Interim City Manager  
**SUBMITTED BY:** Geoffrey Hunsaker, Public Works Director  
**WRITTEN BY:** Matt Bernards, Project Manager  
**SUBJECT:** Defective Private Sewer Lateral (DPSL) Reimbursement

1. Resolution No. 2026-01, A Resolution authorizing the City Manager to waive the past due balances and remove the liens on properties within the Defective Private Sewer Lateral (DPSL) Program prior to the Chapter 13 code amendment updates approved by Council on November 12, 2024, in lieu of the reimbursement available during the 180-day grace period.

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## **Report in Brief:**

The McMinnville City Council adopted revised code language to Chapter 13 on November 12, 2024, going into effect on December 11, 2024. Included in that revision is an incentive for property owners to complete the private sewer lateral replacement on their property and be eligible for a reimbursement of 10% up to \$500 per Equivalent Dwelling Unit (EDU), of the cost to replace the private sewer lateral (MMC 13.07.110).

As the City rolled out the revised program, Staff started with the properties that were in the old program and had not completed their replacements. There were 18 properties in total with a mix of past accrued balance amounts. All of the properties have liens on them associated with this program.

A property owner from the old program inquired about having the past accrued balance and lien removed in lieu of the reimbursement during the 180-day grace period. Staff agreed that this option would provide a greater incentive for these properties to complete the repairs, which is the intent of the program.

## **Background:**

The original DPSL program was created in 1997 to remove the unwanted inflow and infiltration (I/I) from the sanitary sewer system, saving the City from unnecessarily treating stormwater at the wastewater treatment plant. The incentive, and penalties, were included in the program as a tool to increase the probability of property owners replacing their defective piping. It was not intended for revenue generation. Rather, the intention was to save the City from the costs of treating ground water infiltration and expanding capacity.

## **Discussion:**

To further encourage property owners who have been in the old DPSL program and have not completed their replacements in a timely manner, Staff would like to offer an alternative incentive for these 17 properties. In lieu of the reimbursement laid out in City code, property owners can choose to have their past accrued balance waived and the lien removed from their property if completed within the 180-day Grace Period. Staff believe the large penalties accrued have become a deterrent to the



property owners ever fixing their defective laterals. This alternative incentive is a one time offer to these 17 properties, and the penalties would only be waived upon repair of the defective laterals.

The property owner at 816 NE Baker St requested this alternative incentive be considered by Staff instead of the 10% up to \$500 per EDU reimbursement toward repair of the lateral. Per the adopted code, staff are unable to administratively waive the accrued penalties.

| Property Address     | Penalty Balance Accrued |
|----------------------|-------------------------|
| 745 NE 8th Street    | \$14,200.00             |
| 1110 NE 14th Street  | \$9,650.00              |
| 236/240 NW 18th St   | \$3,606.70              |
| 1134 NW Yamhill      | \$2,000.00              |
| 205 NW 17th St       | \$2,400.00              |
| 831 NW 18th Street   | \$6,470.00              |
| 240 SE Davis St      | \$1,950.00              |
| 805 NW Alder Street  | \$8,200.00              |
| 1545 NW Thomsen Lane | \$1,625.00              |
| 249 NW 15th St *     | \$500.00                |
| 220 NW 17th St *     | \$50.00                 |
| 700 NW 12th *        | \$0.00                  |
| 1140 SE Davis St     | \$1,900.00              |
| 1300 NW Adams St     | \$900.00                |
| 224 NW 15th St *     | \$0.00                  |
| 516 NW 13th Street   | \$8,800.00              |
| 205 NW 12th St *     | \$100.00                |
| 816 NE Baker St      | \$1,700.00              |
| Total                | \$64,051.70             |

\* These properties have balances of \$500 or less and may opt to receive the reimbursement and pay the remaining past accrued balance separately.

#### **Attachments:**

1. Resolution No. 2026-01
2. Exhibit A

#### **Fiscal Impact:**

The fiscal impact related to this resolution is that in lieu of reimbursement of the 10% of up to \$500 per EDU for the replacement of the sewer lateral within the 180-day Grace Period, the City would waive the past accrued balance for each property that completes the replacement within the Grace Period. This would could waive up to \$62,501.70 in accrued penalties due to the City's Wastewater Fund. By completing the replacements, there would be a cost savings to Wastewater for not having to treat the additional infiltration (in 2022, a one-gallon per minute leak cost the City \$7,245.26 per year to treat).

#### **Alternatives:**

**Alternative 1 [Staff Recommendation]:** Adopt the attached resolution allowing staff to administratively waive the past accrued balances for properties being brought into the new program from the old program that complete their lateral repair or replacement.

**Alternative 2:** Approve the requested initial waiver of the past accrued balance from the property owner of 816 NE Baker Street in lieu of the reimbursement for completing the work within the 180-day Grace Period. This may create a precedence that other property owners from the old program will want to take advantage of. Each request would come to Council for approval.



**Alternative 3:** Reject the attached resolution. The properties from the old program that have declined replacing their sewer laterals in the past will follow the new program code and their past balances must be paid to remove the lien on their property.

**Alternative 4:** The Council may consider any other alternative not presented by staff.



## **RESOLUTION NO. 2026-01**

A Resolution authorizing the City Manager to waive the past due balances and remove the liens on properties within the Defective Private Sewer Lateral (DPSL) Program prior to the Chapter 13 code amendment updates approved by Council on November 12, 2024, in lieu of the reimbursement available during the 180-day grace period.

### **RECITALS:**

**WHEREAS**, the McMinnville City Council adopted code revisions to Chapter 13 of the McMinnville Municipal Code, including the Defective Private Sewer Lateral (DPSL) program, on November 12, 2024 (Ordinance No. 5150); and

**WHEREAS**, eighteen properties had already been placed in violation under the old program code and had accrued liens that were being reinitiated in the new program; and

**WHEREAS**, a property owner within that group has requested to have the past accrued balance forgiven and lien removed in lieu of receiving the reimbursement during the 180-Day Grace Period; and

**WHEREAS**, the recent code updates do not include an administrative mechanism for waiving or forgiving liens; and

**WHEREAS**, the eighteen properties are uniquely positioned, having bridged the program and code changes; and

**WHEREAS**, the intent of the DPSL program is to incentivize the property owners to replace their private defective sewer laterals; and

**WHEREAS**, the waiving of the liens of these eighteen properties would bridge the old program and new program, and would fit the intent of the incentives of the DPSL program.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:**

1. The City Manager is hereby authorized and directed to forgive the past accrued balances and remove the liens from the properties listed in Exhibit A that complete their private sewer lateral replacements within the 180-day grace period of MMC 13.07.110 in lieu of receiving a reimbursement.



2. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Council of the City of McMinnville at a regular meeting held the 13th day of January, 2026 by the following votes:

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

Approved this 13th day of January 2026.

\_\_\_\_\_  
MAYOR

Approved as to form:

Attest:

\_\_\_\_\_  
City Attorney

\_\_\_\_\_  
City Recorder



## Exhibit A

| Property Address     | Penalty Balance Accrued |
|----------------------|-------------------------|
| 745 NE 8th Street    | \$14,200.00             |
| 1110 NE 14th Street  | \$9,650.00              |
| 236/240 NW 18th St   | \$3,606.70              |
| 1134 NW Yamhill      | \$2,000.00              |
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| 816 NE Baker St      | \$1,700.00              |
| Total                | \$64,051.70             |

\* These properties have balances of \$500 or less and may opt to receive the reimbursement and pay the remaining past accrued balance separately.



## Liquor License Recommendation

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BUSINESS NAME / INDIVIDUAL: **Hangrys Burgers LLC**

BUSINESS LOCATION ADDRESS: **1947 NE Hwy 99W, McMinnville**

LIQUOR LICENSE TYPE: **Full On-Premises, Commercial**

Is the business at this location currently licensed by OLCC

☐ Yes ☒ No

If yes, what is the name of the existing business:

Proposed business operations:

Retail On-Premises Sales & Consumption; Indoor Consumption

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Tritech Records Management System Check: Yes ☒ No ☐

Criminal Records Check: Yes ☐ No ☒

Recommended Action: Approve ☒ Disapprove ☐

Scott Fessler, Captain

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Chief of Police / Designee

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City Manager / Designee





## Local Government Recommendation – Liquor License

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Per OAR 845-005-0304(3): The Commission requires an applicant for issuance of a new license issued under ORS chapter 471, to provide written notice of the application to the local government in the form of a complete, accurate, and legible Commission form.

The local government is as follows:

- (a) If the address of the premises proposed to be licensed is within a city's limits, the local government is the city.
- (b) If the address of the premises proposed to be licensed is not within a city's limits, the local government is the county.

### INSTRUCTIONS:

**Step 1:** Applicant completes all of Section 1 (including top of Page 2).

**Step 2:** Applicant submits both pages of the form to the appropriate local government. NOTE: The local government may require additional forms and/or fees.

**Step 3:** Local government completes at least Section 2 and returns all pages of the form, or a copy thereof, to the applicant. The local government is allowed up to 45 days to complete Section 3.

**Step 4:** Applicant takes the form with at least Sections 1 and 2 completed and includes it with their CAMP application to meet the Local Government Recommendation document requirement. Submissions that do not have at least Sections 1 and 2 completed will not be accepted.

**Step 5:** The local government issues its final recommendation in Section 3 and returns the completed form to the applicant. If the applicant has already submitted their initial application via CAMP, they hold on to the final recommendation and provide it to their investigator, when requested. If they have not already submitted their application, they upload the fully completed Local Government Recommendation form with their initial application submission.

**Applicants within the city of Portland ONLY:** After completing the attached form, please follow these steps to complete the Local Government Recommendation process:

- Apply via the [City of Portland website](#).
- Once you have completed the application with the City of Portland, you will receive an email notifying you that your application has been accepted, usually within two business days. The email will contain an attachment titled "ABC Public Notice."
- Upload the ABC Public Notice document with your CAMP application to meet the Local Government Recommendation document requirement.

NOTE: This document only provides proof of submission. Once you receive your final recommendation from the City of Portland, you will need to provide that to your assigned OLCC investigator.



**Local Government Recommendation – Liquor License****Annual Liquor License Types**

|  |                                |
|--|--------------------------------|
| Off-Premises Sales                         | Brewery-Public House           |
| Limited On-Premises Sales                  | Brewery                        |
| Full On-Premises, Caterer                  | Distillery                     |
| Full On-Premises, Commercial               | Grower Sales Privilege         |
| Full On-Premises, For Profit Private Club  | Winery                         |
| Full On-Premises, Non Profit Private Club  | Wholesale Malt Beverage & Wine |
| Full On-Premises, Other Public Location    | Warehouse                      |
| Full On-Premises, Public Passenger Carrier |                                |

**Section 1 – Submission – To be completed by Applicant:****License Information**

Legal Entity/Individual Applicant Name(s): Hangrys Burgers LLC

Proposed Trade Name: Hangrys Burgers

Premises Address: 1947 NE Hwy 99w

Unit:

City: McMinnville

County: Yamhill

Zip: 97128

Application Type: ☒ New License Application ☐ Change of Ownership ☐ Change of Location

License Type: Full On Premises, Commercial

☐ Additional Location for an Existing License**Application Contact Information**

Contact Name: Melissa Rima

Phone: [REDACTED]

Mailing Address: [REDACTED]

City: McMinnville

State: OR

Zip: 97128

Email Address: [REDACTED]

**Business Details**

Please check all that apply to your proposed business operations at this location:

- ☐ Manufacturing/Production
- ☐ Retail Off-Premises Sales
- ☒ Retail On-Premises Sales & Consumption

If there will be On-Premises Consumption at this location:

- ☒ Indoor Consumption ☐ Outdoor Consumption
- ☐ Proposing to Allow Minors

**Section 1 continued on next page**





## Local Government Recommendation – Liquor License

### Section 1 Continued – Submission - To be completed by Applicant:

Legal Entity/Individual Applicant Name(s): Hangrys Burgers LLC

Proposed Trade Name: Hangrys Burgers

**IMPORTANT:** You MUST submit this form to the local government PRIOR to submitting to OLCC.  
Section 2 must be completed **by the local government** for this form to be accepted  
with your CAMP application.

### Section 2 – Acceptance - To be completed by Local Government:

#### Local Government Recommendation Proof of Acceptance

After accepting this form, please return a copy to the applicant with received and accepted information

City or County Name: McMinnville

Optional Date Received Stamp

Date Application Received: 11/19/2025

Received by: Scott Fessler

### Section 3 – Recommendation - To be completed by Local Government:

- ☐ Recommend this license be granted
- ☐ Recommend this license be denied (Please include documentation that meets [OAR 845-005-0308](#))
- ☐ No Recommendation/Neutral

Name of Reviewing Official:

Title:

Date:

Signature:

After providing your recommendation and signature, please return this form to the applicant.



## Liquor License Recommendation

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BUSINESS NAME / INDIVIDUAL: **K2 Uncorked LLC dba Uncorked Treasures**

BUSINESS LOCATION ADDRESS: **300 NE 3rd ST, McMinnville**

LIQUOR LICENSE TYPE: **Limited On-Premises Sales**

Is the business at this location currently licensed by OLCC

☐ Yes ☒ No

If yes, what is the name of the existing business:

Proposed business operations:

Retail Off-Premises Sales

Retail On-Premises Sales & Consumption

Indoor Consumption

Outdoor Consumption

Proposing to Allow Minors

---

Tritech Records Management System Check: Yes ☒ No ☐

Criminal Records Check: Yes ☐ No ☒

Recommended Action: Approve ☒ Disapprove ☐

Scott Fessler, Captain

---

Chief of Police / Designee

---

City Manager / Designee





## Local Government Recommendation – Liquor License

---

Per OAR 845-005-0304(3): The Commission requires an applicant for issuance of a new license issued under ORS chapter 471, to provide written notice of the application to the local government in the form of a complete, accurate, and legible Commission form.

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NOTE: This document only provides proof of submission. Once you receive your final recommendation from the City of Portland, you will need to provide that to your assigned OLCC investigator.



**Local Government Recommendation – Liquor License****Annual Liquor License Types**

|  |                                |
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| Off-Premises Sales                         | Brewery-Public House           |
| Limited On-Premises Sales                  | Brewery                        |
| Full On-Premises, Caterer                  | Distillery                     |
| Full On-Premises, Commercial               | Grower Sales Privilege         |
| Full On-Premises, For Profit Private Club  | Winery                         |
| Full On-Premises, Non Profit Private Club  | Wholesale Malt Beverage & Wine |
| Full On-Premises, Other Public Location    | Warehouse                      |
| Full On-Premises, Public Passenger Carrier |                                |

**Section 1 – Submission – To be completed by Applicant:****License Information**

Legal Entity/Individual Applicant Name(s): K2 Uncorked LLC

Proposed Trade Name: Uncorked Treasures

Premises Address: 300 NE 3rd St.

Unit:

City: McMinnville

County: Yamhill

Zip: 97128

Application Type: ☒ New License Application ☐ Change of Ownership ☐ Change of LocationLicense Type: Limited On-Premises Sales ☐ Additional Location for an Existing License**Application Contact Information**

Contact Name: Kristi Bahr

Phone: [REDACTED]

Mailing Address: [REDACTED]

City: McMinnville

State: OR

Zip: 97128

Email Address: [REDACTED]

**Business Details**

Please check all that apply to your proposed business operations at this location:

☐ Manufacturing/Production☒ Retail Off-Premises Sales☒ Retail On-Premises Sales & Consumption

If there will be On-Premises Consumption at this location:

☒ Indoor Consumption☒ Outdoor Consumption☒ Proposing to Allow Minors**Section 1 continued on next page**





## Local Government Recommendation – Liquor License

### Section 1 Continued – Submission - To be completed by Applicant:

Legal Entity/Individual Applicant Name(s): K2 Uncorked LLC

Proposed Trade Name: Uncorked Treasures

**IMPORTANT:** You MUST submit this form to the local government PRIOR to submitting to OLCC.  
Section 2 must be completed **by the local government** for this form to be accepted  
with your CAMP application.

### Section 2 – Acceptance - To be completed by Local Government:

#### Local Government Recommendation Proof of Acceptance

After accepting this form, please return a copy to the applicant with received and accepted information

City or County Name: McMinnville

Optional Date Received Stamp

Date Application Received: 01/04/2026

Received by: Scott Fessler

### Section 3 – Recommendation - To be completed by Local Government:

- ☐ Recommend this license be granted
- ☐ Recommend this license be denied (Please include documentation that meets [OAR 845-005-0308](#))
- ☐ No Recommendation/Neutral

Name of Reviewing Official:

Title:

Date:

Signature:

After providing your recommendation and signature, please return this form to the applicant.





### STAFF REPORT

**DATE:** January 13, 2026  
**TO:** Adam Garvin, Interim City Manager  
**SUBMITTED BY:** Heather Richards, Community Development Director  
**WRITTEN BY:** Heather Richards, Community Development Director  
**SUBJECT:** Ordinance 5168: McMinnville Landing Planned Development Overlay

1. An Ordinance approving the McMinnville Landing Planned Development Overlay.

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#### **Report in Brief:**

This is an action to consider Ordinance No. 5168, an ordinance approving the a Planned Development Overlay for approximately 190 acres of industrially zoned land. The planned development overlay includes a Master Plan meeting the requirements of the McMinnville Municipal Code, proposed design and development standards, transportation and infrastructure assessments, a public engagement summary and a branding proposal for the overlay. The overlay is entitled the McMinnville Landing overlay and is a master plan to support a future high-density employment innovation campus. 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.

This is a City Council priority goal for FY 2026.

The Planning Commission hosted a public hearing on December 18, 2025, and voted unanimously to recommend approval of the proposed McMinnville Planned Development Overlay.



**Background:**

The McMinnville Landing concept was first identified as an Innovation Campus 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 then 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](#)).

Located on approximately 190 acres, it is one of Oregon's largest industrial sites and is strategically located on HWY 18 between the Willamette Valley Medical Center to the east and the McMinnville Municipal Airport to the west. The site has three property owner groups who were actively engaged in the Innovation Campus discussions and the 3MLAP.

The 3MLAP identified a community vision of an Innovation Campus with a Retail Center and Business District that served the community's future needs of commercial development and high-density, upwardly mobile employment opportunities in a campus setting.

In 2024, the City of McMinnville initiated a master planning effort for this site utilizing a consultant team, a Project Advisory Committee, and significant community outreach.

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 draft of the McMinnville Landing Planned Development Overlay.

Community Outreach, 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 reported that the social media post on July 2, 2025, announcing the new name McMinnville Landing received 50,759 views, which made it the top performing social media post year-to-date.

The master planning effort had 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 ([McMinnville Landing](#)).

This Project was 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 and October 22, 2025.

The Planning Commission hosted a public hearing on December 18, 2025, closed the public hearing, deliberated and voted to recommend approval of the McMinnville Landing Planned Development Overlay to the City Council unanimously.

### **Discussion:**

The final outcome of the city's initiative is a McMinnville Landing Planned Development Overlay consisting of a Master Plan and Design and Development Standards for approximately 190 acres zoned M1 and M2 on the south side of Highway 18 that is compliant with Chapter 17.51.010 of the McMinnville Municipal Code.



Section 17.51.010:

*The purpose of a planned development is to provide greater flexibility and greater freedom of design in the development of land than may be possible under strict interpretation of the provisions of the zoning ordinance. Further, the purpose of a planned development is to encourage a variety in the development pattern of the community; encourage mixed uses in a planned area; encourage developers to use a creative approach and apply new technology in land development; preserve significant man-made and natural features; facilitate a desirable aesthetic and efficient use of open space; and create public and private common open spaces. A planned development is not intended to be simply a guise to circumvent the intent of the zoning ordinance.*

*In approving a planned development, the Council and the Planning Commission shall also take into consideration those purposes set forth in Section 17.03.020 of this ordinance. A planned development shall be considered as an overlay to an existing zone, and the development of said property shall be in accordance with that zone's requirements, except as may be specifically allowed by the Planning Commission. For purposes of implementing these objectives, two means are available:*

The McMinnville Landing Planned Development Overlay is being proposed for consideration under 17.51.010(B) per the following:

Section 17.51.010(B):

*The Council, the Commission, or the property owner of a particular parcel may apply for a planned development designation to overlay an existing zone without submitting any development plans; however, no development of any kind may occur until a final plan has been submitted and approved. (The Planning Director shall note such properties and direct that no building permit be issued in respect thereto.)*

- 1. A planned development overlay may be approved under these circumstances for a property which has unique characteristics (e.g., geological, ecological, location, or the nature of the surrounding property) and the development of which may have an impact upon the surrounding area or the city as a whole. A planned development overlay initiated by the Council, or the Planning Commission shall address itself to the purposes set forth herein.*
- 2. The Council and Planning Commission shall set forth the reasons for approval and the areas of concern that must be addressed when final plans are submitted;*



The McMinnville Landing Report describes how this planned development overlay meets the provisions of 17.03.020 of the McMinnville Municipal Code (see below), the unique location of this property that lends itself to a planned development overlay and the concerns and provisions for approval of future development in this overlay.

*Section 17.03.020:*

*The purpose of the ordinance codified in Chapters 17.03 (General Provisions) through 17.74 (Review Criteria) of this title is to encourage appropriate and orderly physical development in the city through standards designed to protect residential, commercial, industrial, and civic areas from the intrusions of incompatible uses; to provide opportunities for establishments to concentrate for efficient operation in mutually beneficial relationship to each other and to shared services; to provide adequate open space, desired levels of population densities, workable relationships between land uses and the transportation system, adequate community facilities; and to provide assurance of opportunities for effective utilization of the land resources; and to promote in other ways public health, safety, convenience, and general welfare.*

The planned development overlay meets the stated standards and requirements of 17.51.020, since less than 25% of the lot area are dedicated to commercial uses and there is no planned residential development.

*Section 17.51.020*

*Standards and Requirements.* *The following standards and requirements shall govern the application of a planned development in a zone in which it is permitted:*

- A. The principal use of land in a planned development shall reflect the type of use indicated on the comprehensive plan or zoning map for the area. Accessory uses within the development may include uses permitted in any zone, except uses permitted only in the M-2 zone are excluded from all other zones. Accessory uses shall not occupy more than twenty-five percent of the lot area of the principal use;*
- B. Density for residential planned development shall be determined by the underlying zone designations. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).*



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

### **The McMinnville Landing Master Plan Report**

The 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



*McMinnville Landing Concept Drawing*

document. Two critical submittal requirements: the Plan Objectives and Land Use Diagram (see Figure 2) summarize the vision for future development.

McMinnville Landing Plan objectives adhere to the adopted Great Neighborhood Principles and adopted Three Mile Lane Area Plan (3MLAP) 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.

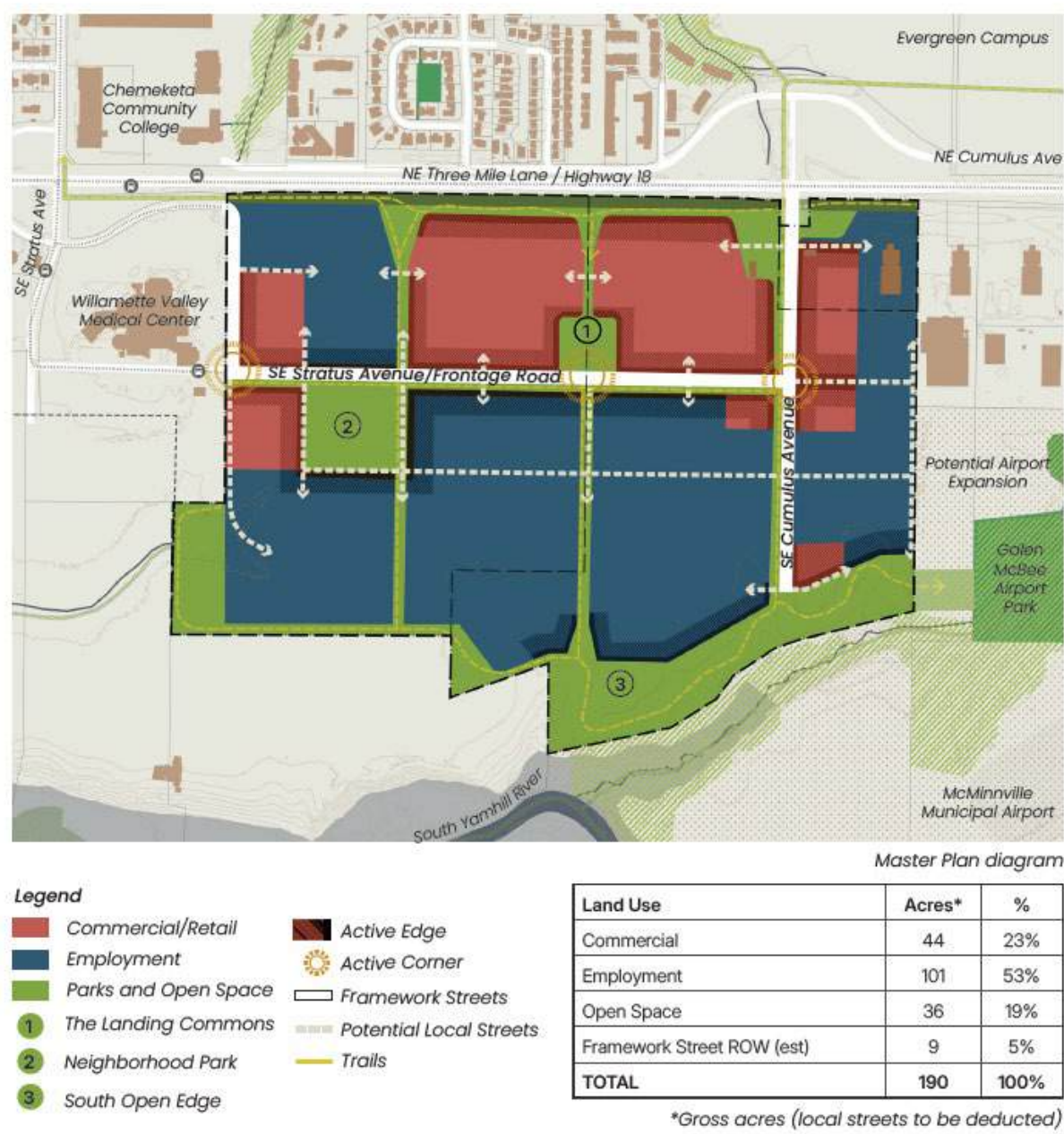


Figure 2: Master Plan Land Use Diagram



The land use diagram includes these components:

- Two zones consisting of Commercial and Industrial.
- 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**

The 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 juggles



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**

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.

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**

The design and development standards are proposed to be part of the McMinnville Landing Planned Development 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 respond 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.

The design and development standards industrial area of the McMinnville Landing planned development overlay remain similar to the underlying industrial zoning, except that the allowed uses deliberately focus on higher-density job developments.

Per City Council and Planning Commission direction at the October 22, 2025, work session, the proposed site design and development standards are 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 and with a maximum size limitation of 150,000 square feet. This results in the only area of McMinnville in the general commercial zone with a size limitation on tenant 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.

Currently the McMinnville Municipal Code (MMC) has a large format commercial design review process that focuses on building form but does not limit size. 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, and the two greater than 135,000 square feet cannot exceed 150,000 square feet in size.



## **Comments Received**

The City received the following submissions for the Planning Commission public hearing. (Please see Attachment 3).

- McMinnville Economic Development Partnership, 12.15.25
- UFCW Local 555, 12.15.25
- Protect Our Valley Alliance (POVA), 12.17.25
- 1000 Friends of Oregon, Friends of Yamhill County, 12.17.25

In addition, the City received comments from McMinnville Water and Light (Attachment 1), that is summarized below.

### **Comments Received – McMinnville Water and Light:**

The City received a memorandum from McMinnville Water and Light dated December 8, 2025 expressing their concerns about their need to have the ability to require a ten-foot easement on the private property side of the public right-of-way for their utilities, a public utility easement.

The community vision for the retail center was a pedestrian-oriented, human scale commercial center. To achieve that the design and development standards encourage an urban development style similar to most city centers with little or not building setbacks.

The proposed design standard and development standards allows for the consideration of a maximum 10' setback in the retail zone and a maximum 20' setback in the industrial zone to allow for this design need if necessary. The guiding principles of the master plan discourages this type of setback in the retail zone due to the community's vision of a pedestrian-oriented, human scale retail development reminiscent of city centers and many other retail centers studied during the Three Mile Lane Area Plan such as Orenco Station and Old Mill District, but the actual regulations allow for the 10' setback if necessary for the project to be served appropriately. Please see Table 7.1 below.



### **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**

| <b>Standard</b>  | <b>RC Zone</b>   | <b>ID Zone</b> |
|--|--|----------------|
| 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: <ul style="list-style-type: none"><li>• Gateway setback from Cumulus Avenue at Three Mile Lane/Highway 18; see Section 11(B)</li><li>• 25 feet abutting land zoned Exclusive Farm Use outside the UGB</li></ul> |                |
| 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 12.B.2.b.4 also allows for this public utility easement if necessary, per the following language:

*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.*

Staff asked contracted legal counsel with Bateman Seidel to review McMinnville Water and Light comments inferring non-compliance with the McMinnville Comprehensive Plan and Title 17 of the McMinnville Municipal Code. (Please see Attachment 2).

Legal review concluded that the proposed planned development overlay is in compliance with the McMinnville Comprehensive Plan and the McMinnville Municipal Code. and that the McMinnville City Council has the can adopt the proposed design and development standards to meet their community vision for this area as articulated in the Three Mile Lane Area Plan.



### **Comments Received – McMinnville Landing Property Owners:**

In addition, the City received a letter of support from the McMinnville Landing property owners, identifying their support for the McMinnville Landing Planned Development Overlay. (Attachment 4).

### **Attachments:**

1. Memorandum from McMinnville Water and Light, December 8, 2025
2. Memorandum from Bateman Seidel, December 11, 2025
3. Public Testimony Received
4. Letter from McMinnville Landing Property Owners, December 18, 2025
5. Draft Planning Commission Minutes, December 18, 2025
6. Ordinance No. 5168
  - a. Exhibit A: McMinnville Planned Development Overlay
  - b. Exhibit B: Docket G 1-25 Findings Document

### **Fiscal Impact:**

This effort was funded by City of McMinnville ARPA funds (\$293,464), and two grants from Business Oregon (\$160,000), as approved in the FY 25 and FY 26 City of McMinnville budgets, 01-07-035-7750-04 (Community Development Fund, Economic Development Sub Fund, Professional Services – Grants).

The grants paid for consultant contracts (Walker Macy and Jacobs Engineering) and staff time to manage the project.

### **Alternatives:**

Per Section 17.72.130(B) of the McMinnville Municipal Code:

*Legislative hearings: Within 45 days following the public hearing on a comprehensive plan text amendment or other legislative matter, unless a continuance is announced, the Planning Commission shall render a decision which shall recommend either that the amendment be approved, denied, or modified:*



1. *Upon reaching a decision the Planning Commission shall transmit to the City Council a copy of the proposed amendment, the minutes of the public hearing, the decision of the Planning Commission, and any other materials deemed necessary for a decision by the City Council;*
2. *Upon receipt of the decision of the Planning Commission, the City Council shall:*
  - a. *Adopt an ordinance effecting the proposed change as submitted by the Planning Commission, or*
  - b. *Adopt an ordinance effecting the proposed change in an amended form, or*
  - c. *Refuse to adopt the amendment through a vote to deny, or*
  - d. *Call for a public hearing on the proposal, subject to the notice requirements stated in Section 17.72.120(D).*

1. **Alternative 1 [Staff Recommendation]: ADOPT ORDINANCE NO. 5168** approving the McMinnville Planned Development Overlay, Docket G 1-25, as presented.
2. **Alternative 2: ADOPT ORDINANCE NO. 5168** in an amended form, approving the McMinnville Planned Development Overlay, Docket G 1-25, **with revisions**.
3. **Alternative 3: CALL FOR A PUBLIC HEARING**, date-specific to a future City Council meeting.
4. **Alternative 4: REFUSE TO ADOPT THE ORDINANCE**
5. **Alternative 5:** The Council may consider any other alternative not presented by staff.



## MEMORANDUM

**To:** Jody Christensen, Community Development Special Projects Manager, City of McMinnville

**From:** John Dietz, General Manager, McMinnville Water and Light  
James Burke, Engineering & Operations Director, McMinnville Water & Light

**Date:** December 8, 2025

**Subject:** G 1-25 McMinnville Landing Planned Development Overlay; MWL Comments

### Introduction:

MWL has been asked to review documents regarding the above-referenced City of McMinnville “McMinnville Landing” land use project (as part of the Three Mile Lane Area Plan; and to provide feedback to the City of McMinnville’s Planning Department by December 4. The five documents shared by the Planning Department are:

1. McMinnville Landing Overlay Zone – Final Draft October 27, 2025 (Overlay Zone Draft)
2. McMinnville Landing Innovation District, Master Plan Report, October 2025
3. McMinnville Landing Innovation District, Infrastructure Assessment and Funding Plan, October 10, 2025
4. McMinnville Landing Transportation Analysis
5. The Landing Utility Evaluation (Water & Sewer)

In commenting MWL calls out the McMinnville Comprehensive Plan Chapter VIII Energy Goal 1, Policies 173-175. State law also requires that cities adopt standards for plats and subdivision of land. ORS 92.044. McMinnville land division ordinance sets standards for streets when land is divided. See MCO 17.53.103. In divisions of property, easements for utilities are required when necessary. Easements for utilities are necessary in the McMinnville Landing Innovation District. Utility easements of 10-feet in width are required along all right of ways. MCO 17.53.103(C)(1).

MWL suggests revision in the form of the following deletions (~~strikeout~~) and additions (underlined) as follows:



## Discussion and Comments: Utility Easement

### (1) McMinnville Landing Overlay Zone, Final Draft October 27, 2025 (“Overlay Zone Draft”)

On page 17 of the Overlay Zone Draft the report reads as follows:

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.

By failing to plan for a public utility easement (PUE) this planning document fails to meet McMinnville Comprehensive Plan (MCP), Chapter VIII, ENERGY, GOAL 1: Policies 173-175, requiring the planning authority to coordinate with, support, and recognize MWL as a supplier of electric energy. A PUE or other easement space is needed by MWL to meet its obligation to supply energy. The Overlay Zone Draft is also inconsistent with the city land division ordinance requiring necessary 10-foot easements along right of ways.

### (2) McMinnville Landing Innovation District (MLID) Master Plan Report, October 2025

On page 66 of the Master Plan Report, the consultant depicts (drawing) a primary street without public utility easements.

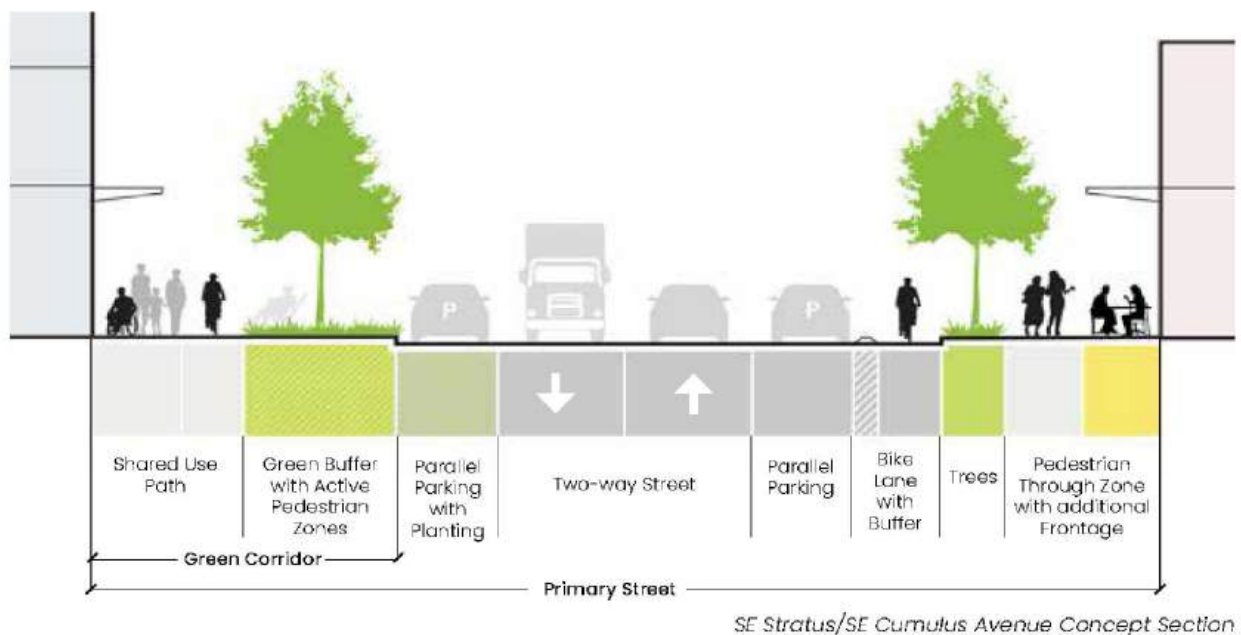


Figure No. 1



While describing a PUE behind the sidewalk (not shown in Fig. No. 1) in the document, the text also indicates that utilities behind the sidewalk conflict with “guiding principles” of the plan. See, Page 66. On page 73 of the MLID Master Plan Report, consultant writes that:

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.

MWL asks that the plan include public utility easements adjacent to the right of way for utilities, following McMinnville Comprehensive Plan (MCP), Chapter VIII, ENERGY, GOAL 1: Policies 173-175. Not allowing for needed utility space as requested by MWL fails to meet the planning goal Chapter VIII Energy Goal 1, of the MCP to coordinate with MWL in providing energy and fails to support MWL long-range planning efforts to provide energy to the development. See MCP Chapter VIII Goal 1, Policies 173-175.

On page 71, Water System Design Considerations, the first paragraph, MWL suggests revision as follows:

*The Water Main Plan on page 72 provides a conceptual layout of the water system using standard sizing for the 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.~~*

On page 71, Water Systems Design Considerations, beginning of second paragraph to be revised as follows:

*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 Medical Center. includes a future water treatment plant located on the eastside of McMinnville. MWL is evaluating options near the Willamette Valley Medical Center.~~ This placement could require a 36-inch raw water line to be located within the Landing Street.....*

On page 73, Dry Utilities, Power and Communications, third paragraph to be revised as follows:

*~~Dark fiber lines communications~~, also controlled by MWL, will follow the power facilities, when installed, and ~~may be~~ available to The*



*Landing. For other fiber communication needs, developers will need to work with local fiber communication companies for service. The Dry Utilities Plan on the right provides a conceptual layout for The Landing.*

Comment on Fiber Communication. On page 73 of the MLID Master Plan, consultant writes that:

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.

While MWL operates a fiber system for itself and under contract with the City and School District, MWL does not provide fiber communications to third parties. MWL does license “dark fiber” to third parties. MWL does not provide fiber communication to third parties.

On page 73, Dry Utilities, Power and Communications, MWL suggests the second paragraph is revised as follows:

*~~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.~~*

*~~MWL is in the process of evaluating locations for a future water treatment plant in east McMinnville. This includes sites near the Willamette Valley Medical Center with the goal of constructing a new electric substation within the next five to seven 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-wide power easement through The Landing to feed the electric substation. This easement will need to be coordinated with MWL to identify a suitable location. Additional easements may be necessary and will need to be coordinated with MWL to identify a suitable location.~~*

On page 75, Dry Utilities, Secondary Public Infrastructure. MWL suggests revisions as follows:

*The City’s water master plan updates is anticipated to be completed by June 30, 2026. ~~will be completed by November 30, 2025.~~ The 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.*

### **(3) McMinnville Landing Innovation District, Infrastructure Assessment and Funding Plan, October 10, 2025 ("Funding Plan")**

MWL does not operate fiber communications (see page 7 of "Funding Plan"). In the future MWL may install fiber and lease "dark fiber" to others. MWL does not provide communication services.

The funding plan notes MWL objection to placing primary power lines under sidewalks. MWL does not plan to place electric lines and (power) infrastructure under sidewalks. Consultant Atwell, LLC writes on page 8 of the Funding Plan:

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.

MWL cites to McMinnville Comprehensive Plan, Chapter VIII, ENERGY, GOAL VIII 1: Policies 173-175. Where "guiding principles" conflict with requirement to coordinate with, support, and recognize MWL duty to provide and plan utility service, the principles should defer to the utility pursuant to these Comp. Plan policies, which control. City land division ordinance requires a 10-foot PUE on the right of way. MCO 17.53. 103(C)(1). MWL also relies on the MCO Chapter VII, Goal 1, and policies for Community Facilities and services, policies 144 - 147. See the **Appendix** at the end of this document.

On page 5, Section 4.1 Existing Conditions, MWL suggests revisions as follows:

*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~~ pounds per ~~Ssquare~~ square ~~linch~~ (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, ~~which will need to be coordinated with MWL. in The Landing which is not standard policy of~~*



*MWL. Developer driven projects identified in the Water Master Plan will need to be coordinated with 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.~~

On page 5, Section 4.2 Water System Design Considerations, the second paragraph. MWL suggests revisions as follows:

*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. includes a future water treatment plant located on the eastside of McMinnville. MWL is evaluating options near 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 ~~sc~~iting 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.*

On page 6, Section 4.2 Water System Design Considerations, the fourth bullet. MWL suggests revisions as follows:

- *Butterfly valves on 12-inch and larger pipe, and Gate Valves on smaller pipes*

On page 7, Section 5.1 Power and Communication, the second paragraph. MWL suggests revisions as follows:

*MWL is in the process of evaluating locations for a future electric substation in east McMinnville. This includes sites near ~~intends to purchase land south of~~ the Willamette Medical Center ~~(adjacent to where they intend to site a water treatment facility)~~ with the goal of ~~and constructing~~ a new substation within the next five ~~to seven~~ 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-~~wide~~ power easement through the Innovation Center to feed the substation. ~~Additional easements may be necessary and will need to be coordinated with MWL to identify a suitable location. This easement will need to be coordinated with MWL and the master plan team to identify a suitable location.~~

On page 7, Section 5.1 Power and Communication, the third paragraph. MWL suggest revisions as follows:

~~Dark~~ fiber communications, also controlled by MWL, will follow the power facilities, when installed, and ~~may be~~ available to The Landing. ~~For other fiber communication needs, developers will need to work with local fiber communication companies for service.~~ The Dry Utilities Plan, Figure 4 (Appendix A) provides a conceptual layout of The Landing.

On page 10, Section 8.0 Secondary Public Infrastructure, the paragraph to be revised as follows:

~~The City's water master plan updates is anticipated to be completed by June 30, 2026. will be completed by November 30, 2025. The~~ 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.

**(4) Transportation Plan.** No comment.

#### **(5) The Landing Utility Evaluation, November 24, 2025**

Jacobs Engineering has incorporated MWL's comments into the Landing Utility Evaluation. MWL has no additional comment.



## **APPENDIX:**

### **City of McMinnville Comprehensive Plan**

#### **Chapter VIII, Energy, Goal 1**

Goal 1: TO PROVIDE ADEQUATE ENERGY SUPPLIES, AND THE SYSTEMS NECESSARY TO DISTRIBUTE THAT ENERGY, TO SERVICE THE COMMUNITY AS IT EXPANDS.

##### **Policy 173.00**

The city of McMinnville shall **coordinate with** McMinnville Water and Light and the various private suppliers of energy in this area in making future land use decisions.

##### **Policy 174.00**

The city of McMinnville shall continue to **support** the long-range planning efforts of McMinnville Water and Light to supply the electrical energy needs of the community.

##### **Policy 175.00**

The city of McMinnville, **recognizing** McMinnville Water and Light, Northwest Natural Gas, and other private suppliers as the agencies or groups responsible for energy distribution, encourages the extension of energy distribution services within the framework outlined below:

1. Sufficient supplies of energy as determined by McMinnville Water and Light, Northwest Natural Gas, and other groups are available to meet the demands of existing residential, commercial, and industrial consumers.
2. Facilities are planned in such a manner as to insure compatibility with surrounding land uses.

#### **Chapter VII, Community Facilities and Services, GOAL VII 1.**

**McMinnville Comprehensive Plan, CHAPTER VII COMMUNITY FACILITIES AND SERVICES GOAL VII 1:** TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY. PUBLIC ADMINISTRATIVE AND STORAGE FACILITIES

##### **Policies:**

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



Growth Boundary.

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

1. Facilities are placed in locations and in such a manner as to insure compatibility with surrounding land uses.
2. Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.
3. For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized.
4. Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.

**146.00** The City of McMinnville shall continue to support the long-range planning efforts of McMinnville Water and Light to provide water system facilities and services commensurate with the projected population in the Comprehensive Plan.

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



## MEMORANDUM

TO: Heather Richards, Community Development Director  
FROM: Melissa Ryan  
Special Land Use City Attorney  
DATE: December 11, 2025  
RE: McMinnville Landing Issues

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### INTRODUCTION

You have asked for analysis of comments on the proposed McMinnville Landing Planned Development Overlay submitted by McMinnville Water and Light (MWL). The Planned Development Overlay is a legislative initiative by the City of McMinnville that will include a Master Plan and Design and Development Standards for what has historically been called the Innovation Campus and is now referred to as McMinnville Landing.

### BACKGROUND

The city adopted the Three Mile Lane Area Plan (3MLAP) in 2022 as a supplemental document to the McMinnville Comprehensive Plan. As part of the 3MLAP, the city identified approximately 190 acres on privately-owned, primarily agricultural land within the city's limits and designated this area for future planning to support industrial and entrepreneurial jobs, in a campus design, to include office space, flex spaces, incubator spaces, and manufacturing facilities, and a walkable commercial retail center. This area is referred to as McMinnville Landing.

In 2024, the city began a master planning process for the McMinnville Landing area, and the planning effort is in the final stages, with a proposed planned development overlay that includes a master plan and design and development standards presented to the City Council for consideration (Master Plan Documents).<sup>1</sup>

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<sup>1</sup> Those documents are:

1. McMinnville Landing Overlay Zone – Final Draft October 27, 2025 (Overlay Zone Draft)
2. McMinnville Landing Innovation District, Master Plan Report, October 2025
3. McMinnville Landing Innovation District, Infrastructure Assessment and Funding Plan, October 10, 2025
4. McMinnville Landing Transportation Analysis
5. The Landing Utility Evaluation (Water & Sewer)



The Master Plan Documents establish a specific pattern of land use and an urban design framework for future development on the McMinnville Landing site. In the retail center, the Master Plan Documents envision establishing an urban streetscape with buildings placed adjacent to the right of way, 0 – 10 feet for the retail area and 0 – 20’ for the industrial area. *See* proposed MZO Chapter 17.66, Section 7, minimum and maximum setback.

## **DISCUSSION**

McMinnville Water & Light (MWL) is the city’s service provider of water and power. On December 4, 2025, MWL submitted comments to the city that question some of the provisions of the Master Plan Documents. Those comments fall into two broad categories discussed below.

### **McMinnville Comprehensive Plan Provisions**

According to MWL, the Master Plan Documents fail to allow for utility placement space in the location preferred by MWL, which MWL prefers would be in a public utility easement at least 10 feet wide along the right of way, and not under the street or sidewalk. MWL alleges that the Master Plan Documents fail to satisfy some provisions of the McMinnville Comprehensive Plan (MCP) that MWL argues require the city to defer to MWL in placement of utilities.<sup>2</sup>

The MCP Chapters that MWL references generally require the city to (1) coordinate with MWL in making land use decisions, and (2) support the long range planning efforts of MWL to supply electricity. The city has included MWL representatives on both the TAC and PAC and MWL’s representative participated in the planning process.

Under an analogous requirement in Statewide Planning Goal 2, coordination with affected governments is required when amending the comprehensive plan. Although MWL is a city charter created entity, it also operates with a separate board and is likely an “affected governmental unit” under Goal 2 and statutes. Under ORS 197.015(5),

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<sup>2</sup> MWL specifically identifies MCP Chapter VIII, Energy, Goal 1, Policies 173, 174 and 175 and MCP Chapter VII, Goal 1, Policies 144, 145, 146, and 147.



comprehensive plans are “coordinated” when the needs of all levels of government have been considered and accommodated as much as possible, and the local government has balanced the needs of all affected governmental units and selected a particular course of action from among the competing proposed courses of action. *Santiam Water Control District v. City of Stayton*, 62 Or LUBA 149 (2010). The city council could conclude that the city has complied with both its Goal 2 coordination obligation and the MCP coordination obligations. The city council is not obligated to select MWL’s preferred course of action if the city council concludes that course of action would degrade or eliminate the pedestrian-oriented retail development that the community values.

### **MZO 17.53.103(C)(1)**

Second, MWL argues that a provision of the city’s current land division standards at MZO 17.53.103(C)(1) compels the city to plan for 10 foot utility easements adjacent to the right of way in the Master Plan Documents.

MZO 17.53.103 applies to land divisions, and requires blocks within new land divisions to include 10-foot easements “whenever necessary.” MZO 17.53.103 is not an approval criterion for the city’s adoption of the Master Plan Documents. In addition, the Master Plan Documents include a planned development overlay as authorized under MZO 17.51.010(B), which allows for a deviation from the code standards. The Master Plan Documents include revised MZO provisions that will be codified in MZO 17.66. Those provisions propose a maximum setback of 10 feet for retail and 20 for industrial, both of which would allow for a public utility easement within the setback.

Finally, proposed revised MZO 17.66, Section 12(B)(2)(b)(4) allows the Planning Director during design review to waive building frontage requirements in situations where a public utility easement is necessary, which would allow the placement of public utilities in an easement.

### **CONCLUSION**

As discussed above, the city council has the discretion to select its preferred course of action to implement the 3MLAP for the McMinnville Landing Area, and the city is not required to defer to MWL in design or placement of utilities as long as the city has considered MWL’s comments and accommodated them as much as possible. Further, the city’s existing land division standards do not apply to the Master Plan adoption process,



and do not require the master planned area to include 10 foot utility easements. Finally, the proposed revisions to MZO 17.66 include allowances for a 10 foot or 20 foot setback, and allow building frontage requirements to be waived for a public utility easement if necessary.





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# MEMORANDUM

**DATE:** December 17, 2025  
**TO:** Planning Commission  
**FROM:** Heather Richards, Community Development Director  
**SUBJECT:** Public Testimony Received for 12.18.25 Public Hearings

Planning Commissioners,

Please find following the public testimony that has been received for the December 18, 2025, public hearings since the meeting packet was posted on Thursday, December 11. You will note that all of the testimony is relative to the McMinnville Landing, Planned Development Overlay, Docket #: G 1-25, except for the comments from 1000 Friends / Friends of Yamhill County, who have provided comments for Dockets G 1-25, 2-25, 3-35, 4-25 and 5-25 in one letter.

- Letter from McMinnville Economic Development Partnership, 12.15.25
- Letter from UFCW Local 555, 12.15.25
- Letter from Protect Our Valley Alliance (POVA), 12.17.25
- Letter from 1000 Friends of Oregon, Friends of Yamhill County, 12.17.25



**Letter of Support**

**Legislative Hearing: McMinnville Landing Planned Development (G 1-25)**

To the McMinnville Planning Commission and City Council,

On behalf of the McMinnville Economic Development Partnership (MEDP), we are proud to support the City of McMinnville's McMinnville Landing Planned Development Overlay.

MEDP's mission is to foster sustainable economic growth and create meaningful workforce opportunities. The McMinnville Landing overlay aligns perfectly with these goals by laying the groundwork for a high-density employment innovation campus that will bring **high-wage, living-wage jobs** to our community.

MEDP has been actively involved in the process, including participation on the Public Advisory Committee, helping to guide and inform the planning effort to ensure it supports long-term economic growth and workforce development.

This project is more than a development plan; it's a long-term investment in McMinnville's future. Thoughtful planning of land use, design, infrastructure, and transportation will help attract next-generation employers in research, product development, and advanced manufacturing. By providing predictability and a strong framework for growth, the overlay strengthens our ability to support good jobs that benefit both families and the local economy.

The campus-style design encourages collaboration, innovation, and scalability, supporting McMinnville as a hub for new and growing businesses. Over time, the project will diversify the economy, expand the tax base, and help fund the services that keep our community thriving.

We appreciate the City's leadership and commitment to a collaborative planning process that reflects the values and ambitions of our community. Adoption of the McMinnville Landing Planned Development Overlay is an important step toward creating opportunities for residents and sustaining economic vitality in McMinnville for years to come.

Respectfully,



**Patty Herzog**

**Executive Director**

**McMinnville Economic Development Partnership (MEDP)**





Submitted 12/15/2025

## **Comment Letter — UFCW Local 555**

### **Re: McMinnville Landing Development Proposal**

To the McMinnville Planning Commission,

UFCW Local 555 represents thousands of grocery, retail, food processing, and healthcare workers across Oregon, including many who live and work in Yamhill County. We appreciate the opportunity to provide comments on the proposed McMinnville Landing development. Our union supports responsible economic growth that creates stable, long-term employment while protecting community character, public infrastructure, and the quality of life of working families.

After reviewing the available materials and listening to community feedback, we would like to highlight several concerns that we believe warrant careful consideration before the proposed McMinnville Landing development project moves forward.

### **1. Job Quality and Economic Stability**

Large mixed-use developments often promise “job creation,” but the type and quality of those jobs matter. Retail-heavy projects can generate a high volume of low-wage, high-turnover positions that do not provide the economic stability families need. Without clear commitments to job standards, training pathways, or local hiring, the project risks creating employment that does not match the scale of its impacts on infrastructure and public services.

UFCW Local 555 encourages the City to ensure that any retail or service-sector employers within McMinnville Landing provide:

- predictable scheduling
- family-sustaining wages
- access to benefits
- safe staffing levels

These standards help stabilize the local economy and reduce reliance on public assistance programs.

### **2. Traffic, Infrastructure, and Public Costs**

Residents have raised legitimate concerns about increased congestion on corridors such as Three Mile Lane, Second Street, and Baker Creek Road. Large retail footprints and high-traffic uses can significantly strain local roads, intersections, and emergency response routes.

**UNITED FOOD & COMMERCIAL WORKERS LOCAL 555**

7095 SW Sandburg Street • PO Box 23555 Tigard, Oregon 97281-3555 • Office: 503-684-2822 • Fax: 503-620-3816 • [ufcw555.org](http://ufcw555.org)





The City has an obligation to ensure that:

- traffic impacts are fully modeled using realistic peak-hour assumptions
- infrastructure upgrades are identified and funded **before** occupancy
- developer contributions reflect the true cost of mitigating impacts

Past developments in the region have left cities responsible for road improvements that should have been shared by project applicants. McMinnville should avoid repeating that pattern.

### **3. Scale and Community Character**

The proposed development includes retail spaces large enough to accommodate “big box” tenants. These uses can displace existing small businesses, shift consumer spending away from the historic downtown, and alter the character that residents value.

We urge the Commission to evaluate:

- whether the scale of proposed retail aligns with McMinnville’s adopted economic goals
- whether store-size caps or design standards are appropriate
- how the project may affect existing grocery and retail workers in the region

A balanced approach to growth should strengthen—not undermine—local businesses and the workers who keep them running.

### **4. Long-Term Public Benefit**

For a project of this size, the City should expect clear, measurable community benefits. These may include:

- commitments to local hiring and workforce development
- contributions to transportation, sewer, and stormwater improvements
- protections for nearby neighborhoods and natural resources
- transparent phasing to ensure infrastructure keeps pace with development

Without these safeguards, the long-term public costs may outweigh the projected economic gains.

### **Conclusion**

UFCW Local 555 supports development that creates good jobs, strengthens local businesses, and protects the long-term interests of working families. We respectfully request that the Planning Commission require stronger commitments on job quality, infrastructure mitigation, and community benefit before approving the McMinnville Landing proposal.

Thank you for your consideration and for your service to the residents of McMinnville.

Sincerely,  
**UFCW Local 555**

**UNITED FOOD & COMMERCIAL WORKERS LOCAL 555**

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December 17, 2025

**VIA ELECTRONIC MAIL:**

Heather Richards  
McMinnville Community Development Director  
[Heather.Richards@mcminnvilleoregon.gov](mailto:Heather.Richards@mcminnvilleoregon.gov)

RE: December 18, 2025 Public Hearing Regarding McMinnville Landing Planned  
Development Overlay (G 1-25)

Dear Ms. Richards,

This office represents Protect Our Valley Alliance (POVA). This group is a grassroots coalition of residents, merchants, environmental advocates, union labor, and community leaders across the Willamette Valley intent on protecting the Willamette Valley from unchecked sprawl and corporate overreach. In achieving those goals, POVA seeks to preserve open spaces, protect local businesses and jobs, and to build solidarity for those goals across residents, merchants, workers, and advocates in the Region to ensure the Willamette Valley's future is shaped by its residents, not outside corporations.

POVA appreciates the opportunity to submit this comment letter. POVA wants to support the City of McMinnville in its development of the Region in a safe, sustainable, and successful manner. These comments reflect the concerns that POVA has identified so far, regarding the upcoming McMinnville Landing Development Overlay. POVA offers



these comments as input that will hopefully help the City create the best possible outcome for all residents.

### **Stormwater Concerns**

As noted in the plans, McMinnville Landing does not currently have the capacity to manage the levels of stormwater which will be generated by a largescale development such as this. The City expects to build out two parallel aspects of a Stormwater Management system. Both are, unfortunately, right next to, or at the headwaters of, unnamed small local creeks.

This is an important issue, particularly in today's environment. Seeking to develop currently unoccupied properties creates a significant risk of additional stormwater pollution.

Commercial stormwater will inevitably contain contaminants such as zinc, copper, lead, and cadmium – metals that are all regularly associated with parking lot vehicle pollution. In addition, we would expect the increased presence of so many additional cars would further generate increased levels of the pollutant 6-PPDQ, as virtually all tires generate this pollutant. All of these pollutants – but particularly 6-PPDQ<sup>1</sup> – have the potential to be devastating to local fish and wildlife.<sup>2</sup> With a significant development like McMinnville Landing, particularly where the stated goals include sustainability and protecting the nearby riparian corridor, there needs to be detailed further analysis and

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<sup>1</sup> <https://www.science.org/doi/10.1126/science.abd6951>

<sup>2</sup> It is only in recent years that studies have shown the devastating impacts of 6-PPDQ on salmonid populations. However, there are promising results for some stormwater treatment systems, that can help protect against this pollutant. See e.g. POVA Attachment #1, "Testing Removal of 6PPDQ and Coho Salmon Lethality by High-performance Bioretention Media Blends." If the City moves forward with this development, it **needs** to ensure such stormwater treatments are used to manage the newly generated pollution.



protection put in place to combat the hazards of vehicle pollutants reaching local water bodies.

This is of particular note considering the current stormwater drainage plan includes two open spaces meant to capture stormwater overflow, both of which will almost certainly overflow at some point into neighboring creeks – at least during high water events, if not otherwise. Based on the project's stormwater mapping, it appears that the western overflow capture location is built directly on top of the former headwater or path of a creek. An annotated map from the stormwater materials (POVA Attachment #2) is provided with these comments, with this creek bed area called out. That same unnamed creek is also present on the attached Google Maps image of the area (POVA Attachment #3). The eastern stormwater retention area will be immediately adjacent to another unnamed creek, one that flows through McBee Airport Park, by the Mushroom House, and then on into the South Yamhill River.

Because of the newly increased levels of traffic, there **will** be additional pollution that reaches these stormwater detention areas. That means that unless proper treatment is provided – particularly including treatment that can remove 6-PPDQ –there **will** be additional pollution that reaches the creeks. Those same additional pollutants (if not properly removed) **will** inevitably flow down and into the South Yamhill River, and then onwards through the various tributary systems until the pollution reaches the Willamette and Columbia Rivers.

While most of those pollutants create risk for the local ecosystems, as to the water bodies specifically, 6-PPDQ is particularly toxic to salmonids. The South Yamhill River has a run of fall Coho which is part of one of the most significant salmonid populations in the Region. Furthermore, as the 6-PPDQ continues flowing through the system into the



larger Yamhill, Willamette, and Columbia Rivers, it risks impacting a number of native, sometimes federally protected, species that reside in or migrate through those rivers.

The City **must** ensure that any development does not put the future of our local environment at risk. In this case, that means a more robust stormwater treatment and management system is needed, one that can fully protect Oregon's rivers and the fish and wildlife that rely on them.

### **Scale of Retail Development**

Unfortunately, there are currently only limited guardrails regarding the development that will occur at this location. POVA generally applauds the attempt to develop the area to further facilitate the pre-existing businesses and programs, particularly those with local roots. However, there needs to be more done, particularly regarding the retail development, to ensure that the project can **both**, satisfy local retail needs **and ensure** the opportunities that arise are good, quality employment without sacrificing small town benefits. More are at risk if “big box” stores are allowed in the proposed retail locations.

“Big box” stores are a particularly noteworthy symptom of urban sprawl, something that POVA strives to fight against. The development limitations in place may work to restrict the largest of “big box” stores from moving in, but it certainly would not prohibit them all. For instance, Costco stores, with an average size of approximately 145,000 square feet,<sup>3</sup> or Target stores, with an average size of approximately 125,000 square feet for new stores,<sup>4</sup> would both squarely fit within the size restriction for the McMinnville

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<sup>3</sup> <https://www.forbes.com/sites/walterloeb/2023/07/21/costco-stores-are-getting-bigger/>

<sup>4</sup> <https://corporate.target.com/news-features/article/2024/01/new-stores#:~:text=New%20to%20you,Inglewood%20neighborhood%20in%20Los%20Angeles.>



Landing. So would a Wal-Mart Discount store, which typically averages about 106,000.<sup>5</sup> All three would absolutely qualify as a “big box” store.

Stores such as these would mark a notable and stark contrast to the small-town aesthetic of McMinnville. They would result in valuable retail sales and income going to large out-of-state corporations. Such stores would also likely result in local businesses suffering significant economic harm, or income cannibalization.<sup>6</sup>

POVA strongly recommends more narrowly tailoring the requirements, and reducing the maximum size restrictions **to below 100,000 square feet**. That way the otherwise good intentions to place general retail or grocery stores in this area can be more successfully accomplished with truly local, moderate-sized businesses.

POVA is also a strong advocate for union labor and the incredible opportunities it provides for an area. POVA believes that McMinnville, and particularly those residing nearer to the project, would immensely benefit from additional requirements that McMinnville Landing only be permitted to be constructed using union labor, and that the businesses that want to be sited in that area must agree to employ largely union labor. If this development is truly intended to bring sustained economic growth to the area, it is vital that Oregonians employed at the McMinnville Landing receive the kind of benefits that unionization brings.

## **Traffic Concerns**

Any proposed development, particularly one of this size, will inevitably increase

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<sup>5</sup> <https://netleaseadvisor.com/tenant/walmart/>

<sup>6</sup> See e.g. The documentary film - Wal-Mart, The High Cost of Low Price: <https://www.youtube.com/watch?v=RXmnBbUjsPs>



traffic levels in the surrounding areas. Given the location and structure of the McMinnville Landing development, traffic issues are of particular importance – both to the City and to this Region. As the Traffic Memo for this project notes, there will be a notable increase in traffic as a result of this development. That will include 760 additional trips generated at just the Evening Peak Hour.<sup>7</sup>

POVA was, so far, unable to locate in the McMinnville Landing materials a statement of the expected total additional trips **per day** that would be generated by the proposed project. A typical “big box” store such as a Costco or a WinCo will normally produce well over 10,000 additional trips per day. A development that involves at least two “big box” stores, and a host of other retail and industrial businesses, would presumably generate three to four times that figure. POVA urges the City to disclose the total estimated additional daily trips that this development would generate, so that the public and the City can carefully consider the potential traffic impacts of the project – before it gets approved, not after.

As many local residents have already indicated, this increased traffic could have a significant impact on those Oregonians living both close to the proposed development, and in the Region more broadly. As more and more vehicles use the highway to access the new development, that is likely to create issues. Many of these trips will involve using the nearby roadways which currently feed directly into the two key businesses – the McMinnville Valley Medical Center and the McMinnville Airport.

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<sup>7</sup> POVA has not yet engaged a traffic expert, but we are concerned that if “big box” type stores are allowed in this development – which at least two currently are – then this ~760 additional trips figure may seriously understate the traffic impacts. By way of comparison, counsel for POVA is aware of recent WinCo store proposal that, although it was only a single retail location not a large commercial area, has an acknowledged peak evening additional trips figure of ~900.



Traffic in such close proximity to the Medical Center – the only Acute Trauma center in the area – could have a direct impact on the health and safety of nearby McMinnville and even on greater Willamette Valley residents. An increase in traffic on nearby roadways could worsen the timeliness and responsiveness of emergency vehicles.

POVA urges the City to undertake much more detailed further analysis of the potential impacts of likely future traffic. In addition, POVA urges the City to consider much tighter and smaller building size restrictions. Allowing **any** large “big box” type stores in this area is likely to be a proverbial recipe for a traffic disaster.

The City needs to develop a more fully fleshed out plan, and do what is necessary to further limit the traffic impacts, in order to ensure the continued operational success of the McMinnville Valley Medical Center and also allow small scale commercial development that will be beneficial to both present and future residents of the area.

The McMinnville Airport is also vital to the economy of the Region. Adding thousands of additional trips along roadways adjacent to, and feeding into, that Airport will likely slow down local commerce and make the Airport a far less appealing method of travel. To move forward with development of this area without such a study, risks harming two longstanding centerpieces of the Region.

POVA is aware that there has been some traffic analysis done, and of the requirement for more analysis by new businesses in the future once specific development has progressed. However, POVA is concerned about whether the City has had an independent review of the current traffic analyses completed. There appears to be “disconnect” between the proposal to allow two stores over 130,000 square feet, and a projected additional trips figure of only 760. POVA urges the City to take a closer look at



the traffic issues, before it completes the current overlay. The City should also reduce the maximum square footage size significantly, so as to preclude any “big box” type store in the new commercial zoned areas.

### **Loss of Farmland**

POVA is also concerned about Oregon’s continued loss of agricultural land. Oregon is noteworthy in the West as a state with some of the most notable loss of farmland, often times to well-intentioned developments such as the McMinnville Landing.<sup>8</sup> One of POVA’s stated goals is the preservation of farmland for future generations.

POVA understands that this area is already zoned industrial, and inside of the UGB. Nonetheless, turning this land from its current agricultural use into a commercial area will result in the loss of further farming in the area.

While McMinnville is certainly not alone in seeking the most accessible land for development, this is exactly the sort of project which could be addressed in more sustainable and locally advantageous methods. For instance, instead of requiring large, undeveloped spaces like this - and in so doing open the proverbial door to foreign corporations to develop enormous “big box” stores - McMinnville could limit the development in a way that makes it easier to develop more **locally** owned businesses.

### **Conclusion**

While everyone involved strives for the same goal – a more prosperous and successful McMinnville – POVA has significant concerns with the manner in which this project is moving forward. There are significant risks to the local environment from such a widespread increase in cars and developed areas. Those vehicles will almost certainly

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<sup>8</sup> See 2024 OPB, “Oregon continues to lose farmland, some advocates say that raises red flags.” <https://www.opb.org/article/2024/02/14/oregon-farm-land-agriculture-farmers-farms-ranches/>



result in additional pollutants, and it will be important to prevent those pollutants from making their way into the creeks and rivers near to the project. More careful stormwater planning needs to be done. Additional pollution loading **must** be prevented, in order to ensure the long-term sustainability of the Region and to comply with the projects goals of maintaining the nearby riparian zone.

There should also be more narrowly tailored restrictions on what sort of development is allowed in this area, as the Landing Project moves forward. That is needed to ensure only the types of stores and the types of jobs that are consistent with the City's current "small town vibe" are going to be allowed in this area.

Finally, given that this development will result in increased traffic in a vital area of McMinnville, this project should only move forward once the effects of traffic in the vicinity of the Medical Center and Airport are fully explored and appropriate mitigation steps are in place.

Once again, POVA appreciates the opportunity to comment on the McMinnville Landing proposal. We thank you for your careful consideration of the concerns of the residents of McMinnville and or the Willamette Valley more broadly.

Sincerely,

/s/ Karl G. Anuta

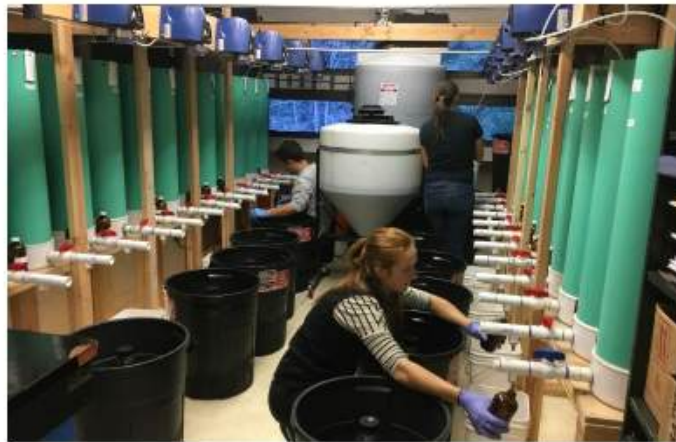
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# Testing Removal of 6PPDQ and Coho Salmon Lethality by High- performance Bioretention Media Blends: Final King County Report

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May 2025



**King County**

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## Table of Contents

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|   |    |
|---|----|
| Executive Summary .....   | vi |
| 1 Introduction .....  | 1  |
| 1.1 Project Goals and Study Questions .....   | 2  |
| 1.1.1 Project Goals .....   | 2  |
| 2 Methods .....   | 3  |
| 2.1 Study Design Overview .....   | 3  |
| 2.1.1 Tested Bioretention Mixes .....   | 4  |
| 2.2 Bioretention Column Construction .....  | 5  |
| 2.2.1 Measuring Loss to and Release from Equipment .....                            | 7  |
| 2.3 Bioretention Column Media Preparation and Testing .....                         | 7  |
| 2.4 Hydraulic Loading Rate .....  | 8  |
| 2.5 Dosing and Sampling .....   | 9  |
| 2.5.1 Stormwater Collection, Column Dosing, and Sampling .....                      | 10 |
| 2.5.2 Aging the Bioretention Media .....  | 12 |
| 2.6 Chemical Analyses .....   | 12 |
| 2.6.1 Laboratory Chemical Analyses .....  | 12 |
| 2.6.2 Stormwater Quality Characteristics .....                                      | 13 |
| 2.7 Toxicity Testing .....  | 13 |
| 2.7.1 Fathead Minnow Exposures .....  | 13 |
| 2.7.2 Coho Salmon Exposures .....   | 14 |
| 2.8 Data Analysis .....   | 15 |
| 2.8.1 Chi-square Test of Fathead Minnow Count Data .....                            | 15 |
| 2.8.2 6PPDQ Summary Statistics .....  | 15 |
| 2.8.3 Comparing Effluent 6PPDQ Concentrations .....                                 | 15 |
| 2.8.4 6PPDQ Concentration Reduction .....   | 16 |
| 2.8.5 6PPDQ and Water Quality Covariates .....                                      | 16 |
| 3 Results .....   | 16 |
| 3.1.1 6PPDQ in Treated and Untreated Stormwater .....                               | 17 |
| 3.1.2 6PPDQ Concentration Reduction by Bioretention Mixes .....                     | 20 |
| 3.2 Coho Salmon Exposures .....   | 21 |
| 3.2.1 Coho Salmon Survival .....  | 21 |
| 3.2.2 Relationships between Other Water Quality Parameters and Coho Salmon Toxicity | 21 |



|       |  |    |
|-------|--|----|
| 3.3   | Other Water Quality Parameters.....  | 22 |
| 4     | Uncertainty and Quality Assurance .....  | 24 |
| 4.1   | 6PPDQ Loss to and Release from Equipment.....  | 24 |
| 4.2   | Bioretention Soil Mix Leaching and Toxicity.....   | 25 |
| 4.2.1 | Synthetic Precipitation Leaching Procedure (SPLP).....   | 25 |
| 4.2.2 | Column Flushing.....   | 25 |
| 4.3   | Representativeness of Column Dosing.....   | 26 |
| 4.4   | Data Verification.....   | 26 |
| 5     | Discussion and Findings .....  | 27 |
| 5.1   | Overview.....  | 27 |
| 5.2   | Coho Salmon Toxicity Reduction by Bioretention Mixes.....  | 27 |
| 5.3   | 6PPDQ Concentration Reduction by Bioretention Mixes .....  | 27 |
| 5.4   | Relationship between Water Quality Parameters on 6PPDQ Concentrations .....  | 29 |
| 5.5   | Implications for Stormwater Management.....  | 30 |
| 5.6   | Summary of Findings .....  | 30 |
| 6     | Supplemental Data.....   | 31 |
| 7     | Acknowledgements .....   | 31 |
| 8     | References.....  | 32 |
|       | Appendix A.....  | 0  |
|       | Sample Numbers by Parameter and Timepoint.....   | 0  |
|       | Appendix B.....  | 2  |
|       | Bioretention Column Preparation Tests .....  | 2  |
|       | B.1. Materials .....   | 2  |
|       | The vendors and brand names of the materials used in the bioretention soil mixtures are provided in the table below..... | 2  |
|       | Material .....   | 2  |
|       | Vendor, Location .....   | 2  |
|       | Specific product name (if available) .....   | 2  |
|       | <i>High performance bioretention mixes</i> .....   | 2  |
|       | Sand.....  | 2  |
|       | Cal Portland Dupont, WA .....  | 2  |
|       | Coir .....   | 2  |
|       | Botanicare IGS, Longview, WA.....  | 2  |



|   |    |
|---|----|
| CocoGro® .....  | 2  |
| Biochar (i.e., HCWA).....   | 2  |
| Walrath Landscape Supply (Tacoma, Gig Harbor).....                        | 2  |
| Biological Carbon HPG (High Performance Grade) Stormwater Char .....      | 2  |
| Activated Alumina .....   | 2  |
| Axens North America, Houston, TX .....                                    | 2  |
| ActiGuard® F .....  | 2  |
| Iron aggregate.....   | 2  |
| Connelly GPM, Chicago, IL.....  | 2  |
| <i>60:40 bioretention soil mix</i> .....                                  | 2  |
| Sand.....   | 2  |
| Walrath Castle, Rock, WA.....   | 2  |
| Compost.....  | 2  |
| Silver Springs Organics Rainier, WA.....                                  | 2  |
| B.1. Loss-to-Equipment and Rinsate Blank Results.....                     | 2  |
| B.2. Fathead Minnow Testing .....   | 3  |
| B.3. HPBSM Primary Layer Synthetic Precipitation Leaching Procedure ..... | 4  |
| B.4. Bioretention Column Flushing.....                                    | 4  |
| Appendix C.....   | 7  |
| Summary Statistics of All Parameters by Timepoint .....                   | 7  |
| Appendix D.....   | 10 |
| Relationships between Water Quality Characteristics and 6PPDQ .....       | 10 |
| Appendix E.....   | 12 |
| Summary of QAPP Deviations.....   | 12 |
| E.1. Field Procedures.....  | 12 |
| E.2. Bioretention Media Lab Procedures.....                               | 12 |
| E.3. Analytical Chemistry Procedures .....                                | 13 |
| E.4. Toxicology.....  | 14 |



## List of Figures

|  |    |
|--|----|
| Figure 1. Bioretention mixes tested in this laboratory study include Washington's default 60:40 BSM and three configurations of the high performance bioretention soil media. Ecology's performance goals (Ecology 2021) achieved by each mix is displayed above the media components. ....  | 5  |
| Figure 2. Schematic of bioretention column array from QAPP (King County 2023). ....  | 6  |
| Figure 3. A) Location of the I-5 WSDOT Ship Canal Bridge runoff test site used to collect stormwater for column dosing with sampling. B) King County's Field Science Unit collecting stormwater for column dosing. ....  | 9  |
| Figure 4. Sub-sampling apparatus using positive pressure and continuous stirring for homogenous sub-sampling. ....   | 12 |
| Figure 5. Influent vs effluent 6PPDQ concentrations (ng/L) for the three storm dosing events. Influent values represent the average of T1A, T1B, and T1C samples as in % concentration reduction calculations. ....  |    |
| Figure 6. Censored boxplots showing observed distribution and medians (thick black line in box) of data above the MDL (solid line). The y-axis is shown on a log-scale to better show treatment differences. The proportion of censored data below the MDL (2 ng/L) is represented by the portions of the interquartile range that are omitted. The dashed black line represents the acute aquatic life criteria (12 ng/L) that has been developed by Ecology. Statistically different groups are denoted as a and b. .... | 19 |
| Figure 7. Percent concentration reduction of 6PPDQ by the different bioretention soil mixes. Values <MDL were substituted with the MDL of 2 ng/L prior to calculating removal efficiency. See Section 2.8.4 for details on % reduction calculations and the Peto-Peto statistical test. ....   | 20 |
| Figure 8. TSS and DOC concentrations in the various untreated and treated stormwater samples at all storm timepoints. Timepoints: T <sub>1</sub> = Time that stormwater sample was composited, T <sub>2</sub> = Time that treatment was complete, and effluents were sampled, T <sub>3</sub> = Time all samples arrived at KCEL, T <sub>4</sub> = Time that toxicity tests were conducted. ....  | 22 |
| Figure 9. Dissolved oxygen, pH, redox potential, specific conductance, and temperature in the various untreated and treated stormwater samples at all storm timepoints. ....   | 23 |



## List of Tables

|   |    |
|---|----|
| Table 1. Parameters measured and associated methods used in this study.....   | 8  |
| Table 2. Dosing and sampling schedule for lab study. TSS = total suspended solids, DOC = dissolved organic carbon, DO = dissolved oxygen, ORP = oxidation-reduction potential.....  | 10 |
| Table 3. Sample processing and transport time points.....   | 11 |
| Table 4. Coho salmon acute toxicity test conditions.....  | 14 |
| Table 5. Summary statistics for 6PPDQ concentrations (ng/L) in untreated (I-5 stormwater runoff grab samples, influent stormwater, and Bellingham wet pond water used for aging columns) and treated stormwater (bioretention effluents)..... | 17 |
| Table 6. Mean and standard error 6PPDQ concentration reduction (%) for each tested bioretention mix. Note that for data <MDL, the MDL of 2 ng/L was used as the value, thus 100% removal was not a possible value.....                        | 20 |
| Table 7. Coho salmon survival and 6PPDQ concentrations in coho salmon exposure waters for toxicity tests.....   | 21 |

## Citation

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Chelsea Mitchell. 2025. Testing Removal of 6PPDQ and Coho Salmon Lethality by High-performance Bioretention Media Blends: Final King County Report. Water and Land Resources Division.



## Executive Summary

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In 2020, a team of researchers in Washington answered a two-decade-long question plaguing environmental managers in the Puget Sound region—why are coho salmon dying before they can spawn in urban creeks? Their discovery was a previously unknown chemical derived from tire rubber called 6PPD-quinone (6PPDQ) that makes its way into streams via stormwater runoff. 6PPDQ is a transformation product of the antiozonant 6PPD, which has been used in virtually all car tires in the U.S. since the 1960s. 6PPDQ can kill half of a test population of coho salmon at concentrations as low as 41 parts per trillion in just a few hours and is also acutely toxic to rainbow trout and brook trout, with median lethal concentrations that have been measured in some surface waters.

The extreme toxicity of 6PPDQ to salmon has spurred an urgent regional need to identify stormwater treatment technologies that remove 6PPDQ and protect salmon from acutely toxic stormwater. Bioretention is expected to be one of the best treatments for 6PPDQ because of its proven effectiveness for protecting coho salmon from toxic stormwater and its flexibility as a stormwater best management practice (BMP). The purpose of this study was to determine the 6PPDQ treatment effectiveness of three configurations of high performance bioretention soil mixes (HPBSMs) that are newly adopted by the Washington State Department of Ecology (Ecology) and King County and compare these to the default sand and compost-based bioretention soil mix (BSM) widely used in Washington. This is the first study to quantify 6PPDQ treatment by bioretention soil mixes used in Washington State. The major findings of this study are:

- All tested HPBSM configurations and the default BSM completely protected juvenile coho salmon from acutely toxic stormwater.
- While all tested media reduced 6PPDQ concentrations by at least 10-fold, the HPBSMs provided small, significant improvements in 6PPDQ treatment.
- Stormwater filtered through the HPBSMs always had 6PPDQ concentrations below Ecology's adopted acute aquatic life criteria for 6PPDQ of 12 ng/L (12 parts per trillion). This was not the case for the default soil mix.

Bioretention has not been previously allowed for stormwater quality treatment in King County's Surface Water Design Manual (2024) because of concerns over leaching of nutrients and metals from the compost in the default BSM. HPBSM was adopted by Ecology in 2021. Informed by the research reported here, King County added bioretention designs using HPBSM for water quality treatment and flow control BMPs in 2024. The adoption of HPBSM expands the use of bioretention in King County, allowing use of an effective 6PPDQ treatment as well as use for basic (i.e., solids), metals, and phosphorus treatments without the nutrient and metals leaching associated with compost.



# 1 Introduction

---

Bioretention is a widely used and flexible stormwater treatment practice used for managing the volume and to some extent the water quality of stormwater. It consists of a shallow depression in the landscape where stormwater is collected and filtered through engineered soil mixtures that infiltrate water, diverting some portion of runoff from the stormwater conveyance network. Washington State Department of Ecology (Ecology) has two specifications for non-compost-based bioretention media in Western Washington: 60:40 BSM and HPBSM.

King County's Surface Water Design Manual (SWDM) (2024) currently allows the use of bioretention as a flow-control Best Management Practice (BMP). However, bioretention that is under-drained and diverts water back into the stormwater conveyance network was previously not allowed as a water quality treatment in King County because of the potential for compost in the bioretention media to act as a pollution source. Pollutant export is undesirable, but its net effect is particularly problematic where nutrient and metals loading in stormwater runoff is relatively low, such as in the less-urbanized areas of unincorporated King County. In this situation, the nutrients and metals exported from compost can result in negative treatment effectiveness or increased pollutant concentrations in effluent relative to influent. Where stormwater influent is more contaminated, the reduction in metals and nutrients from treatment can outweigh a smaller total export from compost. Ideally, a treatment option is not a source of any pollutant export.

Ecology's default specification—60:40 BSM—widely used for decades, is a mixture of 60 percent sand and 40 percent compost by volume. While the standard 60:40 BSM effectively infiltrates stormwater, removes select contaminants (e.g., suspended solids, hydrocarbons), and supports plants, it has also been implicated as a source of nutrient and metals pollution.

Ecology issued guidance in 2013 documenting the release of nitrogen, phosphorus, and dissolved copper from the 60:40 BSM, and recommended this media not be used in areas with phosphorus-sensitive receiving waters. In 2016 Ecology updated this guidance, recommending that the 60:40 BSM should not be used within one quarter mile of phosphorus-sensitive receiving waters (Ecology 2016). In 2019, Ecology updated the stormwater manual to reflect this guidance.

In 2020, the City of Redmond, King County, Herrera Environmental Consultants, and several other jurisdictions and researchers completed a nearly 10-year effort to design a high performance bioretention soil mix (HPBSM) that meets Ecology criteria for 1) basic treatment (i.e., solids), 2) enhanced treatment (i.e., dissolved copper and zinc), and 3) phosphorus treatment (Herrera Environmental Consultants 2020). Ecology published the specifications for the HPBSM configurations tested in this study (Ecology 2021), which are included in the 2021 King County SWDM as amended in 2024 (King County 2024), as flow control BMPs and water quality treatment options.



Bioretention is the best-studied treatment to date for mitigating 6PPD-quinone (6PPDQ) pollution in stormwater. Researchers identified 6PPDQ as the cause of coho salmon Urban Runoff Mortality Syndrome (URMS) in 2020 (Tian et al. 2021), although stormwater runoff was implicated in killing returning coho salmon spawners in Western Washington decades ago (Scholz et al. 2011). However, even before the discovery of 6PPDQ, studies showed that passing stormwater through a simple sand and compost mixture protected coho salmon from its toxic effects (McIntyre et al. 2015; Spromberg et al. 2016). Shortly after its discovery, Ecology released a report that synthesized current knowledge on 6PPDQ's physicochemical properties, fate and transport, and sources to suggest which stormwater BMPs would be expected to remove 6PPD and 6PPDQ from stormwater runoff (Navickis-Brasch et al. 2022). This report ranked BMPs that promote dispersion, infiltration, biofiltration, or sorption as having the highest 6PPDQ treatment potential. BMPs utilizing bioretention media were among the highest ranked for removing 6PPD and 6PPDQ because the physicochemical properties of these chemicals (i.e., moderately non-polar, high log  $K_{ow}$  and  $K_{oc}$ ) suggested that these chemicals would be likely to attach (i.e., sorb) to organic matter and particles.

In response to the discovery of 6PPDQ, King County conducted the study described in this report to determine whether this new HPBSM would provide effective 6PPDQ treatment and protect coho salmon from the toxic effects of stormwater runoff. Three configurations (i.e., types) of HPBSM and the 60:40 BSM were tested in a laboratory setting during three simulated storm events. This report describes the pre-trial tests of the tested bioretention medias, the dosing of bioretention test columns with stormwater, and the 6PPDQ concentrations, conventional water quality parameters, and impacts to juvenile coho salmon associated with untreated and bioretention-treated waters.

## **1.1 Project Goals and Study Questions**

### **1.1.1 Project Goals**

This project aimed to study the relative effectiveness of the three different Ecology-approved configurations of the HPBSM in reducing concentrations of 6PPDQ in stormwater (Ecology 2021) and thereby reducing risk of URMS in fresh waters within King County. The 6PPDQ treatment effectiveness of HPBSMs was compared to 60:40 BSM.

Researchers defined the following goals in the quality assurance project plan (QAPP) for this study (King County 2023):

The **primary goal** of this bench-scale study was to determine the extent to which the three HPBSM configurations reduce the concentration of 6PPDQ in stormwater to below levels toxic to coho salmon, eliminate coho salmon toxicity (via any protective water quality characteristics [see secondary goal]), or both; and if any of the HPBSMs perform better or worse at this function than 60:40 BSM. This project includes both chemical analysis of treated and untreated stormwater for 6PPDQ and direct toxicity tests with juvenile coho salmon.



In addition, a **secondary goal** of the study was to identify and measure stormwater constituents and conditions (e.g., pH, dissolved oxygen) that may be dynamic in stormwater and may also be affected by these approved bioretention media types. We evaluated how common water quality characteristics change during each cycle in the experiment, and the degree to which they change due to passing through the BSM columns.

Addressing the **secondary goal** included measuring dissolved organic carbon (DOC) and total suspended solids (TSS) in untreated and treated stormwater effluents to evaluate whether these parameters affected the outcome of toxicity tests, for example through binding 6PPDQ.

## 2 Methods

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### 2.1 Study Design Overview

This study consisted of multiple types of sampling activities and tests to 1) prepare and test the bioretention materials for potential leachable pollutants, 2) measure 6PPDQ treatment effectiveness of the media mixes, and 3) evaluate impacts of other water quality parameters and storage and transport on 6PPDQ concentrations and toxicity. Following is an overview of the study design and purposes of each activity:

1. Testing medias for leachable pollutants
  - a. Column flushing
    - i. Measure whether the media export nutrients, metals, or 6PPDQ when flushed with clean water to determine if they are a source of these pollutants.
  - b. Fathead minnow tests
    - i. Measure whether metals documented to be exported from 60:40 BSM at levels above Washington Aquatic Life Criteria are sufficient to cause toxicity in a standard, acute fish (fathead minnow) toxicity test. Only 60:40 BSM was evaluated here because the HPBSM materials had previously been demonstrated to not leach metals.
    - ii. To ensure any toxicity observed in toxicity tests was from contaminants originating from stormwater and not from bioretention media.
2. Dosing columns and sampling
  - a. Dose columns with stormwater, and sample to measure effectiveness in terms of 6PPDQ removal and toxicity reduction.
    - i. These tasks directly support the study goal to evaluate effectiveness of the HPBSMs at removing 6PPDQ and preventing toxicity to coho salmon.
  - b. Dose columns with other, easier to obtain stormwater to simulate aging (1 water year).
    - i. Aging the columns with stormwater helps increase the realism of the treatment effectiveness testing by simulating the pollutant loading and wetting associated with real-life stormwater BMPs.



Water from a stormwater wet pond in Bellingham was used instead of the I-5 runoff used in the dosing with sampling events because it was available close to the location of the columns and was much easier to obtain.

3. Evaluate impacts of water parameters, storage, and transport on 6PPDQ.
  - a. Measure water quality parameters at different timepoints in each dosing cycle (from stormwater source, after compositing into influent, after treatment, and during toxicity tests).
    - i. TSS, DOC, redox potential, conductivity, and pH were all measured alongside 6PPDQ in water samples as potential explanatory variables that could potentially impact 6PPDQ bioavailability and toxicity.

### 2.1.1 Tested Bioretention Mixes

This study consisted of bench-scale soil column tests of three HPBSM types and the 60:40 BSM (Figure 1). The following specific bioretention media types have been approved for use by Ecology and were tested in this study for 6PPDQ removal (percentages are by volume):

1. **Type 1:** 18-inch HPBSM primary layer consisting of: 70% sand, 20% coir, 10% biochar, plus a 12-inch drainage layer of sand.
2. **Type 2:** 18-inch HPBSM primary layer plus 12-inch polishing layer. The polishing layer consists of 90% sand, 7.5% activated alumina, and 2.5% iron aggregate.
3. **Type 3:** Type 2 HPBSM, plus 2-inch compost surface layer meeting Ecology's bioretention compost specifications.
4. **60:40 BSM:** 60% sand/40% compost.

In the Ecology guidance (Ecology 2024), the biochar component is called *high carbon wood ash* (HCWA). In this document, we use the term *biochar* instead because HCWA is a type of biochar.

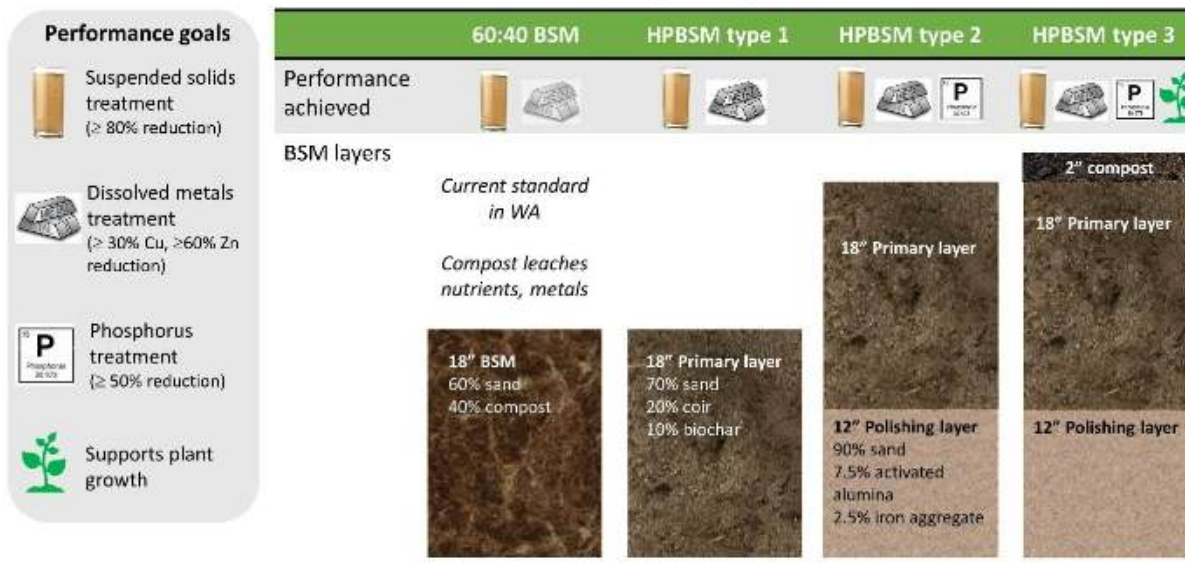
We eliminated one of the four BSM types when testing effectiveness in reducing or eliminating acute lethality to juvenile coho salmon in controlled laboratory toxicity tests due to practical space constraints (Type 2). There are several reasons we elected to eliminate HPBSM 2:

- The unique treatment components of the HPBSM are in the primary layer and the polishing layer. Type 1 is needed to test the primary layer alone. Types 2 and 3 contain both layers.
- The only distinction between HPBSM Type 2 and Type 3 is that the latter contains a compost mulch layer on top. The compost in Type 3 is only added to support plant aesthetics, if needed, not for additional treatment.
- Prior research told us the compost layer of Type 3 would release additional pollutants (nutrients and metals) to stormwater whereas that additional pollutant load would not be tested using Type 2.



- We expected to learn more when testing Type 3 instead of Type 2.

### Bioretention soil mixes (BSMs)

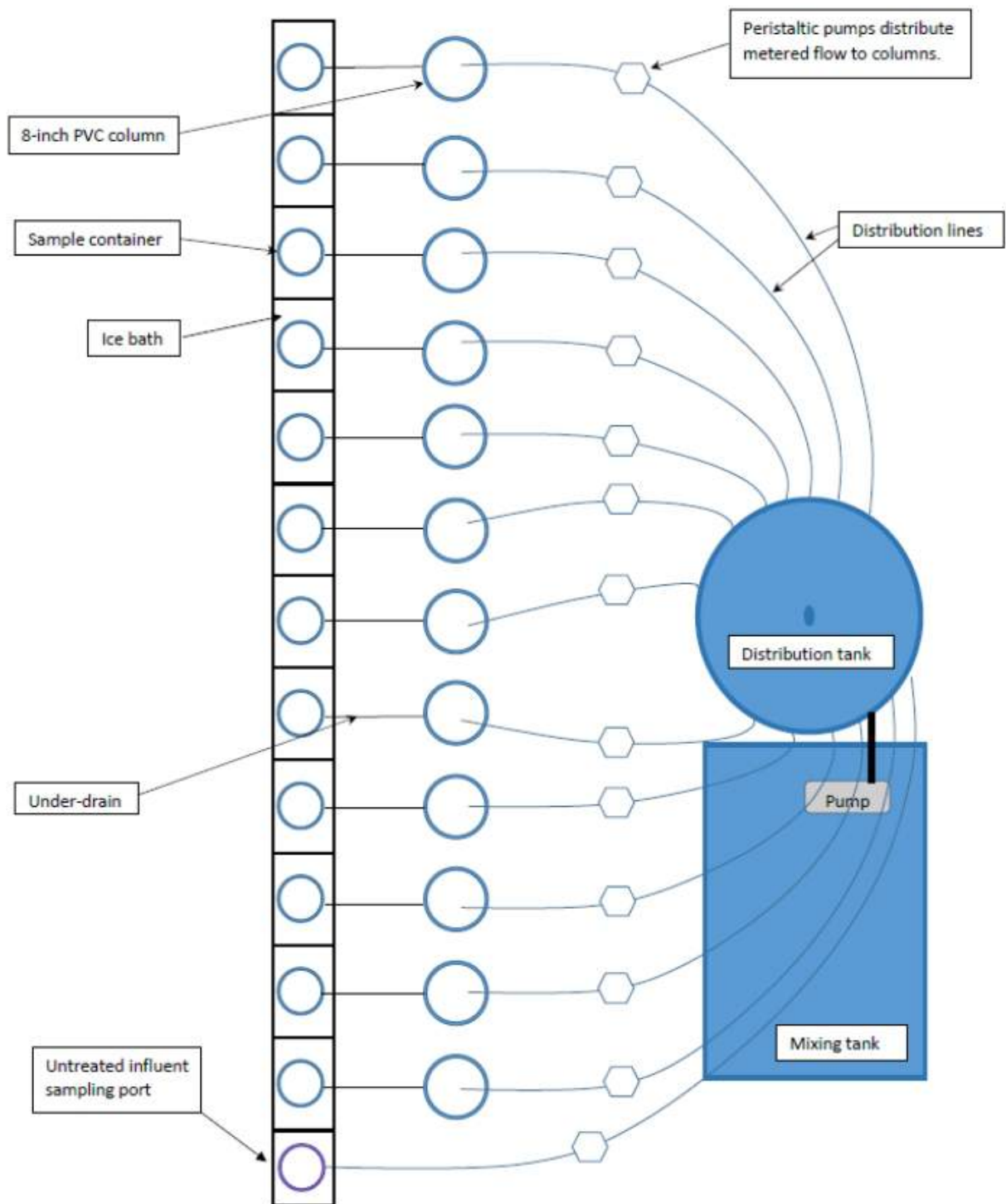


**Figure 1. Bioretention mixes tested in this laboratory study include Washington's default 60:40 BSM and three configurations of the high performance bioretention soil media. Ecology's performance goals (Ecology 2021) achieved by each mix is displayed above the media components.**

## 2.2 Bioretention Column Construction

The bioretention media column array (Figure 2) used to test the HPBSMs and 60:40 BSM was located in a laboratory at Western Washington University's (WWU) Institute for Environmental Toxicology in Bellingham. The array consisted of a High-Density Polyethylene (HDPE) mixing tank (200-gallon cone bottom), HDPE distribution tank (20-gallon cone bottom), polyvinyl chloride (PVC) distribution manifold, Teflon™ delivery lines (1/8 in ID), peristaltic pumps (Pulsafeeder Chem-tech XP Series), and PVC columns (20.3 cm [8 in] diameter by 91.4 cm [36 in] tall). To prepare the media columns, old media from previous studies was removed. Columns were then washed with potable water, scrubbed, washed with Liquinox soap, and rinsed with deionized water. Each column was inspected for leaks or other defects.





**Figure 2. Schematic of bioretention column array from QAPP (King County 2023).**

The mixing and distribution tanks were pressure washed to remove residue from previous experiments then washed with Liquinox and rinsed with deionized water. The distribution manifold was disassembled, washed with potable water and Liquinox, and rinsed with deionized water. All delivery lines from the distribution manifold to peristaltic



pumps were replaced with new Teflon tubing. Finally, each peristaltic pump was cleaned, lubricated, and calibrated. Maximum error recorded for peristaltic pumps was +3.84 percent and maximum spread of error was +3.84 to -3.57 percent at operating volume. See Peristaltic Pump Accuracy Checks and Calibration spreadsheet for pump accuracy.

### **2.2.1 Measuring Loss to and Release from Equipment**

6PPDQ is known to adhere to plastics and silicone via sorption because of its moderate hydrophobicity (Hu et al. 2023). To determine the potential for 6PPDQ in stormwater influent to be lost to equipment, 6PPDQ-spiked water was rinsed through the column array. First, a sample of deionized water was spiked with 6PPDQ. We then rinsed this water through a single column of the bioretention column array before any soil media was loaded, and captured the rinsate/effluent in a glass container. Two 0.250 L samples were collected and analyzed for 6PPDQ: the influent and the effluent. Loss to equipment was calculated using 6PPDQ concentrations via the following equation:

$$\text{Loss-to-equipment} = [(6\text{PPDQ}_{\text{influent}} - 6\text{PPDQ}_{\text{effluent}})/6\text{PPDQ}_{\text{influent}}]*100\%$$

Following the loss-to-equipment test, four equipment rinsate blanks were collected to determine whether 6PPDQ could be released from the columns used in the loss-to-equipment test or from unused columns or sampling containers:

1. The column used in the loss-to-equipment test underwent rinsing with deionized water, followed by collection of a rinsate blank.
2. An additional rinsate blank was performed on each of three columns not used in the loss-to-equipment test.
3. A rinsate blank was also collected of the fluorinated high-density polyethylene (FLDE) 20-L carboys to be used in transporting stormwater and treated effluent samples.

### **2.3 Bioretention Column Media Preparation and Testing**

Once the column array was tested and met requirements described in the Quality Assurance Project Plan (King County 2023), the columns were packed with media. We first tested the quality of the media components using the Synthetic Precipitation Leaching Procedure (USEPA 1994) described in Department of Ecology's *Guidance on using new high performance bioretention soil mixes*, May 2021 (Ecology 2021) for total and dissolved copper, nitrate/nitrite-N, orthophosphorus (ortho-P), and total phosphorus Table 1. Researchers used consistent measurement (by volume) and packing methods on all columns. Individual media components were measured in graduated containers and the same vibration method was used to attain specified volumes. The components were placed in large plastic containers and mixed thoroughly to create specific blends. The media blends were placed in the columns and compacted using a graduated plunger every six inches. This method was used to approximate typical field compaction rates of 80 percent by penetrometer.

The media in the columns were then flushed with deionized water. The purpose of this test was to determine if specific contaminants (TSS, dissolved and total metals, and



6PPDQ) were leachable from the tested media, which would indicate the media could be a source of those contaminants. We flushed all 12 columns (four treatments replicated three times) with the equivalent of one Seattle water year of deionized water (378 liters/column). Fourteen flushing events at 27 liters per column per event were conducted over a 2-week period. See Section 2.4 for justification of this hydraulic loading rate. One-liter samples were collected from the primary collection container (24-liter glass carboys) at the first and last flushing events. 6PPDQ concentrations were only measured in the final flush effluents because we did not anticipate the media to export 6PPDQ but wanted to ensure no export before starting the experiment dosing with stormwater.

**Table 1. Parameters measured and associated methods used in this study.**

| Parameter                                 | Method                    | Laboratory       |
|---|---------------------------|------------------|
| 6PPDQ                                     | KCEL SOP# 4077v0          | KCEL             |
| TSS                                       | SM 2540-D                 | KCEL             |
| DOC                                       | SM 5310-B                 | KCEL             |
| Dissolved metals                          | EPA 200.8                 | Exact Scientific |
| Total metals                              | EPA 200.8                 | Exact Scientific |
| Oxidation-reduction potential (ORP/redox) | Hanna H198190 user manual | KCEL             |
| Specific conductance                      | KCEL SOP #2045v1          | KCEL             |
| pH  | KCEL SOP #2045v1          | KCEL             |
| Temperature                               | KCEL SOP #2045v1          | KCEL             |
| Dissolved oxygen                          | KCEL SOP #2045v1          | KCEL             |
| SPLP - total and dissolved copper         | EPA 200.8 UCT KED         | ARI              |
| SPLP - nitrate/nitrite-N                  | EPA 300.0                 | ARI              |
| SPLP - total phosphorus, ortho-phosphorus | SM 4500-P E-99            | ARI              |

## 2.4 Hydraulic Loading Rate

The same hydraulic loading rate was applied for all column dosing (i.e., flushing deionized water, I-5 stormwater, and Bellingham aging stormwater). Researchers dosed each column with 27 liters of stormwater over a 2.5-hour period, which was equivalent



to a 10-year, 24-hour storm in Seattle, Washington (assuming a 15:1 contributing area: facility surface area, 90 percent contributing area effectiveness, and a runoff treatment requirement of 91 percent). Given that Ecology's 2024 Stormwater Management Manual for Western Washington requires a target precipitation depth equivalent to a 6-month, 24-hour storm (Ecology 2024), the dosing rate used in this study can be considered a rigorous test of the media's treatment effectiveness.

## 2.5 Dosing and Sampling

After the flushing phase of the study was complete, the columns were dosed with highway runoff from Interstate 5 (I-5) in Seattle and Bellingham, Washington.

The Seattle stormwater sampling was conducted at a Washington State Department of Transportation (WSDOT) runoff test site located under the I-5 Ship Canal Bridge (Figure 3). This site receives runoff from a 12.8-hectare (31.6-acre) drainage area, including 9.2 hectares (22.7 acres) of pavement and 3.6 hectares (8.9 acres) of roadside landscaping. It is not subject to treatment upstream of the sample collection port.



**Figure 3. A) Location of the I-5 WSDOT Ship Canal Bridge runoff test site used to collect stormwater for column dosing with sampling. B) King County's Field Science Unit collecting stormwater for column dosing.**

The highway runoff from Seattle (collected directly off the highway) had high concentrations of 6PPDQ, was sampled for 6PPDQ plus other parameters, and was used for toxicity testing on coho salmon.

The Bellingham runoff was collected from a Washington Department of Transportation (WSDOT) stormwater pond adjacent to I-5 and was only sampled for 6PPDQ and not used for toxicity tests on the coho salmon. The Bellingham stormwater was used to age the media columns and attain the target dosing volume of 81 percent of a Seattle water year as prescribed in the QAPP (King County 2023). See Table 2 for the dosing schedule.



**Table 2. Dosing and sampling schedule for lab study. TSS = total suspended solids, DOC = dissolved organic carbon, DO = dissolved oxygen, ORP = oxidation-reduction potential.**

| Record Number | Type of Event          | Date     | Volume Applied (liters/column) | Collection Location and Sample Parameters   |
|---------------|------------------------|----------|--------------------------------|---|
| 1             | 1 <sup>st</sup> dosing | 4/18/23  | 27                             | I-5 Seattle (6PPDQ, TSS, DOC, pH, temperature, DO, ORP, specific conductance, toxicity) |
| 2             | 1 <sup>st</sup> aging  | 4/25/23  | 27                             | I-5 Bellingham (no samples)   |
| 3             | 2 <sup>nd</sup> aging  | 4/26/23  | 27                             | I-5 Bellingham (no samples)   |
| 4             | 3 <sup>rd</sup> aging  | 5/3/23   | 27                             | I-5 Bellingham (6PPDQ)  |
| 5             | 2 <sup>nd</sup> dosing | 9/26/23  | 27                             | I-5 Seattle (6PPDQ, TSS, DOC, pH, temperature, DO, ORP, specific conductance, toxicity) |
| 6             | 4 <sup>th</sup> aging  | 10/16/23 | 27                             | I-5 Bellingham (6PPDQ)  |
| 7             | 5 <sup>th</sup> aging  | 10/17/23 | 27                             | I-5 Bellingham (no samples)   |
| 8             | 6 <sup>th</sup> aging  | 10/25/23 | 27                             | I-5 Bellingham 6PPDQ (no samples)   |
| 9             | 7 <sup>th</sup> aging  | 10/26/23 | 27                             | I-5 Bellingham (6PPDQ)  |
| 10            | 8 <sup>th</sup> aging  | 11/6/23  | 27                             | I-5 Bellingham (6PPDQ)  |
| 11            | 9 <sup>th</sup> aging  | 11/7/23  | 27                             | I-5 Bellingham (no samples)   |
| 12            | 3 <sup>rd</sup> dosing | 3/13/24  | 27                             | I-5 Seattle (6PPDQ, TSS, DOC, pH, temperature, DO, ORP, specific conductance, toxicity) |

### 2.5.1 Stormwater Collection, Column Dosing, and Sampling

King County Environmental Lab (KCEL) staff collected Seattle stormwater in 20-liter, fluorinated HDPE carboys, iced, and driven to the bioretention media lab in Bellingham. Contents of the 20-liter containers were poured into the HDPE mixing tank and experiments would begin at approximately 9 a.m. Sub-samples to evaluate 6PPDQ concentrations were taken at the point of collection (Seattle) and at the beginning, mid-point, and end of the dosing experiment (Table 3). The purpose of the 6PPDQ influent sub-samples was to determine if concentrations decreased over the sampling process. Researchers collected a 27-liter volume for each dosing experiment in 24-liter glass carboys placed in ice under each of the 12 media columns. A 13th glass carboy collected untreated influent directly from the delivery system tubing (i.e., did not run through a column).



**Table 3. Sample processing and transport time points.**

| Time Point     | Definition  | Location                         |
|----------------|---|----------------------------------|
| T <sub>0</sub> | Time stormwater was collected.  | Sampling location in Seattle     |
| T <sub>1</sub> | Time that stormwater sample was composited and homogenized. T <sub>1A</sub> , T <sub>1B</sub> , and T <sub>1C</sub> are time points during column dosing (start, middle, end) when influent samples were collected. | Bioretention Laboratory          |
| T <sub>2</sub> | Time that treatment was complete and effluents were sampled.  | Bioretention Laboratory          |
| T <sub>3</sub> | Time all samples arrived at KCEL.   | KCEL Receiving                   |
| T <sub>4</sub> | Time that toxicity tests were conducted.  | KCEL Toxicity and Chemistry Labs |

At the end of dosing experiments (2.5 hours), the glass carboys were stirred on a large stir plate, pressurized, and sub-samples taken from each column for 6PPDQ analysis (Figure 4). The 12 sub-samples were iced, transported to KCEL, and analyzed for 6PPDQ, DOC, and TSS. For toxicity testing, we composited the three 24-liter carboys from each treatment into 20-liter fluorinated carboys (the 20-liter carboy filled 1/3 from each column sample), iced, and transported to KCEL. Finally, the following parameters were measured from sub-samples for each column using sondes: pH, temperature, DO, ORP, and specific conductance. Two different sondes were used for measurements: 1) YSI EXO 1s (temperature, DO, pH, and specific conductance) and 2) Hanna HI98190 (ORP). The number of samples and associated measurements taken at the various time points in the study are shown in Appendix A, Table A-1.





**Figure 4. Sub-sampling apparatus using positive pressure and continuous stirring for homogenous sub-sampling.**

### **2.5.2 Aging the Bioretention Media**

To simulate aging of the bioretention media between the dosing event storm, stormwater from a WSDOT stormwater pond in Bellingham, Washington was applied to the columns. This location was close to the WWU bioretention media laboratory enabling quick collection of high volumes of stormwater. Researchers pumped stormwater from a WSDOT stormwater pond into a 280-gallon HDPE tank and transported to the WWU bioretention media laboratory. The water was pumped up to the lab from the collection tank to the mixing tank. The same volume (27 liters/column) and time frame (2.5 hours) was used for the aging events as for the dosing experiments. Sub-samples were collected from the influent sampling pump for 6PPDQ, DOC, and TSS analysis at the 3rd, 4th, 7th, and 8th aging event.

## **2.6 Chemical Analyses**

### **2.6.1 Laboratory Chemical Analyses**

The following laboratory methods are summarized from this study's QAPP (King County 2023).

Researchers quantified 6PPDQ by liquid chromatography/triple quadrupole mass spectrometry using an isotopically labeled internal standard (D5-6PPDQ) method as in Hunt et al. (2021) and as documented in KCEL SOP# 4077v0. The LCMS/MS system consists of an Agilent 1290 Infinity II LC system equipped with an Agilent Infinity Lab



Poroshell 120 EC-C18 analytical column coupled to an Agilent Technologies 6470 triple quadrupole mass spectrometer. A 6PPDQ precursor ion and three of its products were monitored in positive multiple reaction monitoring (MRM) mode. The presence and ratio of these ions was used to confirm 6PPDQ identification. Quantification is achieved using 6PPDQ calibration standards spiked with an isotopically labeled internal standard, D5-6PPDQ.

DOC was analyzed by KCEL SOP #3036 and SM 5310-B. DOC samples were first filtered through a 0.45 µm filter.

Total suspended solids (TSS) were determined by KCEL SOP #3009 and SM 2540-D. A measured volume of a well-mixed sample was filtered through a glass fiber filter to determine TSS. The residue retained on the glass fiber filter was dried to a constant weight at 103°C to 105°C. The resulting net weight represents the TSS.

## **2.6.2 Stormwater Quality Characteristics**

At various points throughout the experimental cycle performed for each storm (Table 3), we collected information on the stormwater quality characteristics that may be affected by bioretention media or other factors (Table 1). At each point during an experimental cycle that collected water quality characteristics, an aliquot of up to 0.3 to 0.5 L of the water to be tested was put into a wide-mouth container. One or more single- or multi-parameter probes were used to measure the following characteristics:

1. Temperature (°C), SOP #2045v1
2. Specific conductance (µmhos/cm), SOP #2045v1
3. pH (unitless), SOP #2045v1
4. Oxidation-reduction potential (mV), Hanna H198190 user manual
5. Dissolved oxygen (mg/L), SOP #2045v1

Data collection was performed in accordance with the KCEL Field Sciences Unit's (FSU's) SOPs for field measurement of each of these parameters. A multiparameter probe was used for temperature, pH, specific conductance, and DO; the appropriate SOP was applied (e.g., Attended YSI EXO Multiprobe Operations, SOP# 2045v1 2017). For ORP measurements, we used a standalone field meter. All calibration procedures, record keeping, and instrument use were consistent with SOPs or manufacturer's instructions.

## **2.7 Toxicity Testing**

Toxicity testing was conducted to 1) test for acute toxicity of the default 60:40 BSM rinsate to fathead minnow and 2) test for toxicity of stormwater to juvenile coho salmon before and after treatment by bioretention media.

### **2.7.1 Fathead Minnow Exposures**

To confirm that any fish toxicity observed in coho salmon toxicity tests from the 60:40 BSM effluent was attributable to stormwater (i.e., 6PPDQ), flush water from the media was tested using fathead minnow (*Pimephales promelas*) acute exposures prior to the



start of stormwater dosing. One 2-L sample of flush water from the 60:40 BSM column following the final flush was tested for acute toxicity to fathead minnow as part of preparation of the bioretention media columns. We conducted the fathead minnow test according to EPA Test Method 2000.0: Fathead Minnow, *Pimephales promelas*, Acute Toxicity Tests with Effluents and Receiving Waters (USEPA 2002) and KCEL standard operating procedure (SOP) #4014v3.

## 2.7.2 Coho Salmon Exposures

Toxicity tests with coho salmon were conducted on effluent composited from the 60:40 BSM, Type 1 and Type 3 HPBSM, untreated stormwater and a laboratory control (laboratory well water). We performed toxicity tests according to EPA Test Method 2019.0: *Rainbow Trout*, *Oncorhynchus mykiss*, and *Brook Trout*, *Salvelinus fontinalis*, *Acute Toxicity Tests with Effluents and Receiving Waters* (modified by using coho salmon as the test organism).

Coho salmon embryos are only available December to January of each year. Modifications of EPA 2019.0 (fish age, number of organisms, and loading rate) were necessary to meet the project objectives within this constraint. Toxicity test conditions used for the coho salmon exposures are detailed in Table 4.

**Table 4. Coho salmon acute toxicity test conditions.**

| Condition                          | Specification  |
|------------------------------------|--|
| Organism                           | Coho salmon ( <i>Oncorhynchus kisutch</i> )                                  |
| Test Type                          | Static non-renewal   |
| Sample Hold Time                   | Initiate within 36 hours of sample collection.                               |
| Temperature                        | 12 ± 2°C   |
| Control Water                      | Well Water hardness approximately 40 to 100 mg/L as CaCO <sub>3</sub> .      |
| Light Intensity                    | 500 to 1000 lux  |
| Photoperiod                        | 16 h light:8 h dark  |
| Test Chamber Size                  | 18L glass jars   |
| Renewal of Test Solution           | None   |
| Age of Test Organisms/Loading rate | 58d (.69 g/L), 290d (2.64 g/L), 35d (.31 g/L)                                |
| Test Concentrations                | 100% sample  |
| Number of Organisms                | 5  |
| Number of Replicates               | 4  |
| Feeding                            | None during test and ceased 48 hrs. prior to test initiation.                |
| Oxygen/Aeration                    | None, unless DO concentration falls below 6.0 mg/L or loading rate > .8 g/L. |
| Positive Control                   | 6PPDQ (one LC <sub>50</sub> test per batch of test organisms)                |
| Test Duration                      | 24 hours   |



| Condition          | Specification  |
|--------------------|--|
| Endpoint           | Mortality and observational notes of suspected URMS symptoms (disorientation, swimming in circles, gaping, etc.) will be made in the first 12 hours of exposure. |
| Test Acceptability | ≥90% control survival  |
| Measurements       | Temperature, pH, dissolved oxygen (daily for each).  |
| Water Quality      | Hardness, alkalinity, specific conductance, redox (0-hour for each).   |

## 2.8 Data Analysis

All data analyses were conducted in the R statistical programming language (R Core Team 2023) using R studio.

### 2.8.1 Chi-square Test of Fathead Minnow Count Data

The fathead minnow toxicity tests using 60:40 BSM flush water resulted in counts of the number of fish alive after 48 hours of exposure. Researchers used a Chi-square test to determine if the number of fish alive at each concentration of 60:40 BSM flush water (0%, 6.25%, 12.5%, 25%, 50%, and 100%) was the same (null hypothesis) or different across concentrations.

### 2.8.2 6PPDQ Summary Statistics

Summary statistics, including the mean, median, and standard deviation, were calculated for untreated and treated stormwater sample 6PPDQ concentrations. Untreated stormwater groups included I-5 runoff grab samples, homogenized stormwater influent from the dosing tank, and the aging stormwater taken from a wet pond in Bellingham.

We grouped the treated stormwater (bioretention effluent) samples by bioretention mix using data from individual column effluent samples at timepoint T2 (after dosing was completed). The 6PPDQ concentration data was visually determined to fit a lognormal distribution using log-transformed normal quantiles plots. The treated stormwater data contained many non-detects (<MDL); thus, prior to summary statistic calculations, non-detect data were imputed via robust regression order statistics ("robust" ROS) using the `ros()` function from the NADA package in R (Lee 2020). Robust ROS imputation is appropriate for small data sets (<50 observations) with <50 to 80 percent censoring. It uses a distributional assumption (lognormal in this case) to impute non-detect data from a probability distribution of detected data (Helsel 2011). Summary statistics are then calculated using this imputed data.

### 2.8.3 Comparing Effluent 6PPDQ Concentrations

Effluent 6PPDQ concentrations were compared across treatments to test for significant differences in treatment effectiveness and median effluent 6PPDQ concentrations. Researchers ran a non-parametric, censored Peto-Peto test (Peto and Peto 1972) on



6PPDQ data. The function `cen1way()` from the *NADA2* package (Helsel 2024) in R was used to run this Peto-Peto test and pairwise comparisons using a Benjamini-Hochberg false discover rate to account for multiple comparisons.

#### 2.8.4 6PPDQ Concentration Reduction

To calculate the treatment effectiveness of the bioretention mixes, censored data (<MDL) were substituted with the MDL value of 2 ng/L. Therefore, achieving 100 percent concentration reduction was not possible, and reduction rates calculated from non-detect data are right-censored and represent a lower limit of reduction rather than an exact value. For example, if the influent 6PPDQ concentration was 100 ng/L and the effluent was <MDL, the concentration reduction would be reported as >98% because the effluent concentration would be substituted with 2 ng/L, and the true effluent concentration is known to be between 0 and 2 ng/L. The equation used for concentration reduction calculations was:

$$\% \text{ 6PPDQ concentration reduction} = [(C_i - C_e)/C_i] * 100\%,$$

where  $C_i$  is the untreated stormwater influent concentration and  $C_e$  is the treated bioretention effluent concentration.

Because reduction rates were right-censored and did not fit normal or lognormal distributions, we used a Peto-Peto test with pairwise comparisons as described in section 2.8.3. We flipped the reduction rate values to transform them into left-censored values by subtracting them from 100 prior to running the Peto-Peto test because the `cen1way()` function only accommodates left-censored data (Helsel 2011).

#### 2.8.5 6PPDQ and Water Quality Covariates

Several other water quality parameters with potential relevance to 6PPDQ were measured alongside 6PPDQ concentrations. These parameters included total suspended solids (TSS), dissolved organic carbon (DOC), specific conductance, pH, temperature, and oxidation reduction (redox) potential. To explore relationships between 6PPDQ and these parameters, scatterplots of each parameter and 6PPDQ concentration were first generated for all samples. Not all parameters were measured at every timepoint. The number of samples analyzed for each of these parameters is listed by sample type in Table A-1.

### 3 Results

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The results of the 6PPDQ treatment tests and coho salmon toxicity tests as well as related statistical analyses on 6PPDQ data are detailed below. Summary statistics for all timepoints, parameters, and treatments are shown in Table A-1. Results for preliminary column testing, including 6PPDQ loss to equipment tests, bioretention media leaching tests (SPLP), BSM leachate toxicity tests, and column flushing tests, are detailed in Appendix B.



### 3.1.1 6PPDQ in Treated and Untreated Stormwater

Filtering the stormwater influent through the tested bioretention medias resulted in at least a 10-fold decrease in 6PPDQ concentration. The concentration range for 6PPDQ in untreated stormwater influent samples was 226 ng/L to 808 ng/L while the concentration range for 6PPDQ in treated bioretention effluents was <MDL (2 ng/L) to 22.5 ng/L.

The 6PPDQ MDL for this study was 2 ng/L. All 60:40 BSM effluent samples had detectable 6PPDQ concentrations (Table 5). HPBSM Type 1 had three samples (33.3%) where 6PPDQ concentrations were below the MDL while the HPBSMs Types 2 and 3 had six of nine samples (66.6%) where 6PPDQ concentrations were below the MDL.

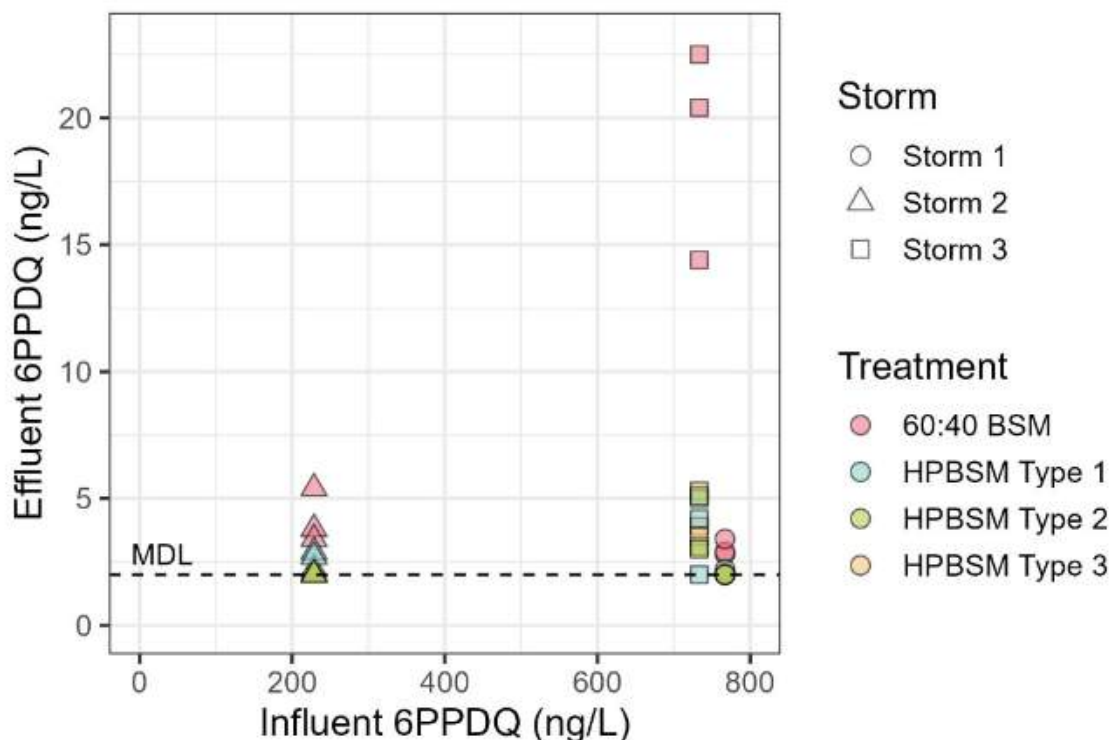
**Table 5. Summary statistics for 6PPDQ concentrations (ng/L) in untreated (I-5 stormwater runoff grab samples, influent stormwater, and Bellingham wet pond water used for aging columns) and treated stormwater (bioretention effluents).**

| Bioretention treatment     | N  | Detection frequency <sup>1</sup> (%) | Median | Mean | Standard Deviation | Min  | Max  |
|----------------------------|----|--------------------------------------|--------|------|--------------------|------|------|
| I-5 Stormwater runoff grab | 3  | 100                                  | 577    | 654  | 347                | 286  | 856  |
| Influent stormwater        | 9  | 100                                  | 503    | 590  | 361                | 226  | 808  |
| Bellingham wet pond        | 4  | 100                                  | 15.9   | 19.9 | 15                 | 9.9  | 50.2 |
| All effluent samples       | 36 | 58.3                                 | 2.8    | 3.8  | 5.0                | <MDL | 22.5 |
| 60:40 BSM effluent         | 9  | 100                                  | 3.8    | 8.8  | 8.1                | 2.8  | 22.5 |
| HPBSM Type 1 effluent      | 9  | 66.7                                 | 2.2    | 2.5  | 1.3                | <MDL | 5    |
| HPBSM Type 2 effluent      | 9  | 33.4                                 | 1.6    | 2.1  | 1.4                | <MDL | 5.1  |
| HPBSM Type 3 effluent      | 9  | 33.4                                 | 2.2    | 2.6  | 1.3                | <MDL | 5.3  |

1. For groups with non-detect concentrations (HPBSM effluents), robust ROS was used to estimate summary statistics, means, and medians. Calculated summary statistics may be estimated below the 6PPDQ MDL of 2 ng/L because of ROS imputation. Effluent summary statistics only include data from individual columns (timepoint T2). Effluent composite data from the toxicity test (T4) are presented in Table 13.



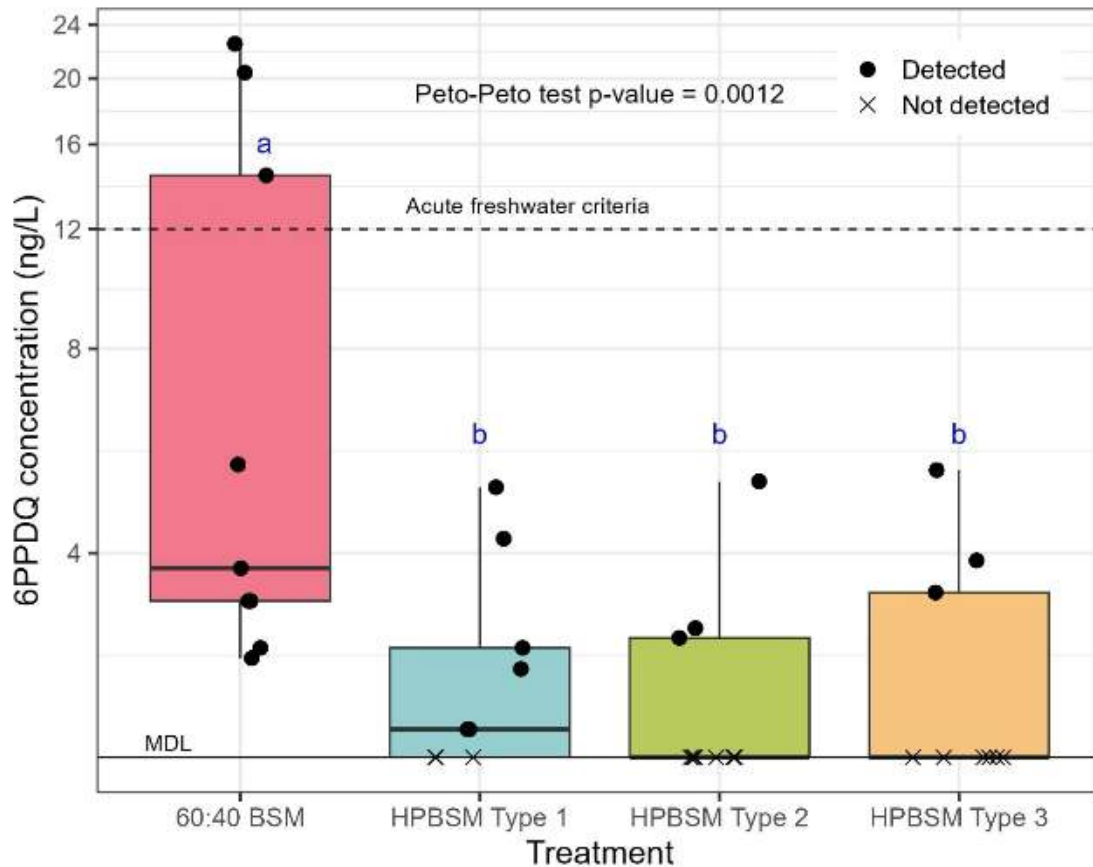
For all tested bioretention mixes, the highest 6PPDQ concentrations in effluents were observed in Storm 3 (Figure 5). Effluent concentrations did not appear to be driven by influent concentrations—Storm 1 had the highest influent concentrations but the lowest effluent concentrations (Figure 5).



**Figure 5. Influent vs effluent 6PPDQ concentrations (ng/L) for the three storm dosing events. Influent values represent the average of T1A, T1B, and T1C samples as in % concentration reduction calculations.**

Researchers ran a censored and non-parametric Peto-Peto test of the 6PPDQ data (Chisquare = 15.85,  $p = 0.0012$ ). Results showed that significantly lower 6PPDQ concentrations were measured in the HPBSM effluents than 60:40 BSM effluents (pairwise Peto-Peto tests: HPBSM Type 1,  $p = 0.023$ ; HPBSM Type 2,  $p = 0.020$ ; HPBSM Type 3,  $p = 0.031$ ) (Figure 6).





**Figure 6. Censored boxplots showing observed distribution and medians (thick black line in box) of data above the MDL (solid line). The y-axis is shown on a log-scale to better show treatment differences. The proportion of censored data below the MDL (2 ng/L) is represented by the portions of the interquartile range that are omitted. The dashed black line represents the acute aquatic life criteria (12 ng/L) that has been developed by Ecology. Statistically different groups are denoted as a and b.**

Ecology recently adopted an acute, freshwater aquatic life criteria value for 6PPDQ of 12 ng/L (WAC 173-201A-240)<sup>1</sup>. Notably, in every HPBSM effluent sample, 6PPDQ concentrations were below Ecology's proposed aquatic life criteria of 12 ng/L. Effluent samples from the 60:40 BSM exceeded this criterion for three of nine samples.

<sup>1</sup> This acute, freshwater criterion of 12 ng/L is subject to change before the final rulemaking and must be approved by EPA before they can be used for Clean Water Act programs. See Ecology's [Aquatic Life Toxics Criteria Rulemaking Concise Explanatory Statement Chapter 173-201A WAC](#) for details on rulemaking.

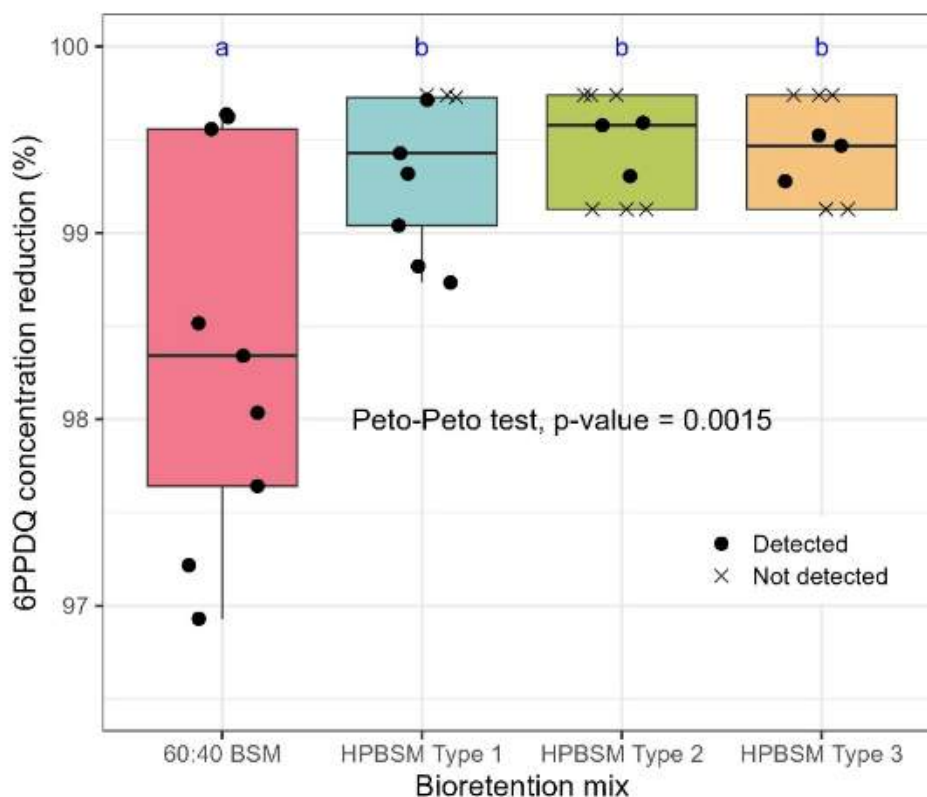


### 3.1.2 6PPDQ Concentration Reduction by Bioretention Mixes

All the tested bioretention mixes reduced 6PPDQ concentrations by at least 96.9 percent during each storm event. Mean 6PPDQ concentration reduction (%) values are shown in Table 6.

**Table 6. Mean and standard error 6PPDQ concentration reduction (%) for each tested bioretention mix. Note that for data <MDL, the MDL of 2 ng/L was used as the value, thus 100% removal was not a possible value.**

| Bioretention Mix | 6PPDQ Concentration Reduction (%) |                           |      |       |
|------------------|-----------------------------------|---------------------------|------|-------|
|                  | Mean                              | Standard error<br>(n = 9) | Min  | Max   |
| 60:40 BSM        | 98.4                              | 0.346                     | 96.9 | 99.6  |
| HPBSM Type 1     | 99.4                              | 0.136                     | 98.7 | >99.7 |
| HPBSM Type 2     | 99.5                              | 0.093                     | 99.1 | >99.7 |
| HPBSM Type 3     | 99.4                              | 0.091                     | 99.1 | >99.7 |



**Figure 7. Percent concentration reduction of 6PPDQ by the different bioretention soil mixes. Values <MDL were substituted with the MDL of 2 ng/L prior to calculating removal efficiency. See Section 2.8.4 for details on % reduction calculations and the Peto-Peto statistical test.**



HPBSM mixes achieved significantly greater 6PPDQ concentration reduction than the 60:40 BSM ( $p \leq 0.05$ ). We found no significant differences in 6PPDQ concentration reduction between HPBSM types (Figure 7).

## 3.2 Coho Salmon Exposures

### 3.2.1 Coho Salmon Survival

Untreated stormwater influent was acutely toxic to exposed coho salmon during 24-hour static exposure tests for all three storms. Coho salmon survival was 0 to 5 percent in untreated stormwater influent compared to 100 percent survival across all treated effluents (Table 7). The concentration range for 6PPDQ in untreated stormwater influent was 226 ng/L to 808 ng/L.

**Table 7. Coho salmon survival and 6PPDQ concentrations in coho salmon exposure waters for toxicity tests.**

| Exposure Treatment<br>n = 20  | Coho Salmon Survival (%) |         |         | 6PPDQ Concentration (ng/L) |         |         |
|-------------------------------|--------------------------|---------|---------|----------------------------|---------|---------|
|                               | Storm 1                  | Storm 2 | Storm 3 | Storm 1                    | Storm 2 | Storm 3 |
| Well water control            | 100                      | 100     | 100     | < MDL                      | <MDL    | <MDL    |
| Untreated stormwater influent | 5                        | 0       | 5       | 754                        | 225     | 640     |
| 60:40 BSM (composite)         | 100                      | 100     | 100     | 4.4                        | 3.0     | 26.8    |
| HPBSM Type 1 (composite)      | 100                      | 100     | 100     | 2.5                        | <MDL    | 7.8     |
| HPBSM Type 3 (composite)      | 100                      | 100     | 100     | <MDL                       | <MDL    | 4.7     |

Water quality parameters remained within acceptable limits throughout each test, control survival met acceptability criteria of  $\geq 90$  percent (U.S. EPA 2002).

The relative sensitivity of coho salmon over the course of the study was evaluated by conducting reference toxicant tests of a 6PPDQ analytical standard (HPC Standards). We performed three tests and LC50s were calculated using analytically verified test concentrations. Results were compared to calculated laboratory control limits (mean  $LC50 \pm 2SD$ ). Results of 56.9, 92.5, and 50.6 ng/L 6PPDQ were within current control limits of 35.68 to 130.65.

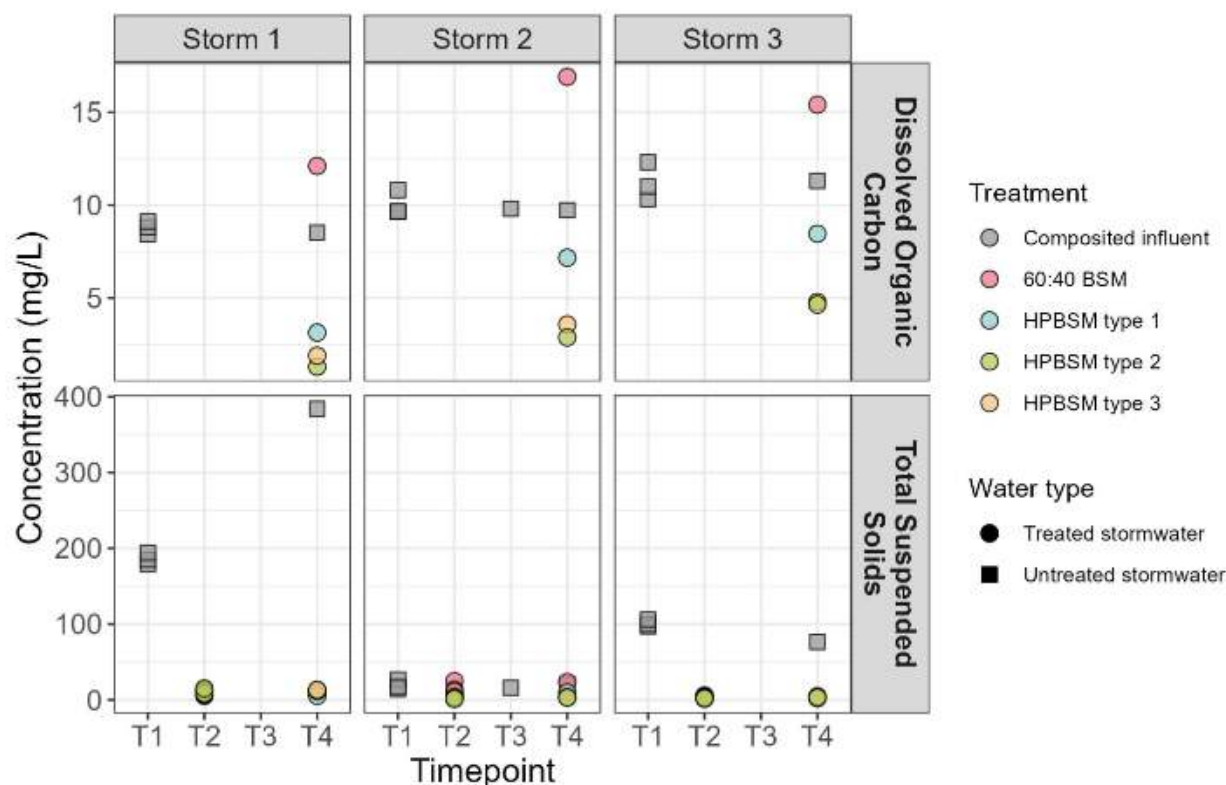
### 3.2.2 Relationships between Other Water Quality Parameters and Coho Salmon Toxicity

Except for one individual in each of the first and third storm events, all coho salmon exposed to untreated stormwater died during exposures. Conversely, all coho salmon exposed to lab control water or treated stormwater survived. Because of this binary outcome, it was not possible to determine if any of the conventional parameters had protective or antagonistic effects on 6PPDQ.



### 3.3 Other Water Quality Parameters

A secondary goal of the study was to identify and measure stormwater constituents and conditions (e.g., pH, dissolved oxygen) that may be dynamic in stormwater and may also be affected by the tested media mixes. We evaluated how common water quality characteristics change during each cycle in the experiment and the degree to which they change due to passing through the BSM columns.



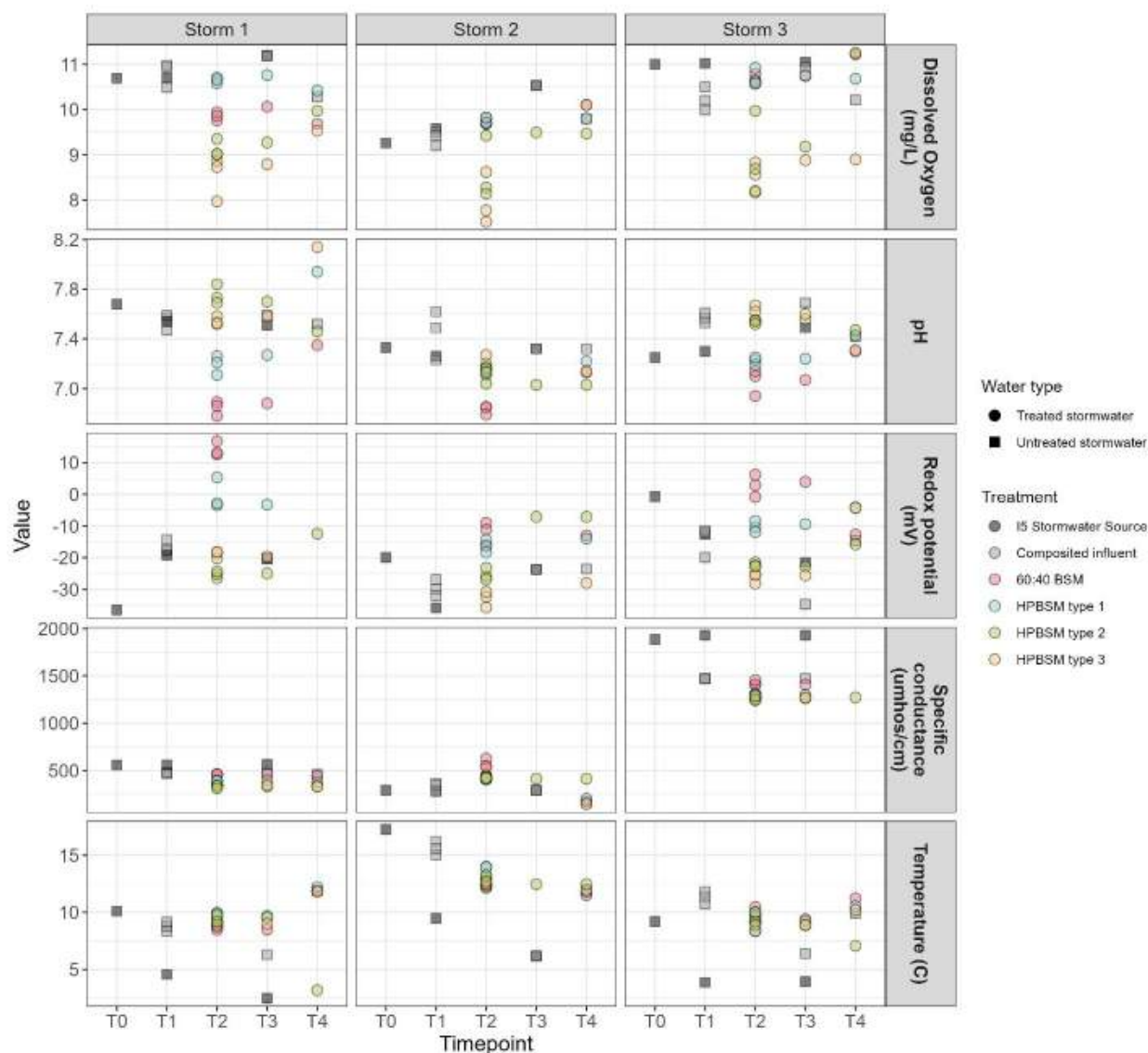
**Figure 8. TSS and DOC concentrations in the various untreated and treated stormwater samples at all storm timepoints. Timepoints: T<sub>1</sub> = Time that stormwater sample was composited, T<sub>2</sub> = Time that treatment was complete, and effluents were sampled, T<sub>3</sub> = Time all samples arrived at KCEL, T<sub>4</sub> = Time that toxicity tests were conducted.**

DOC concentrations in the composited influent (untreated) were stable across timepoints (T<sub>1</sub> and T<sub>4</sub>), with only slight variability across T<sub>1</sub> samples taken at the beginning, middle, and end of column dosing (Figure 8). DOC was also measured in the influent at T<sub>3</sub> during Storm 2 and showed results consistent with other influent samples. Bioretention treatment impacted DOC differently across the different mixes, increasing after treatment with the 60:40 BSM and decreasing after treatment with the HPBSMs. The lowest DOC concentrations were observed in HPBSM Types 2 and 3, which contained the polishing layer.

In storms with elevated TSS levels (Storms 1 and 3), TSS in composited influent was variable across timepoints and on average an order of magnitude higher than in treated effluent samples (Figure 8 – squares vs. circles). TSS concentrations were similar



across treated effluents within each storm event, except in Storm 2 where TSS in 60:40 BSM effluents were slightly elevated compared to the HPBSMs.



**Figure 9. Dissolved oxygen, pH, redox potential, specific conductance, and temperature in the various untreated and treated stormwater samples at all storm timepoints.**

Lower dissolved oxygen levels were observed in treated effluents (range 7.5 to 11.25 mg/L) than untreated stormwater (9.2 to 11.2 mg/L) (Figure 9). We observed lower dissolved oxygen in HPBSM Types 2 and 3 effluents (7.5 to 11.3 mg/L) than in the 60:40 BSM and HPBSM Type 1 effluents (9.7 to 11.2 mg/L).

No clear timepoint trend in pH data (Figure 9) was observed. The only consistent trend across treatments was that 60:40 BSM effluents tended to have the lowest pH (6.78 to 7.35) and was almost always lower than the pH in untreated stormwater (7.23 to 7.69).



The bioretention mixes impacted redox potential in stormwater differently. Filtration through the 60:40 BSM and HPBSM Type 1 mixes tended to increase redox potential of stormwater (Figure 9), while filtration through HPBSM Types 2 and 3 tended to range from no impact to a slight decrease in redox potential.

Specific conductance was notably higher across all samples in Storm 3 (Figure 9). In Storm 3, treatment by bioretention decreased specific conductance compared to untreated stormwater (from 1,470 to 1,931 umhos/cm to 1,242 to 1,456 umhos/cm). Specific conductance trends across all samples in Storms 1 and 2 were more subtle.

Temperatures across all samples ranged from 2.5°C to 17°C (Figure 9). We observed no effect of bioretention treatment on water temperature, but in some cases (Storms 2 and 3) a slight decrease in temperature can be observed across the timepoints, reflecting storage on ice during holding and transport.

Data exploration of potential relationships between 6PPDQ and water quality parameters are reported in Appendix D. Potential positive relationships with 6PPDQ were observed for TSS, specific conductance, DOC, and redox potential.

## **4 Uncertainty and Quality Assurance**

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This section addresses uncertainties underlying the data collected in this study as well as results from quality assurance steps taken to address those uncertainties. Uncertainties discussed here include the potential for 6PPDQ loss from contact with the bioretention column array, the potential for contaminants leaching from the 60:40 BSM to induce acute toxicity, and the degree to which contaminants are leached from HPBSM materials or flushed out during the initial applications of water to the mixes. This section also includes a description of the appropriateness of the hydraulic loading rates used in column dosing and comments on data verification and QAPP deviations (King County 2023).

### **4.1 6PPDQ Loss to and Release from Equipment**

6PPDQ has an octanol-water partitioning coefficient ( $\log K_{ow}$ ) of 4.3 (Hu et al. 2023), which indicates it is expected to favor partitioning to organic substances rather than remaining dissolved in water. Studies also show substantial loss of 6PPDQ during experiments (Lane et al. 2024; Herrera 2024), suggesting that sorption of aqueous 6PPDQ to sampling equipment may bias results of studies measuring 6PPDQ concentrations. 6PPDQ loss via sorption is more prevalent for porous, high surface area materials like rubber, silicone, and some plastics compared with glass, stainless steel, and chemically inert plastics (e.g., PTFE) (Hu et al. 2023).

To assess the potential for 6PPDQ loss to the bioretention column dosing array (i.e., two HDPE tanks, PTFE tubing, and PVC columns), we dosed an empty bioretention column with deionized water spiked with a high concentration of 6PPDQ (336 ng/L) prior to the start of the experiments and measured an 18.75 percent loss of 6PPDQ to the column array equipment. This loss is comparable to the loss to plastics observed during short contact times by Hu et al. (2023) who conducted batch sorption tests of lab



materials using ultrapure water spiked with very high concentrations of 6PPDQ (5,000 ng/L) to evaluate sorption to sampling materials. Though the observed loss to equipment in the present study was substantial, it may be an overestimate of how much the 6PPDQ in stormwater would sorb to the column array because stormwater is a complex matrix containing many other organics that may compete with 6PPDQ for attachment sites.

The primary concern for the loss-to-equipment biasing result would be if this loss impacted effluent much more than influent. This study design minimized this potential bias because influent was sampled after passing through most of the column array (HDPE tanks and PTFE tubing), except for the PVC columns (Figure 2). Prior to adding media to the PVC columns, they were abraded on their inner surfaces to minimize preferential flow along the media-column interface, ensuring that water passing through would have minimal contact with the PVC. Therefore, while loss-to-equipment may have had some impact on measured 6PPDQ concentrations in this study, it is unlikely to have impacted the study's findings.

## **4.2 Bioretention Soil Mix Leaching and Toxicity**

### **4.2.1 Synthetic Precipitation Leaching Procedure (SPLP)**

We conducted three different tests on the various bioretention mixes: fathead minnow acute toxicity tests were conducted on the 60:40 BSM flush water, leachate testing by SPLP was conducted on the components of the HPBSM primary layer, and bioretention soil column clean water flushing was conducted on all tested mixes to simulate one water year.

Because flush water from 60:40 BSM leachate has previously been shown to export levels of copper above Washington's water quality standards for the protection of aquatic life, an acute fathead minnow toxicity test was run on just the 60:40 flush water. The fathead minnow acute toxicity tests showed no significant difference in 24-hour survival across 60:40 flush water concentrations, suggesting there was no impact of the 60:40 flush water on fathead minnow survival.

SPLP tests run on the HPBSM primary layer materials (coconut coir, state sand, and biochar) showed that these materials were within Ecology's SPLP specification for dissolved copper and nitrate/nitrite (Ecology 2024). However, the coconut coir leachate exceeded Ecology's specifications for orthophosphorus (0.8 mg/L) by more than double with a leachate concentration of 1.74 mg/L. This coconut coir leachate orthophosphorus concentration was more than an order of magnitude higher than the concentration reported by Herrera (2020) of 0.033 mg/L.

### **4.2.2 Column Flushing**

Prior to dosing the columns with stormwater, the columns were flushed over 14 storm cycles with the equivalent of one Seattle water year of deionized water. We collected column effluents during the initial and final flushing storms, and effluents from the initial and final flushes were composited by treatment. Effluents were analyzed for a suite of dissolved and total metals, TSS, and DOC. For most flushing samples, the 60:40 BSM



had the highest contaminant concentrations, followed by HPBSM Type 1, and HPBSMs Types 2 and 3.

Higher concentrations of metals were leached in the 60:40 BSM than any of the HPBSMs during both initial and final flushing events. This is consistent with results from earlier phases of HPBSM development, where bioretention mixes containing compost were generally reported to have higher metals concentrations in flush water compared with mixes without compost (Herrera 2016; Herrera 2020).

As expected, contaminant concentrations were much lower in samples from the final flush compared with the initial flush, except for total and dissolved lead (in all mixes) and total and dissolved zinc (in HPBSMs), which were slightly higher in final flush leachates compared with initial flush effluents. This is consistent with previous studies that showed metals may be exported from bioretention for up to approximately one water year (equivalent to this study's flushing period) following construction with new media (Herrera 2014; Taylor et al.; 2018, Mullane et al. 2015).

#### **4.3 Representativeness of Column Dosing**

The loading rate of stormwater used to dose the bioretention columns in this study was rigorous. During each dosing event (for sampling and aging), we dosed the bioretention columns with the equivalent of a 10-year, 24-hour storm in Seattle, Washington (assuming 15:1 contributing area: facility treatment area, 90 percent contributing area effectiveness, and a runoff treatment requirement of 91 percent). Ecology's Stormwater Management Manual for Western Washington (Ecology 2024) requires that bioretention facilities are sized to treat a target precipitation depth equivalent to a 6-month, 24-hour storm—a much smaller loading rate than used in this study. Additionally, the Seattle stormwater runoff source used in the dosing events drains an elevated bridge of a major interstate (I-5), and likely represents something close to a worst-case scenario for 6PPDQ loading and transport, with 6PPDQ concentrations measured in this study (across all samples) ranging from 225 ng/L to 1,109 ng/L. The Bellingham stormwater pond water used to age the columns throughout the study had much lower 6PPDQ concentrations, ranging from 9.9 ng/L to 50.5 ng/L 6PPDQ. While the columns were aged with water that was relatively low in 6PPDQ for stormwater, the intensive stormwater loading rates and high concentrations of the Seattle stormwater used during dosing with sampling indicate this was a rigorous test of the media's performance.

#### **4.4 Data Verification**

All results were compared to data quality objectives (DQOs) in the QAPP and reviewed for appropriateness of use in our analysis. Several deviations from the QAPP (King County, 2023) occurred, but none of them impacted results or interpretations in this report. All QAPP deviations for the bioretention media lab, chemistry, and toxicology procedures are documented in Appendix E specific to each of these categories. Although some procedures differed from the QAPP and holding times were exceeded for DOC and ammonia in 4 to 5 samples, researchers accepted all data as meeting DQOs and not anticipated to introduce significant bias.



## 5 Discussion and Findings

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### 5.1 Overview

The primary objectives of this study were to evaluate the 6PPDQ treatment effectiveness of HPBSMs compared to the 60:40 BSM in terms of 6PPDQ concentration reduction and reduction of toxicity to coho salmon. We found that all three of the HPBSM types we tested, as well as the 60:40 BSM, completely prevented coho salmon death from acute stormwater toxicity. We also documented 6PPDQ concentration reduction by HPBSMs and 60:40 BSM for the first time, which all showed 6PPDQ reduction rates >96 percent. However, the HPBSM effluents had significantly lower 6PPDQ concentrations compared with the 60:40 BSM, demonstrating their improved treatment effectiveness for 6PPDQ.

In August 2024, Ecology issued revisions to the Water Quality Standards for Surface Waters of the State of Washington. In this revision Ecology adopted an acute, freshwater aquatic life criteria value for 6PPDQ of 12 ng/L (WAC 173-201A-240). We compared our effluent 6PPDQ concentrations to this acute criteria to provide context for how effective the different bioretention mixes were for 6PPDQ treatment.

### 5.2 Coho Salmon Toxicity Reduction by Bioretention Mixes

This study demonstrated that HPBSMs provide similar protection to coho salmon from stormwater as the 60:40 BSM. Untreated stormwater was acutely toxic to juvenile coho salmon, with 0 to 5 percent survival for exposed fish. In Storms 1 and 3, a single fish in the untreated stormwater exposure (n=20 per event) survived. Filtration of this stormwater through all tested media—the three types of HPBSM and the 60:40 BSM—completely protected juvenile coho salmon (100% survival) from this acute toxicity. This finding is consistent with previous studies conducted prior to the discovery of 6PPDQ which found that filtering acutely toxic stormwater through sand and compost bioretention soil (referred to here as the 60:40 BSM) prevents the acute toxicity observed when coho salmon are exposed to untreated stormwater (McIntyre et al. 2015; Spromberg et al. 2016; McIntyre et al. 2023).

### 5.3 6PPDQ Concentration Reduction by Bioretention Mixes

The major novel finding of this study was that all tested HPBSM configurations were highly effective at mitigating 6PPDQ, reducing concentrations in the effluent to often undetectable levels of 6PPDQ. The HPBSMs performed better in terms of 6PPDQ concentration reduction than the 60:40 BSM, which was previously shown to protect coho salmon from toxic stormwater (McIntyre et al. 2015; Spromberg et al. 2016; McIntyre et al. 2023), but had not yet been tested for 6PPDQ treatment effectiveness as these studies were conducted prior to 6PPDQ's discovery. Though concentration reduction efficiencies were only marginally higher in HPBSMs (range: 98.7 to >99.7%) compared to the 60:40 BSM (range 96.9 to 99.6%), these small effectiveness improvements may be important because of 6PPDQ's acute toxicity at very low concentrations. The highest effluent 6PPDQ concentration in this study was 26.8 ng/L from the 60:40 BSM composite used in the Storm 3 toxicity testing. The lowest



published 6PPDQ median lethal concentration ( $LC_{50}$ ) for coho salmon as of this report's publishing is 41 ng/L for juvenile coho salmon (Lo et al. 2023)—only 1.5 times higher. All tested HPBSMs (Types 1, 2, and 3) reduced 6PPDQ concentrations to below Washington State's acute, freshwater aquatic life criteria for 6PPDQ of 12 ng/L in every simulated storm, suggesting these newly developed BSMs may be better suited for meeting regulatory compliance than the 60:40 BSM.

This study was not designed to test for longevity of the bioretention media's 6PPDQ treatment effectiveness and only encompassed one Seattle water year of stormwater dosing. We did observe higher 6PPDQ concentrations in effluent samples during Storm 3 compared to Storms 1 and 2; this was most notable for the 60:40 BSM but also observable in HPBSMs Types 1 and 2, which only had detectable levels of 6PPDQ in their effluents during Storm 3. This apparent elevated effluent 6PPDQ in Storm 3 did not appear to be driven by influent 6PPDQ concentrations, as concentrations in Storm 1 were higher than in Storm 3. This also does not appear to be driven by wetting and drying cycles in the columns as there were prolonged dry periods (128 and 145 days) prior to both Storms 2 and 3. 6PPDQ is expected to be removed from stormwater primarily via sorption to organic materials in the bioretention media (Hu et al. 2023; Hildebrandt et al. 2024). Loss of treatment effectiveness over time could result from using up adsorption sites or reaching equilibrium sorption capacity (Hildebrandt et al. 2024). An ongoing study of the longevity of bioretention depths (McIntyre et al. 2019) simulated 13 water years of stormwater application via accelerated dosing of bioretention columns containing the 60:40 BSM to evaluate how long contaminant treatment endured in aging bioretention media. Even after eight water years, bioretention columns that were still physically functioning continued to completely protect coho salmon from toxic stormwater (McIntyre et al. 2022). McIntyre et al. focused only on 60:40 BSM, and further study of the longevity of HPBSMs is warranted.

The observed differences in 6PPDQ concentration reduction among the tested media are likely driven by the different physical characteristics of the mixture components (e.g., surface area, sorption capacity, hydrophobic attraction, etc.). All HPBSM configurations yielded small but significant improvements in 6PPDQ removal compared with the 60:40 BSM, which suggests that the HPBSM primary layer components (70% sand, 20% coconut coir, 10% biochar) are better at capturing 6PPDQ than the 60:40 BSM (60% sand, 40% compost). Differences in physical and chemical characteristics of organic media components between the HPBSM primary layer and the 60:40 BSM likely drive the observed differences in 6PPDQ effectiveness. Some media characteristics that are important to sorption of organic contaminants include organic carbon content, surface area, strength of hydrophobic attractions, and hydraulic retention time (Okaikue-Woodi et al. 2020).

Compost is the organic component of the 60:40 BSM. The organic components of the primary layer of the HPBSM mixes include coconut coir (20% by volume) and high carbon wood ash, also known as biochar (10% by volume). Biochar is a highly porous, carbonaceous material with vast internal surface area and hydrophobic surfaces (Mohanty et al. 2018). These characteristics are known to enhance sorption of organic contaminants by increasing the sorption capacity of media mixes (via larger surface



area) and increasing the strength of hydrophobic attachments (Mohanty et al. 2018). A recent study by Hildebrandt et al. (2024) evaluated the 6PPDQ sorption capacities and kinetics of various sands, soils, and sorbent media, including the same compost used in the 60:40 BSM and a softwood biochar like the HCWA/biochar used in the HPBSMs in the present study. They found that softwood biochar was the most effective 6PPDQ sorbent in their experiments, with sorption equilibrium coefficients more than 50 times higher than the compost used in the 60:40 BSM. Notably, biochar demonstrated nearly irreversible 6PPDQ sorption, distinguishing it further from the other organic sorbents (Hildebrandt et al. 2024).

Coconut coir in the HPBSM primary layer may also impact 6PPDQ removal due to its high porosity and surface area (Tirpak et al. 2021). Coconut coir has typically been used as an organic matter replacement for compost in bioretention soil mixes because it offers similar properties with minimal leaching of nutrients (Tirpak et al. 2021). Esfandiar et al. (2024) found that adding 5 percent coconut coir fibers to a bioretention soil mix (80% sand, 10% silt, 6% clay, and 4% compost) increased removal of polycyclic aromatic hydrocarbons (PAHs) from synthetic stormwater.

#### **5.4 Relationship between Water Quality Parameters on 6PPDQ Concentrations**

Several water characteristics and conventional parameters were measured alongside 6PPDQ to discern how they might impact toxicity and concentrations of 6PPDQ (King County 2023). Because nearly all fish died from untreated stormwater exposure and all survived with treated stormwater exposure, we could not explore the impact of water parameters on toxicity of 6PPDQ. The relationships between water quality parameters and 6PPDQ concentrations were visualized with scatterplots. Potential positive relationships with 6PPDQ were observed for TSS (untreated stormwater), DOC (treated water), redox potential (treated water), and specific conductance.

In untreated stormwater, we observed higher 6PPDQ concentrations in samples with higher levels of TSS. This makes sense because 6PPDQ has a moderately high octanol-water coefficient ( $K_{ow} = 4.30 \pm 0.02$ ) and low water solubility (38.4  $\mu\text{g/L}$ ), and can readily bind to particles in water (Hu et al. 2023). Additionally, 6PPDQ is transported in water both in a dissolved form and via tire wear particles (Hu et al. 2023), which, depending on particle size, may be measured as TSS.

Though we observed more 6PPDQ detects and higher concentrations at higher DOC concentrations we have too few DOC data points from this study to draw any conclusions on this relationship. However, recent studies of 6PPDQ absorption kinetics by Hildebrandt et al. (2024) indicate that DOC might impact and complicate 6PPDQ sorption dynamics in bioretention media. Given the impacts that stormwater filtration through different bioretention mixes have on DOC (see Section 3.3 and Figure 8), further study of the impacts of DOC on 6PPDQ sorption in stormwater facilities is warranted.

We observed that higher redox potential was associated with higher 6PPDQ concentrations (and more detections). Given that positive redox potential indicates oxidizing conditions, this observation might indicate continued 6PPD transformation impacting effluent 6PPDQ concentrations.



Future research should further examine relationships between 6PPDQ concentrations and water quality characteristics to help explain environmental conditions that influence 6PPDQ fate, transport, and formation in stormwater treatment systems. This information could help our understanding of which BMPs are likely to provide treatment of 6PPDQ.

## **5.5 Implications for Stormwater Management**

Bioretention with the high performance bioretention soil mixes tested in this study has been adopted by King County as both a water quality treatment facility and as a flow control BMP in the 2024 amendment to the 2021 Surface Water Design Manual (King County 2024). Previously, bioretention had not been allowed for water quality treatment in King County because of concerns over the leaching of metals (Colton et al. 2014), arsenic (Batts 2025), and nutrients (Ecology 2016) from compost repeatedly observed in 60:40 BSM. However, in this study and in previous studies of 60:40 BSM (Spromberg et al. 2016; McIntyre et al. 2015), bioretention has been identified as an effective treatment for 6PPDQ that can protect coho salmon from the acute toxicity of 6PPDQ-laden stormwater. The adoption by King County of bioretention using HPBSM as a water quality treatment is therefore an important step toward managing stormwater to protect coho salmon and other sensitive salmonid species from 6PPDQ.

While 60:40 BSM—used widely in Washington—has been shown previously and in the present study to protect coho salmon from acutely toxic stormwater, this study demonstrated that HPBSM achieves better 6PPDQ treatment than 60:40 BSM. While these improvements in treatment appear small, they may be relevant given the extremely low levels of 6PPDQ that can kill coho salmon. HPBSM Types 1, 2, and 3 always reduced stormwater 6PPDQ concentrations to below Washington’s acute aquatic life criteria for 6PPDQ of 12 ng/L (WAC 173-201A-240). This suggests that HPBSM is a better water quality treatment option than 60:40 BSM for meeting statewide water quality goals for 6PPDQ. Further, as noted above, HPBSM does not suffer 60:40’s known net discharge of phosphorus, nitrate, and copper. Because this study was conducted in the lab over a relatively short period of time and does not represent full scale in-situ facility performance, more research is needed to confirm that HPBSM’s effectiveness for 6PPDQ treatment holds up under real-world conditions and longer periods of time.

## **5.6 Summary of Findings**

- All tested HPBSM configurations and the default BSM completely protected juvenile coho salmon from acutely toxic stormwater.
- While all tested media reduced 6PPDQ concentrations by at least 10-fold, the HPBSMs provided small, significant improvements in 6PPDQ treatment.
- Stormwater filtered through the HPBSMs always had 6PPDQ concentrations below Washington State Department of Ecology’s (Ecology) adopted acute aquatic life criteria for 6PPDQ of 12 ng/L (12 parts per trillion). This was not the case for the default soil mix.



- Future work should involve field testing of HPBSMs at a full-scale stormwater treatment facility to ensure lab results hold up under real-world conditions.
- Future research is needed to determine how long HPBSMs last before clogging and/or losing treatment effectiveness.

## 6 Supplemental Data

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The following data sets are available for download online:

*Toxicology reports:*

<https://your.kingcounty.gov/dnrp/library/2025/kcr4108.pdf>

*Chemistry data:*

<https://data.kingcounty.gov/d/6xti-bihh>

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## Appendix A

### Sample Numbers by Parameter and Timepoint

**Table A-1. Number of samples with each measurement and analysis for the environmental process points in this study.**

| Parameter  | Time Point | Flush Water (Metals, TSS, DOC) | 6PPDQ | Coho Salmon Toxicity | Water Quality (pH, Temp, ORP, Cond, DO) | Toxicity Mitigation Factors (DOC, TSS) |
|--|------------|--------------------------------|-------|----------------------|---|--|
| <b>Experimental process point</b>  |            |                                |       |                      |   |  |
| <b>6PPDQ sorption loss to equipment</b>  | Pre-trial  | -                              | -     | -                    | -                                       | -                                      |
| Spiked rinse, scale model of column equipment (pumps, tubes, etc.) (spiked D.I. water)     |            | -                              | 2     | -                    | -                                       | -                                      |
| <b>Prior to preparing BSM/HPBSMx columns</b>   |            |                                |       |                      |   |  |
| Rinsate blank, subset of bioretention media column array (D.I. water)                      |            | -                              | 1     | -                    | -                                       | -                                      |
| Rinsate blank, bioretention media column used in loss-to-equipment test (D.I. water)       |            | -                              | 1     | -                    | -                                       | -                                      |
| Rinsate blank, sampling vessels (D.I. water)   |            | -                              | 1     | -                    | -                                       | -                                      |
| <b>Flush rinse, following column prep, prior to testing</b>                                |            |                                |       |                      |   |  |
| Flush water tests, effluent composites from treatment types ready for testing (D.I. water) |            | 8                              | 4     | 1 FHM                | 0                                       | 0                                      |
| <b>Untreated (Bellingham) stormwater for dosing-without-sampling (per storm event)</b>     |            |                                |       |                      |   |  |
| Grab of untreated influent during dosing without sampling                                  |            | -                              | 4     | -                    | -                                       | 4                                      |
| <b>Untreated stormwater grab (per storm event)</b>   |            |                                |       |                      |   |  |



| Parameter  | Time Point     | Flush Water (Metals, TSS, DOC) | 6PPDQ | Coho Salmon Toxicity | Water Quality (pH, Temp, ORP, Cond, DO) | Toxicity Mitigation Factors (DOC, TSS) |
|--|----------------|--------------------------------|-------|----------------------|---|--|
| <b>Experimental process point</b>  |                |                                |       |                      |   |  |
| Stormwater sample grab, delivered to KCEL immediately                                | T <sub>0</sub> | -                              | 1     | 0                    | 1                                       | 0                                      |
| Stormwater sample grab in Bioretention Laboratory at time of influent compositing    | T <sub>1</sub> | -                              | 0     | 0                    | 1                                       | 0                                      |
| Stormwater sample grab upon arrival at KCEL after bioretention test                  | T <sub>3</sub> | -                              | 1     | 0                    | 1                                       | 0                                      |
| <b>Untreated stormwater composited into influent for treatment (per storm event)</b> |                |                                |       |                      |   |  |
| Composited stormwater influent in Bioretention Laboratory at time of compositing     | T <sub>1</sub> | -                              | 3     | 0                    | 3                                       | 3                                      |
| Untreated stormwater composite, upon arrival at KCEL after bioretention test         | T <sub>3</sub> | -                              | 0     | 0                    | 1                                       | 0                                      |
| At the point of toxicity testing   | T <sub>4</sub> | -                              | 1     | 1                    | 1                                       | 1                                      |
| <b>Treated stormwater (per storm event)</b>  |                |                                |       |                      |   |  |
| Post treatment effluent, at the time of sample collection in bioretention laboratory | T <sub>2</sub> | -                              | 12    | 0                    | 12                                      | 0                                      |
| Treated stormwater composites, upon arrival at KCEL after bioretention test          | T <sub>3</sub> | -                              | 0     | 0                    | 4                                       | 0                                      |
| At the point of toxicity testing   | T <sub>4</sub> | -                              | 4     | 3                    | 4                                       | 4                                      |



## Appendix B

### Bioretention Column Preparation Tests

#### **B.1. Materials**

The vendors and brand names of the materials used in the bioretention soil mixtures are provided in the table below.

**Table B- 1. Materials used in bioretention mixes.**

| Material                                   | Vendor, Location                              | Specific product name (if available)                           |
|--|---|--|
| <i>High performance bioretention mixes</i> |   |  |
| Sand                                       | Cal Portland Dupont, WA                       |  |
| Coir                                       | Botanicare IGS, Longview, WA                  | CocoGro®   |
| Biochar (i.e., HCWA)                       | Walrath Landscape Supply (Tacoma, Gig Harbor) | Biological Carbon HPG (High Performance Grade) Stormwater Char |
| Activated Alumina                          | Axens North America, Houston, TX              | ActiGuard® F   |
| Iron aggregate                             | Connelly GPM, Chicago, IL                     |  |
| <i>60:40 bioretention soil mix</i>         |   |  |
| Sand                                       | Walrath Castle, Rock, WA                      |  |
| Compost                                    | Silver Springs Organics Rainier, WA           |  |

#### **B.1. Loss-to-Equipment and Rinsate Blank Results**

After deionized water spiked with 6PPDQ was run through a single column of the bioretention array, the apparent loss-to-equipment was 18.75 percent (B-1). The rinsate blank of the column used in the loss-to-equipment test had slight contamination (Table B-1). The amount of 6PPDQ in the rinsate of the loss-to-equipment column (3 ng/L) is below the Reporting Detection Limit (10 ng/L) and any known toxicity threshold. The column used for the loss-to-equipment test was subsequently replaced with a new clean column prior to column packing. 6PPDQ was not detected in the rinsate/effluent composite of the unused columns or the rinsate blank of the FLDE carboy (Table B-1).



**Table B-1. 6PPDQ Concentrations in the Loss-to-Equipment and Subsequent Rinsate Blanks.**

| Spike 6PPDQ (ng/L) |          |                       | Rinsate 6PPDQ (ng/L)     |                         |             |
|--------------------|----------|-----------------------|--------------------------|-------------------------|-------------|
| Influent           | Effluent | Loss to Equipment (%) | Loss-to-equipment column | Unused column composite | FLDE carboy |
| 336                | 273      | 18.75                 | 3                        | <MDL                    | <MDL        |

## B.2. Fathead Minnow Testing

Researchers observed fathead minnow survival rates of 95 to 100 percent following a 48-hour static exposure to various concentrations (0%, 6.25%, 12.5%, 25%, 50%, 100%) of 60:40 BSM flush water sample (Table B-2). Control survival (0% flush water) was 98 percent after 48 hours. The average ( $\pm$  standard deviation) 48-hour survival across all other flush water concentrations was similar to the control at 97.8 percent ( $\pm$  1.78%) (Table B-2).

We conducted a Chi-square test of the 48-hour total number alive count data to test for differences in number of fish alive at the different flush water concentrations. Using a significance level of  $\alpha = 0.05$  and 5 degrees of freedom, the critical value (CV) was determined to be 11.05. The calculated Chi-square value was 0.15, much less than the CV; thus, we could not reject the null hypothesis that survival was the same across flush water concentrations.

**Table B-2. Fathead minnow toxicity test results performed on dilutions of 60:40 BSM flush water.**

| Concentration of 60:40 BSM Flush water sample (%) | 24h |    |    |    | 48h |    |    |    | Total # alive | Survival (%) |
|---|-----|----|----|----|-----|----|----|----|---------------|--------------|
|   | A   | B  | C  | D  | A   | B  | C  | D  |               |              |
| 0 (control)                                       | 10  | 10 | 10 | 10 | 10  | 9  | 10 | 10 | 39            | 98           |
| 6.25  | 9   | 10 | 10 | 10 | 9   | 10 | 10 | 10 | 39            | 98           |
| 12.5  | 10  | 10 | 10 | 10 | 10  | 10 | 10 | 9  | 39            | 98           |
| 25  | 10  | 10 | 10 | 10 | 10  | 10 | 10 | 10 | 40            | 100          |
| 50  | 10  | 10 | 10 | 9  | 10  | 10 | 10 | 9  | 39            | 98           |
| 100   | 10  | 10 | 9  | 10 | 10  | 9  | 9  | 10 | 38            | 95           |



### B.3. HPBSM Primary Layer Synthetic Precipitation Leaching Procedure

The HPBSM primary layer materials, state sand, coconut coir, and high carbon wood ash (biochar) were tested for their contaminant leaching potential using the Synthetic Precipitation Leaching Procedure (SPLP) (U.S. EPA 1994) and the results were compared to Ecology's SPLP specifications (Ecology 2024). Nitrate/Nitrite-N was not detected in any of the leached materials (Table B-3). The coconut coir leachate exceeded Ecology's specifications for ortho-phosphorus (0.8 mg/L) with a concentration of 1.74 mg/L (Table B-3). All other relevant SPLP results were within the Ecology specifications (Table B-3).

**Table B-3. Synthetic precipitation leaching procedure (SPLP) results and relevant Ecology SPLP specifications for HPBSM primary layer materials.**

| Sample ID                       | Total copper (µg/L) | Dissolved copper (µg/L) | Nitrate-N (mg/L)               | Nitrite-N (mg/L) | Ortho-P (mg/L)                                   | Total phosphorus (mg-P/L) |
|---------------------------------|---------------------|-------------------------|--------------------------------|------------------|--|---------------------------|
| <i>Detection limit</i>          | 0.346               | 0.346                   | 0.1                            | 0.1              | 0.004  | 0.008                     |
| <i>Ecology specification</i>    |                     | 10                      | <i>Nitrate + Nitrite: 0.15</i> |                  | <i>Sand: 0.15<br/>Coconut coir, Biochar: 0.8</i> |                           |
| State Sand—leached*             | 6.27                | 0.784                   | <0.1                           | <0.1             | 0.083  | 0.023                     |
| Coconut coir botanicare—leached | 5.17                | N/A                     | <0.1                           | <0.1             | 1.74   | 1.72                      |
| High Carbon Wood Ash—leached    | 2.27                | N/A                     | <0.1                           | <0.1             | 0.274  | 0.271                     |

*\*Due to a high outlier for total copper in the State Sand leachate sample, this sample was reanalyzed for total copper and dissolved copper in the leachate. The re-analyzed total copper value is reported here. Dissolved copper was only analyzed in this sample. SPLP specifications for total copper and total phosphorus were removed between Ecology's 2021 HPBSM guidance (Ecology 2021) and the 2024 Stormwater Manual (Ecology 2024).*

### B.4. Bioretention Column Flushing

In general, we observed a contaminant concentration pattern in column leachates where the 60:40 BSM had the highest contaminant concentrations followed by HPBSM Type 1, and HPBSMs Types 2 and 3 were similar (Table B-4). Typically, contaminant concentrations were much lower in the final flush compared with the initial flush, except



for total and dissolved lead (all mixes) and total and dissolved zinc (HPBSMs), which were slightly higher in final flush leachates compared with initial flush leachates. 6PPDQ was only analyzed for final flush samples and was not detected in any of the bioretention mix leachates.

**Table B-4. Contaminant concentrations in leachates from the tested bioretention mixes during the first and final media flushing events. Column leachates (n = 3) were composited prior to analysis. Columns are colored by bioretention treatment to facilitate comparison between initial and final leachates.**

| Analytes        | Initial Flush Leachates |               |               |              | Final Flush Leachates |               |              |               |
|-----------------|-------------------------|---------------|---------------|--------------|-----------------------|---------------|--------------|---------------|
|                 | 60:40 BSM               | HPBS M Type 1 | HPBS M Type 2 | HPBSM Type 3 | 60:40 BSM             | HPBS M Type 1 | HPBSM Type 2 | HPBS M Type 3 |
| 6PPDQ (ng/L)    |                         |               |               |              | <2                    | <2            | <2           | <2            |
| TSS (mg/L)      | 70.5                    | 16            | 7.6           | 10.6         | 7.5                   | 8.8           | 2.4          | 2.4           |
| DOC (mg/L)      | 73.3                    | 1.6           | 1.1           | 3.13         | 7.47                  | 1.1           | 0.63         | 1             |
| Diss. Cd (µg/L) | 1.12                    | 0.42          | <0.12         | <0.12        | <0.06                 | <0.06         | <0.06        | <0.06         |
| Total Cd (µg/L) | 1.54                    | 0.46          | 0.18          | 0.15         | <0.06                 | <0.06         | <0.06        | <0.06         |
| Diss. Ca (mg/L) | 96.9                    | 9.22          | 1.47          | 3.28         | 12.2                  | 1.79          | 1.46         | 2.08          |
| Total Ca (mg/L) | 108                     | 12.1          | 1.47          | 3.44         | 12.9                  | 2.03          | 1.4          | 2.16          |
| Diss. Cu (µg/L) | 27.9                    | 3.9           | 0.5           | 1.3          | 7.8                   | 4.7           | 0.8          | 1.2           |
| Total Cu (µg/L) | 32.8                    | 6.5           | 1             | 2.2          | 9.3                   | 7.3           | 1.4          | 1.9           |
| Diss. Pb (µg/L) | 3                       | 0.48          | <0.060        | 0.13         | 7                     | 7             | 0.1          | 0.2           |
| Total Pb (µg/L) | 4.7                     | 0.82          | 0.1           | 0.24         | 10                    | 10            | 0.2          | 0.3           |
| Diss. Mg (mg/L) | 33.7                    | 3.66          | 0.31          | 0.73         | 4.2                   | 1.11          | 0.381        | 0.625         |
| Total Mg (mg/L) | 36.9                    | 4.34          | 0.38          | 0.86         | 4.47                  | 1.69          | 0.456        | 0.793         |



|                    | Initial Flush Leachates |                     |                     |                 | Final Flush Leachates |                     |                 |                     |
|--------------------|-------------------------|---------------------|---------------------|-----------------|-----------------------|---------------------|-----------------|---------------------|
| Analytes           | 60:40<br>BSM            | HPBS<br>M Type<br>1 | HPBS<br>M<br>Type 2 | HPBSM<br>Type 3 | 60:40<br>BSM          | HPBS<br>M Type<br>1 | HPBSM<br>Type 2 | HPBS<br>M Type<br>3 |
| Diss. Zn<br>(µg/L) | 17.7                    | 3.78                | <1.00               | <1.00           | 11                    | 11.8                | <0.860          | <0.860              |
| Total Zn<br>(µg/L) | 27.8                    | 11.7                | <1.00               | 1.33            | 14.3                  | 14.2                | 1.3             | 1.74                |



## Appendix C

### Summary Statistics of All Parameters by Timepoint

**Table C-1. Mean and standard error of 6PPDQ and water quality characteristics throughout this study. The red X in the Client Locator column indicates characters in client locators that change based on storm event, column replicate, or grab replicate.**

| Sample Type                                   | Experimental Process Point   | Client Locator | Time Point    | Mean (standard error)* |            |            |                              |            |             |             |             |
|---|--|----------------|---------------|------------------------|------------|------------|------------------------------|------------|-------------|-------------|-------------|
|   |  |                |               | 6PPD Q (ng/L)          | TSS (mg/L) | DOC (mg/L) | Specific conductance (µS/cm) | DO (mg/L)  | pH          | Temp (°C)   | OR P (mV)   |
| Untreated stormwater (grab)                   | Stormwater sample grab   | SXT0_U_I5_G    | T0            | 643 (180)              |            |            | 911 (494)                    | 10.3 (0.5) | 7.42 (0.13) | 12.2 (2.5)  | 19.0 (10.3) |
|   | Stormwater sample grab in bioretention laboratory at time of influent composting | SXT1_U_I5_G    | T1            | 541 (289)              |            |            | 926 (508)                    | 10.4 (0.4) | 7.37 (0.09) | 6.0 (1.8)   | 22.5 (6.9)  |
|   | Stormwater sample grab (KCEL after bioretention test)                            | SXT3_U_I5_G    | T3            | 737 (269)              |            |            | 928 (508)                    | 10.9 (0.2) | 7.44 (0.06) | 4.2 (1.1)   | 21.9 (0.97) |
| Untreated stormwater composited into influent | Composited stormwater influent in bioretention laboratory at time of composting  | SXT1X_U_INF_G  | T1A, T1B, T1C | 576 (89)               | 102 (24)   | 10.0 (0.4) | 758 (180)                    | 10.1 (0.2) | 7.52 (0.04) | 11.8 (1.0)  | 20.2 (2.6)  |
|   | Untreated stormwater composite (KCEL after bioretention test)                    | SXT3_U_INF_G   | T3            | 259                    | 15.9       | 9.8        | 745 (368)                    | 10.8 (0.2) | 7.53 (0.11) | 6.3 (0.06)  | 26.2 (4.4)  |
|   | During toxicity testing  | SXT4_U_INF_E   | T4            | 540 (161)              | 160 (113)  | 9.8 (0.8)  | 309 (148)                    | 10.1 (0.2) | 7.42 (0.06) | 11.2 (0.66) | 19.1 (4.50) |



| Sample Type                                 | Experimental Process Point  | Client Locator    | Time Point | Mean (standard error)* |            |            |                              |            |             |             |             |
|---|---|-------------------|------------|------------------------|------------|------------|------------------------------|------------|-------------|-------------|-------------|
|   |   |                   |            | 6PPD Q (ng/L)          | TSS (mg/L) | DOC (mg/L) | Specific conductance (µS/cm) | DO (mg/L)  | pH          | Temp (°C)   | ORP (mV)    |
| Bellingham stormwater using in-column aging | Collected from WSDOT stormwater pond adjacent to I-5 and used to age columns.       | DoseX             |            | 20.8 (9.8)             | 19.4 (7.2) | 10.5 (1.1) |                              |            |             |             |             |
| 60:40 BSM                                   | Post treatment effluent at the time of sample collection in bioretention laboratory | SXT2_T_6 0:40_X_E | T2         | 8.8 (2.7)              | 11 (2.2)   |            | 818 (153)                    | 10.1 (0.2) | 6.97 (0.04) | 10.3 (0.56) | 1.6 (3.9)   |
|   | Treated stormwater composites (KCEL after bioretention test)                        | SXT3_T_6 0:40_EC  | T3         |                        |            |            | 935                          | 10.4       | 6.98        | 8.9         | 4.0         |
|   | During toxicity testing   | SXT4_T_6 0:40_EC  | T4         | 11.5 (7.7)             | 14 (5.4)   | 14.8 (1.4) | 308 (135)                    | 10.3 (0.5) | 7.26        | 11.5 (0.20) | 12.9 (0.15) |
| HPBSM Type 1                                | Post treatment effluent at the time of sample collection in bioretention laboratory | SXT2_T_H P1_X_E   | T2         | 2.1 (0.6)              | 3.9 (0.79) |            | 701 (151)                    | 10.4 (0.2) | 7.19 (0.02) | 10.9 (0.71) | -8.9 (2.5)  |
|   | Treated stormwater composites (KCEL after bioretention test)                        | SXT3_T_H P1_EC    | T3         |                        |            |            | 846                          | 10.8       | 7.26        | 9.5         | -6.3        |
|   | During toxicity testing   | SXT4_T_H P1_EC    | T4         | 3.4 (2.2)              | 6.1 (2.0)  | 6.3 (1.6)  | 288 (88)                     | 10.3 (0.3) | 7.53 (0.21) | 11.5 (0.50) | -9.1 (5.0)  |
| HPBSM Type 2                                | Post treatment effluent at the time of sample collection in bioretention laboratory | SXT2_T_H P2_X_E   | T2         | 1.2 (0.7)              | 5.1 (1.5)  |            | 670 (148)                    | 8.9 (0.2)  | 7.47 (0.10) | 10.5 (0.60) | 24.3 (0.64) |



| Sample Type  | Experimental Process Point  | Client Locator     | Time Point | Mean (standard error)* |            |            |                              |            |             |             |                 |
|--------------|---|--------------------|------------|------------------------|------------|------------|------------------------------|------------|-------------|-------------|-----------------|
|              |   |                    |            | 6PPD Q (ng/L)          | TSS (mg/L) | DOC (mg/L) | Specific conductance (µS/cm) | DO (mg/L)  | pH          | Temp (°C)   | ORP (mV)        |
|              | Treated stormwater composites (KCEL after bioretention test)                        | SXT3_T_H<br>P2_EC  | T3         |                        |            |            | 669 (298)                    | 9.3 (0.1)  | 7.43 (0.20) | 10.3 (1.1)  | -<br>18.3 (5.6) |
|              | During toxicity testing   | SXT4_T_H<br>P2_EC  | T4         | <MDL                   | 5.9 (2.8)  | 2.9 (0.96) | 673 (301)                    | 10.2 (0.5) | 7.32 (0.15) | 7.58 (2.7)  | -<br>11.8 (2.5) |
| HPBSM Type 3 | Post treatment effluent at the time of sample collection in bioretention laboratory | SXT2_T_H<br>P3_X_E | T2         | 1.4 (0.7)              | 7.7 (1.3)  |            | 685 (147)                    | 8.3 (0.2)  | 7.46 (0.06) | 10.2 (0.58) | -<br>26.0 (2.1) |
|              | Treated stormwater composites (KCEL after bioretention test)                        | SXT3_T_H<br>P3_EC  | T3         |                        |            |            | 810                          | 8.8        | 7.6         | 9.0         | -<br>22.6       |
|              | During toxicity testing   | SXT4_T_H<br>P3_EC  | T4         | 1.6 (1.6)              | 6.3 (3.5)  | 3.4 (0.84) | 237                          | 9.5 (0.4)  | 7.53 (0.31) | 11.3 (0.57) | -<br>16.5       |



## Appendix D

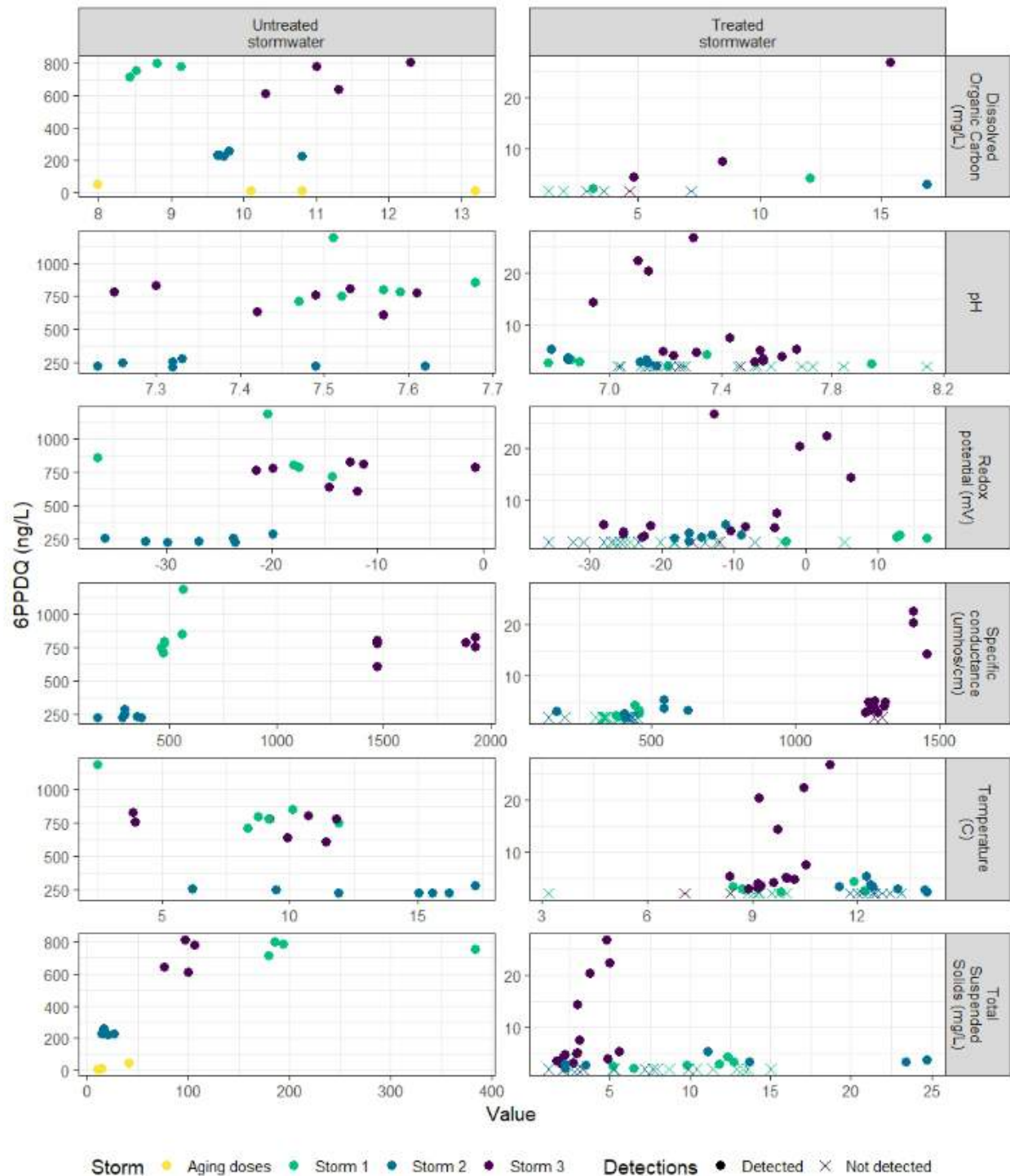
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### Relationships between Water Quality Characteristics and 6PPDQ

As an extension of this project's secondary goal (see Section 1.1.1), we investigated potential relationships between 6PPDQ and other measured water quality parameters with scatterplot visualizations (Figure D-1) of each parameter versus 6PPDQ in samples of untreated and bioretention-treated stormwater. Identifying potential relationships between 6PPDQ and water quality characteristics could improve our understanding of the chemical's fate and transport in stormwater and stormwater treatment facilities. Relationships between 6PPDQ and water quality parameters differed between treated and untreated samples.

In untreated stormwater samples, 6PPDQ concentrations were higher at higher concentrations of TSS. No clear relationship was observed in treated stormwater samples where TSS and 6PPDQ values were low in general. We also observed increasing 6PPDQ concentrations with increasing specific conductance. This pattern was observed in both untreated and treated stormwater samples; however, in the treated stormwater samples this appears primarily driven by higher 6PPDQ and conductivity in samples from Storm 3. While we did not see signs of a relationship between redox potential and 6PPDQ in untreated stormwater, in the treated stormwater samples we saw higher 6PPDQ concentrations and more detections when redox potential was higher. Similarly, untreated stormwater samples showed no relationship between DOC and 6PPDQ but treated stormwater samples had more 6PPDQ detections at higher DOC levels. No relationships were observed between 6PPDQ and either pH or temperature in any water samples.





**Figure D-1. Scatterplots of 6PPDQ and potential explanatory covariates in untreated (left) and treated (right) stormwater samples where both 6PPDQ and covariate were measured. Note that both X and Y axes are on different scales for each parameter and water type to best show relationships in the data.**



## Appendix E

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### Summary of QAPP Deviations

#### **E.1. Field Procedures**

- The QAPP stated that stormwater would be collected from a tap at the I-5 sampling site (King County 2023). This process was overly time-consuming due to the low-flow rate at the tap so the Field Science Unit (FSU) employed Contingency Plan Situation 1 (described in the QAPP, Appendix B: Field Sampling Plan) for all sampling events. This involved using a heavy-duty submersible bilge pump to pump water from the flow splitting vault into the stormwater sample containers.
- The QAPP stated that storms with at least 0.25 inches of rain would be targeted for sampling. However, constraints around scheduling and transportation necessitated a more opportunistic sampling approach. Thus, sampling did not always follow 0.25 inches of rain but always targeted rain events that produced flow at the sampling site, which was the primary criterion.
- A minor deviation was made for the handling of stormwater collected at timepoint T<sub>0</sub> (Table 1) where we separated aliquots used for 6PPDQ analysis and the measuring of water quality characteristics through the storm cycle. This adjustment was made after Storm 1 to minimize the exposure of the 6PPDQ analysis aliquot to air while water quality measurements were taken.
- Three grab samples of the influent (untreated stormwater composite) were collected at the beginning, middle, and end of the process of delivering influent to the bioretention columns (n = 3 for each influent parameter). The QAPP did not specify any specific timing of these samples. This influent sampling approach would not have impacted results because the 6PPDQ concentrations were very similar across these sampling timepoints within each storm.

#### **E.2. Bioretention Media Lab Procedures**

- Field parameters (temperature, conductivity, pH, redox potential, and dissolved oxygen) were scheduled to be collected for dosing events with sampling when compositing the three replicates for each treatment (Timepoint T<sub>2</sub>, Table 1). Field scientists forgot to take these measurements for the second dosing event with sampling on 09/26/2023. Field parameters were instead measured from the composite samples when the Aquatic Toxicology lab started their toxicity analysis. We expect this omission to have little to no effect on interpretation of results.
- Before blending, the quality of the media components was tested using the Synthetic Precipitation Leaching Procedure (SPLP; EPA 1994) described in the HPBSM specifications (Ecology 2021). Copper was re-analyzed in the sand SPLP leachate because of a suspect high value of 63.4 µg/L. The re-analyzed sand leachate had a revised copper concentration of 0.748 µg/L. The coconut coir exceeded the ortho- and total phosphorus thresholds. The high carbon wood ash exceeded the threshold



for ortho-phosphorus. After review, the team decided to proceed with the materials acquired and tested for the following reasons:

- The materials were acquired from a reputable vendor and the same manufacturer that supplied components for developing the HPBSM.
  - These components have exceeded phosphorus thresholds in previous testing and still performed well to meet guidelines for filter media.
  - Phosphorus was not considered an important element impacting our planned coho salmon toxicity testing.
- The QAPP stated that samples would be collected from the untreated influent for the aging stormwater at the 3rd, 5th, 7th, and 9th dosing events. Aging stormwater samples were collected at the 3rd, 4th, 7th, and 8th dosing events (Table 1). The purpose of analyzing these samples was to qualitatively characterize the representativeness of one Seattle water year. This deviation did not impact the study because the 6PPDQ data obtained still characterize stormwater from the Bellingham collection site across a similar time period. The reasons for this deviation are:
    - The 5th event was mistakenly switched for the 4th event.
    - The courier responsible for transporting samples from Bellingham to Seattle was only available on specific dates for the 8th event but was free during the 9th event.

### **E.3. Analytical Chemistry Procedures**

- Preservation holding times were exceeded by 1 day for ammonia for five samples and these were H-flagged. This may have biased ammonia results low, but this does not impact our results because we did not use ammonia in data analyses and control fish remained in good health throughout the study.
- Preservation holding times were exceeded by 1 day for DOC for five samples and these were H- and SH-flagged. This holding time exceedance is not expected to have meaningfully impacted the data because it was only 1 day out of hold, and others have reported no significant impact of exceeding DOC holding times for up to 21 days when samples are held at 4°C (Government of Newfoundland and Labrador 2010).
- A large discrepancy between specific conductance readings at timepoints T3 and T4 occurred in Storm 3. KCEL's investigation revealed that this was due to an issue with settings on the Aquatic Toxicology lab's instrument; thus, specific conductance readings for four samples were rejected and T3 specific conductance readings were reported in the Storm 3 toxicology report.
- During Storm 2, water quality characteristic data (pH, specific conductance, temperature, dissolved oxygen, and redox potential) were not collected at timepoint T3 because of analyst oversight. This did not impact results or interpretation of data because these characteristics were measured in samples at timepoints T1, T2, and T4.



#### E.4. Toxicology

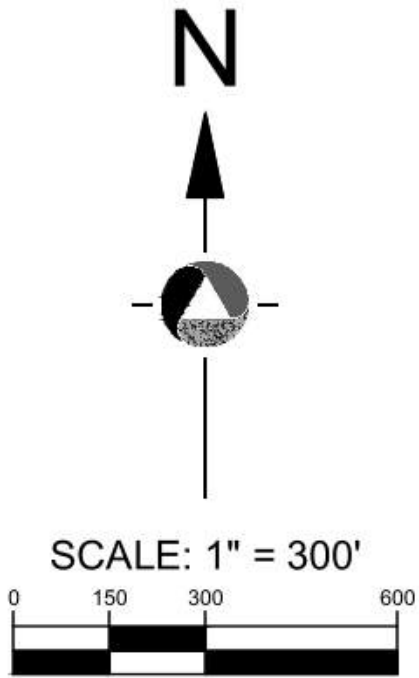
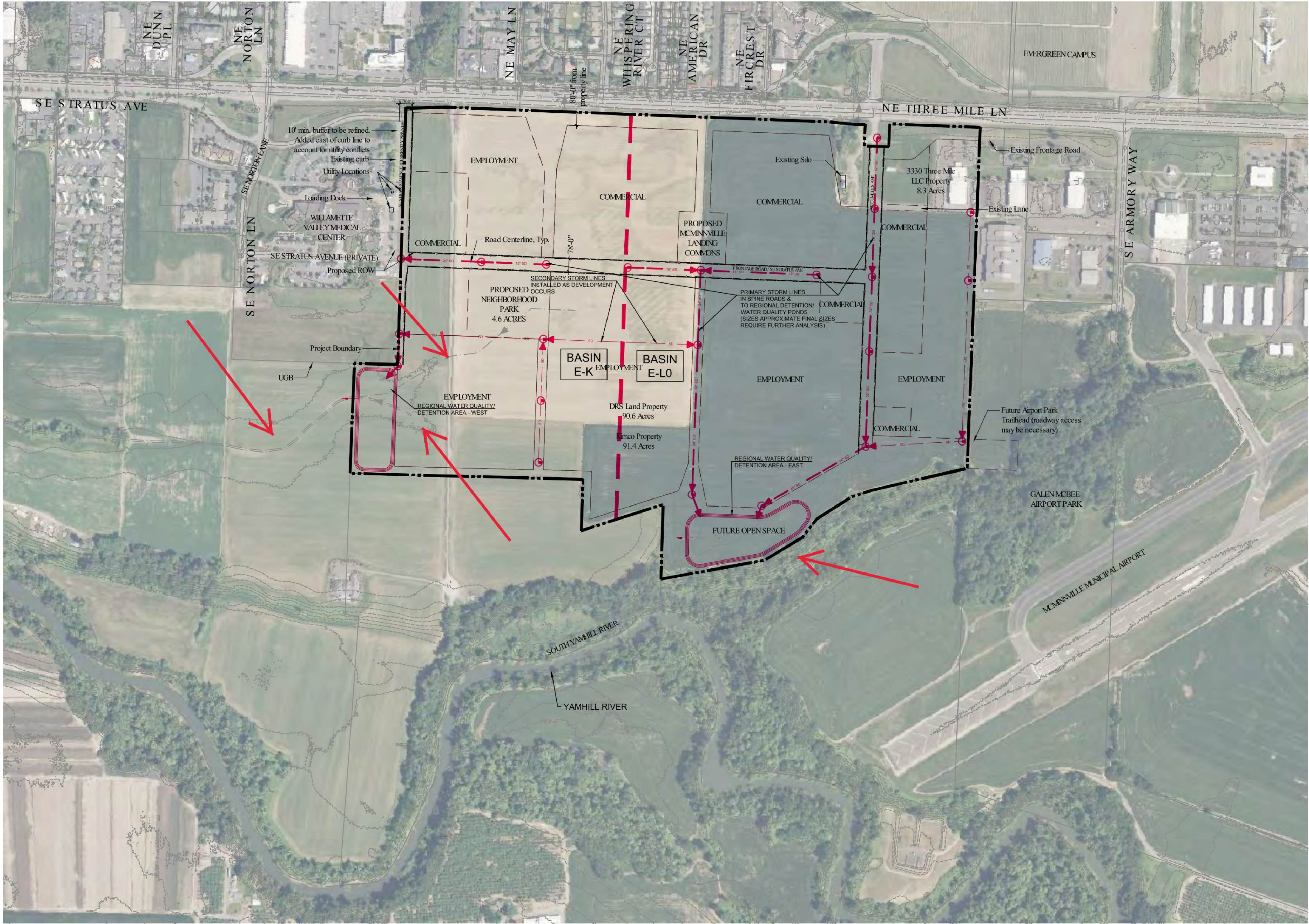
- As expected, and stated in section 7.2 of the QAPP (King County 2023), fish exposed to samples from Storm 2 were older and experienced higher loading rates than specified in EPA Test Method 2019.0. Details on fish age and loading rates are summarized below (Table E-1). We don't expect this meaningfully affected the results because reference toxicity tests remained within two standard deviations of the mean LC50 throughout the study.

**Table E-1. Age, size, and loading rate of juvenile coho salmon used in exposure tests.**

| Test #     | Age (days-post swim-up at start of test)         | Mean Standard Length (cm) | Mean Weight (grams) | Loading Wt./Vol. (g/L) |
|------------|--|---------------------------|---------------------|------------------------|
| EPA 2019.0 | Rainbow Trout: 15 to 30<br>Brook Trout: 30 to 60 | –                         | –                   | –                      |
| Storm 1    | 58   | 3.9                       | 0.69                | 0.69                   |
| Storm 2    | 290  | 5.66                      | 2.64                | 2.64                   |
| Storm 3    | 35   | 3.26                      | 0.31                | 0.31                   |

- Because of dry weather in spring 2023, additional time was needed to capture the three storm events required by the QAPP (King County 2023). While enough juvenile coho salmon were obtained for the original project schedule, the extended project timeline required additional reference tests because the juvenile coho salmon aged and led to the cohort being depleted prior to the third storm's toxicity testing.
- Additional coho salmon were obtained for this third event. This deviation is described in the QAPP Appendix – D, section 1: Corrective actions to meet QAPP requirements.





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 |  |
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STORM DRAINAGE PLAN  
McMINNVILLE LANDING  
INNOVATION DISTRICT  
CONCEPTUAL DESIGN  
CITY OF McMINNVILLE OREGON

|                         |
|-------------------------|
| JOB NUMBER:<br>24001418 |
| SHEET NAME:<br>STRM     |
| SHT 1 OF 4              |

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









P.O. Box 1083  
McMinnville, Oregon 97128



340 SE 6th Ave.  
Portland, Oregon 97214

December 17, 2025

City of McMinnville Planning Commission  
c/o McMinnville Community Development Department  
231 NE Fifth Street  
McMinnville, OR 97128

SENT VIA EMAIL

**Re:** McMinnville Proposed Post-Acknowledgment Plan Amendments Dockets G 1-25, G 2-25, G 3-25, G 4-25, and G 5-25

Dear Planning Commissioners:

Please accept the below comments for the record in proposed Post-Acknowledgment Plan Amendments (PAPA) Dockets G 1-25, G 2-25, G 3-25, G 4-25, and G 5-25. These comments are submitted jointly on behalf of 1000 Friends of Oregon (1000 Friends) and Friends of Yamhill County (FYC).

**Docket G 1-25: Three Mile Lane Rezone and McMinnville Landing Overlay**

1000 Friends and FYC remain concerned about the transportation options contemplated in the proposed plan amendments. 1000 Friends and FYC encourage the City to consider ways to improve pedestrian access to the proposed commercial spaces to serve City residents who do not or cannot drive. While the McMinnville Landing Plan states that the planning is intended to be pedestrian and bike friendly, the plan does not include a pedestrian bridge across Highway 18, nor does the plan provide for adjustments to the highway interchanges to facilitate bike and pedestrian access. This means that there is no safe and easy way to access McMinnville Landing without using a vehicle to get there. Making the development itself pedestrian and bike friendly will not be useful if the only way for City residents to get to McMinnville Landing is in their cars.



### **Docket G 2-25: Airport Master Plan**

1000 Friends and FYC support the adoption of the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Comprehensive Plan. The adoption of the Airport Master Plan ensures that land near the airport is available for other industrial development uses and is not restricted to airport expansion. This is a practical and sensible measure that will avoid unnecessary conversion of resource land for industrial uses while allowing development in an area that already supports industrial uses. 1000 Friends and FYC are also glad to see that the Airport Master Plan uses the most recent population projections for the City, as required by OAR 660-032-0020(1).

### **Docket G 3-25: Land-Use Efficiency Measures Addendum to EOA**

This PAPA is an addendum to the City's November 2023 Economic Opportunities Analysis (EOA). 1000 Friends and FYC have outstanding concerns about the November 2023 EOA. However, this addendum is a first step in the right direction. The addendum addresses one of 1000 Friends' and FYC's concerns surrounding the 2023 EOA, the inclusion of vacant land held by Linfield University. 1000 Friends and FYC support this portion of the addendum. The addendum does not, however, address all of 1000 Friends' and FYC's concerns with the EOA. 1000 Friends and FYC encourage the City to adopt additional amendments to address the other concerns identified by 1000 Friends and FYC in comments and appeals of the November 2023 EOA, including:

- Removing employment forecast for "retail leakage," given the City's use of generalized employment forecasts tied to population growth that already account for mechanisms such as retail leakage;
- Revising the multiplier used to derive necessary employment land acreage to account for jobs located on non-employment land such as home offices or residential care facilities;
- Revising the commercial employment density factor to reflect the density factor used in previous EOA's.

### **Docket G 4-25: Land-Use Efficiency Measures Addendum to HNA**

This PAPA is an addendum to the City's November 2023 Housing Needs Analysis (HNA). 1000 Friends and FYC have outstanding concerns about the November 2023 HNA. However, this Addendum is a first step in the right direction. The Addendum partially addresses one of 1000 Friends and FYC's concerns surrounding the 2023 HNA, the inclusion and calculation of land needed for parks. 1000 Friends and FYC support this portion of the Addendum. The Addendum does not, however, address all of 1000 Friends and FYC's concerns with the HNA. 1000 Friends and FYC encourage the City to adopt additional addendums and/or land-use efficiency measures to address the other concerns identified by 1000 Friends and FYC in comments and appeals of the



November 2023 HNA, including:

- Revising the HNA to increase housing densities to account for the demonstrated needs of current residents of the City;
- Revising the HNA's buildable lands inventory to include vacant lands currently in church ownership to comply with OAR 660-008-05(2) and OAR 660-009-0015(3).

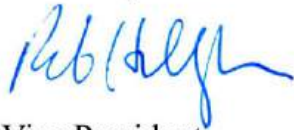
**Docket G 5-25: Land-Use Efficiency Measures Amendment to City Growth Management and Urbanization Plan**

1000 Friends and FYC support the proposed land-use efficiency measures identified in this PAPA. However, the proposed land-use efficiency measures could and should go further to address the City's lack of diversity of housing options at all price levels. Specifically, the City should reduce the minimum lot size requirements in the City's single-family zones (R-1 and R-2). Reducing minimum lot sizes enables more affordably priced homes that are often a better fit for smaller household sizes. Reducing minimum lot size also reduces public infrastructure costs and more efficiently uses land zoned for residential use, resulting in neighborhoods that are more compact, walkable and community-focused. The City should consider adding this land-use efficiency change to the proposed amendment before adopting this PAPA.

1000 Friends and FYC appreciate the opportunity to comment on the PAPAs. Thank you for your consideration of the comments offered above.

Sincerely,

Rob Hallyburton



Vice President  
Friends of Yamhill County

John Butterfield



Staff Attorney  
1000 Friends of Oregon



December 18, 2025

**Letter of Support**

**Legislative Hearing: McMinnville Landing Planned Development (G 1-25)**

To the McMinnville Planning Commission and City Council,

We, the private property owners of the McMinnville Landing area, submit this letter in support of the City of McMinnville's proposed Planned Development Overlay and Master Plan for approximately 190 acres of industrially zoned land known as the McMinnville Landing overlay.

The proposed legislative amendment applies to tax lots R4426 00600, R4426 00700, and R4427 00100 located along SE Three Mile Lane. The property owners have been meeting regularly with the City since May 6, 2022, to align on a shared vision for the site and have participated in the Public Advisory Committee process. We support the Planned Development Overlay as presented.

Respectfully,

**The Property Owners of McMinnville Landing**

SE Three Mile Lane  
McMinnville, Oregon

*Authorized Signatories:*

*Stewart Kircher*

Stewart Kircher  
DRS Land

  
Fee Stubblefield (Dec 29, 2025 21:11:33 PST)

Fee Stubblefield  
The Springs Living

*Michael Strahs*  
Michael Strahs (Dec 18, 2025 11:55:08 PST)

Michael Strahs  
Kimco McMinnville LLC





City of McMinnville  
Planning Department  
231 NE Fifth Street  
McMinnville, OR 97128  
(503) 434-7311  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

# MINUTES

December 18, 2025  
Planning Commission  
Regular Meeting

6:30 pm  
Hybrid Meeting  
McMinnville, Oregon

**Members Present:** Sidonie Winfield, Rachel Flores, Sylla McClellan, Matt Jones (zoom), Brian Randall, Abigail Neilan, and Elena Mudrak

**Members Absent:** Brian Everest and Meg Murray

**Staff Present:** Heather Richards – Community Development Director, David Berniker – Planning Manager, Tom Schauer – Senior Planner, Geoff Hunsaker (part) – Public Works Director, and John Paskell (part, zoom) – Airport Manager, Melissa Ryan (legal counsel) - Bateman Seidel, and Ken Pirie – Walker Macy

## 1. Call to Order

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

## 2. Swearing In of New Planning Commissioner Abigail Neilan

Chair Winfield swore in new Planning Commissioner Abigail Neilan.

## 3. Citizen Comments

None.

## 4. Minutes – November 6, 2025

Commissioner Mudrak moved to approve the November 6, 2025, minutes. The motion was seconded by Commissioner McClellan and passed 6-0-1 with Commissioner Neilan abstaining.

## 5. Public Hearings

### A. Legislative Hearing: McMinnville Landing Planned Development (G 1-25)

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

Staff Presentation: Community Development Director Richards presented the staff report.



Jody Christensen, Project Manager, shared the feedback received from property owners to create what the process for this project would look like. They wanted to make sure the community provided input every step of the way which they had accomplished. This was a legacy project and would be transformative. It had been an honor to work on the project.

Community Development Director Richards discussed the vision of the Innovation Campus, adopted Three Mile Lane Area Plan, the site, Planned Development Overlay, action tonight, history of planning efforts on this site, acknowledgements, document table of contents, planning process, community engagement, public testimony received, land use concept, rendering and pedestrian orientated retail zone, transportation analysis and needed improvements, how further traffic impact analysis would be required when the developer submitted development projects, onsite infrastructure cost estimate, design and development standards, code outline, zoning districts and uses, building presence, McMinnville Water & Light comments on a public utility easement and setbacks, large format uses with a maximum of two anchor stores, concept designs, and implementation.

There were questions about the open spaces being constructed in a timely manner, working with the airport for access to the new parking lot, retail parking meeting the parking standards, capacity for stormwater, economic and vision impacts of drive thru businesses, and multi-modal connections outside the study site.

#### Public Testimony:

Stewart Kircher, McMinnville resident, was one of the property owners. He read a letter of support for the proposed overlay as presented from the property owners. They had been meeting with the City regularly for many years and had a shared vision for the site.

Mark Davis, McMinnville resident, was generally in support, but expressed concerns about the high-end retail area. He did not think the economics of the community could support high-end retail. He gave examples of how past buildings had been repurposed. He hoped this development would turn out as planned, but if it didn't, he hoped they would look at how they would make it work for McMinnville.

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

The Commission discussed their hopes for the walkability and job creation, economic concerns, requiring more substantial trees to be planted, allowing concrete on the secondary exterior materials list, difference between concrete block and architectural concrete, clarifying the shared parking concept and hours of operation, and clarifying how on street parking counted towards the parking requirements.

There was consensus to add these conditions: a minimum 2-inch dbh caliper for trees at planting, the open space would be developed prior to occupancy of the retail buildings and directing staff to review the concern about the shared parking before it went to City Council.

Commissioner Jones moved to recommend the City Council adopt the McMinnville Landing Planned Development (G 1-25) with conditions for a minimum 2-inch caliper dbh for trees at planting, open space commons developed prior to 50% occupancy of the retail development,



and staff review of the shared parking and overlapping hours. The motion was seconded by Commissioner Mudrak and passed unanimously 7-0.

**B. Legislative Hearing: Airport Master Plan Update (G 2-25)**

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

Staff Presentation: Community Development Director Richards explained this was a request to adopt the Airport Master Plan as a supplemental document to the McMinnville Transportation System Plan and McMinnville Comprehensive Plan. The primary compliance standard was Oregon Land Use Goal #12 and Oregon Administrative Rules. She gave a history of the planning effort and discussed the framework of the plan, what the plan addressed, land use map, traffic patterns map, proposed amendments to the Comprehensive Plan, public testimony received, and action tonight.

Public Testimony: None

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

Commissioner McClellan moved to recommend the City Council adopt the proposed amendments to McMinnville Comprehensive Plan Volumes I, II, and III to support the August 2025 McMinnville Airport Master Plan (G 2-25). The motion was seconded by Commissioner Mudrak and passed unanimously 7-0.

**C. Legislative Hearing: Land Use Efficiency Measures (G 3-25, G 4-25, and G 5-25)**

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

Staff Presentation: Community Development Director Richards said this was a request to adopt an addendum to the November 2023 Housing Needs Analysis, September 2024 Economic Opportunity Analysis, and an amended MGMUP Framework Plan, which were supplemental documents to the Comprehensive Plan. She described the land use efficiency measures, which were policy actions that changed the Comprehensive Plan or land use regulations to quantifiably reduce land needs. She discussed the summary of needs, residential land use efficiency measures with a needed 1,101 dwelling units, change in the assignment of land in the Urban Holding Comp Plan areas of the UGB, adopted changes in zoning, changes in use of land on Linfield University's campus, addition of the Linfield University land to the Buildable Lands Inventory, industrial land use efficiency measures with a needed 29 acres, commercial land use efficiency measures with a needed 159 acres, testimony from 1,000 Friends and Friends of Yamhill County, and action tonight.



There were questions about not pursuing a UGB amendment for commercial at this time and reasons for not pursuing smaller lot sizes as part of this work. Chair Winfield thought if they did allow smaller lots, they would need to have an expansion of park space.

Public Testimony: None

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

Commissioner Mudrak moved to recommend the City Council adopt the proposed amendments to the November 2023 Housing Needs Analysis, September 2024 Economic Opportunity Analysis, and December 2025 Framework Plan and the accompanying decision document (G 3-25, G 4-25, and G 5-25). The motion was seconded by Commissioner McClellan and passed unanimously 7-0.

## **6. Commissioner Comments**

None

## **7. Staff Comments**

Senior Planner Schauer discussed upcoming meetings and Community Development Director Richards discussed upcoming training.

## **8. Adjournment**

Chair Winfield adjourned the meeting at 8:58 p.m.



## **ORDINANCE NO. 5168**

An Ordinance approving the McMinnville Landing Planned Development Overlay (Docket G 1-25)

### **RECITALS:**

**WHEREAS**, Docket G 1-25, the McMinnville Landing Planned Development Overlay is a legislative action adopting an overlay zone with a Master Plan and Design and Development Standards for tax lots R4427 00100, R4426 00700 and R4426 00600; and

**WHEREAS**, on March 12, 2019, the City of McMinnville approved Resolution No. 2019-16 adopting the MAC Town 2032 Economic Development Strategic Plan; and

**WHEREAS**, the MAC Town 2032 Economic Development Strategic Plan identified the need for a high-density jobs campus in McMinnville that provides a space for business development and growth as well as job development with opportunities for upward mobility, calling it an Innovation Campus; and

**WHEREAS**, the City of McMinnville adopted Ordinance No. 5126 on November 8, 2022, approving the Three Mile Lane Area Plan as a supplemental document of the McMinnville Comprehensive Plan; and

**WHEREAS**, the Three Mile Lane Area Plan identified the location for the Innovation Campus on the three subject tax lots; and

**WHEREAS**, the City launched a two year effort to Master Plan the Innovation Campus in collaboration with the property owners and community members; and

**WHEREAS**, during the course of that master planning effort, the Innovation Campus was rebranded as the McMinnville Landing; and

**WHEREAS**, the City worked closely to develop the McMinnville Landing Planned Development Overlay and all property owners signed a letter of support at the conclusion of the effort supporting the final product; and

**WHEREAS**, the City utilized a Project Advisory Committee comprised of community stakeholders to advise city staff and the consultants on the development of the final Master Plan and Design and Development Standards; and



**WHEREAS**, the City reached out to the community seeking input through in-person community forums, business roundtables and on-line surveys; and

**WHEREAS**, the Planning Commission hosted a public hearing on December 18, 2025, closed the hearing and voted unanimously to recommend approval of the McMinnville Landing Planned Development to the McMinnville City Council; and

**WHEREAS**, the City Council received the Planning Commission recommendation and staff report and deliberated; and

**WHEREAS**, the City Council, being fully informed about said recommendation, found that the McMinnville Landing Planned Development Overlay attached as Exhibit A advances the City of McMinnville's 2032 Economic Development Strategic Plan, conforms to the applicable criteria, including the Comprehensive Plan goals and policies, as well as the McMinnville Zoning Ordinance, based on the material submitted by the Planning Division and the findings of fact and conclusionary findings for approval in Exhibit B.

**NOW, THEREFORE, THE CITY OF MCMINNVILLE ORDAINS, as follows:**

1. The Council approves the McMinnville Landing Planned Development Overlay (Docket G 1-25) attached as Exhibit A; and
2. The Council adopts the Decision, Findings, and Conclusionary Findings for Docket G 1-25 attached as Exhibit B; and
3. This Ordinance will take effect 30 days after passage by the City Council.

Passed by the McMinnville City Council this 13th day of January. 2026 by the following votes:

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

\_\_\_\_\_  
MAYOR

Approved as to form:

Attest:

\_\_\_\_\_  
City Attorney

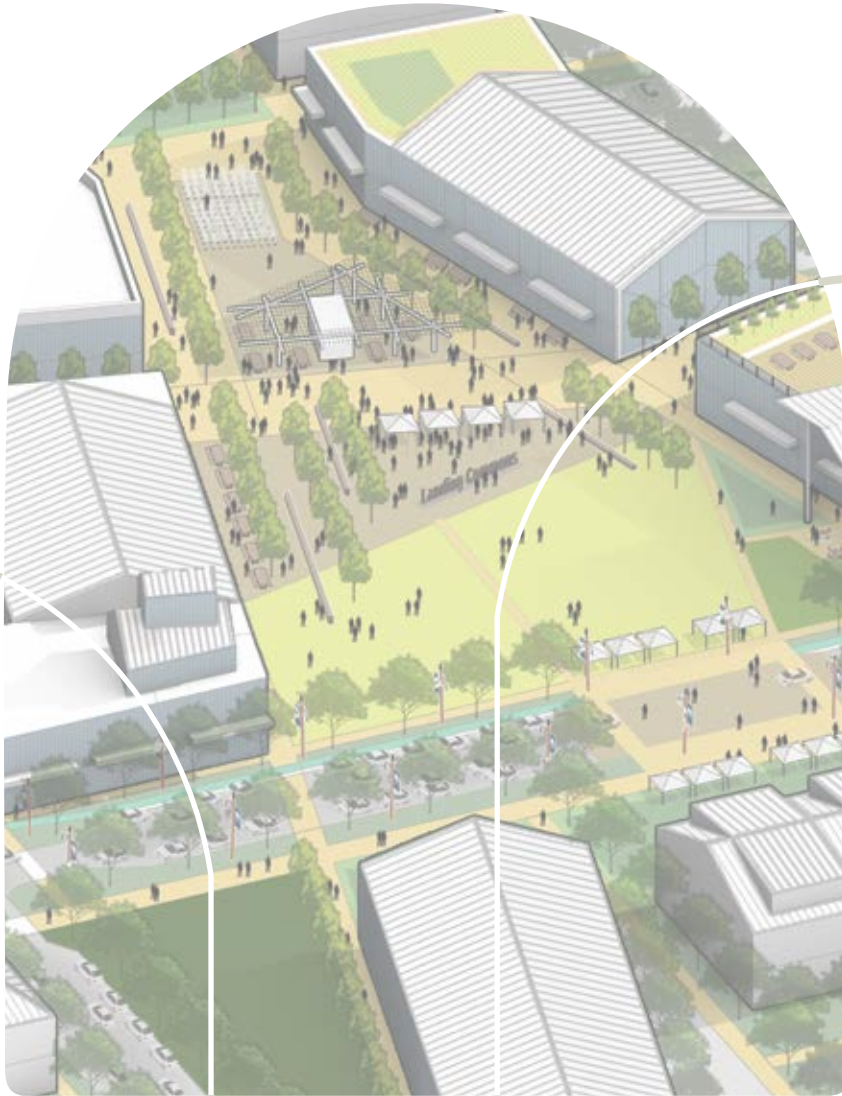
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City Recorder



EXHIBITS:

- A. McMinnville Landing Planned Development Overlay
- B. Findings for Docket G 1-25





# **McMinnville Landing Innovation District**

## **Master Plan Report**

October, 2025

Revised December 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

**Heather Richards**, Community Development Director

**Jody Christensen**, Special Projects Manager

**David Berniker**, Planning Manager

**Noelle Amaya**, Communications & Engagement Manager

## Property Owner Group

**Chris Shelby**, 3330 Three Mile LLC

**Michael Strahs**, KIMCO

**Stewart Kircher**, DRS Land

## Project Advisory Committee

All members of the Property Owner Group +

**Abigail Neilan**, McMinnville Urban Renewal Advisory Committee

**Arthur Chaput**, Business Oregon

**Beth Rankin**, Planning Commission

**Chris Brooker**, Willamette Valley Medical Center

**Chris Chenoweth**, City Council Liaison

**Dane Herrin**, Economic Development, Confederated Tribes of Grand Ronde

**Deven Paolo**, McMinnville Industrial Promotions

**John Olson**, McMinnville Area Chamber of Commerce

**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

All members of the PAC +

**Brandon Williams**, Oregon Department of Transportation (ODOT)

**James Lofton**, City Engineer, City of McMinnville

**Geoff Hunsaker**, Public Works Director, City of McMinnville Public Works

**John Dietz**, City of McMinnville Water and Light (MWL)

## Consultant Team

**Walker Macy**, Urban Design and Landscape Architecture, Prime Consultant

**Ken Pirie**, Project Manager

**Saumya Kini**

**Drishti Gandhi**

**Cameron Blakely**

**JLA Public Involvement**, Public Outreach and Engagement

**Jessica Pickul**

**Valentina Peng**

**Andrea Maldonado**

**JET Planning**, Design Standards and Zoning

**Elizabeth Decker**

**TVA Architects**, Architecture for Design Standards

**Tim Wybenga**

**Atwell, LLC**, Civil Engineering and Infrastructure

**Brady Berry**

**FINE**, Branding and Marketing

**Caroline Maloney**

**Steve Renn**

**Mehran 'Ronnie' Azma**

**Lancaster Mobley**, Transportation Planning

**Todd Mobley**

**Ken Kim**



# Table of Contents

|  |           |  |           |
|--|-----------|--|-----------|
| <b>Executive Summary</b>                       | <b>1</b>  | <b>Infrastructure Feasibility Analysis</b>           | <b>59</b> |
| <b>Introduction</b>                            | <b>9</b>  | Transportation Analysis and Plan                     | 63        |
| Envisioning an Innovation District             | 11        | Public Facilities Analysis & Plan                    | 65        |
| Planning Background                            | 13        | Cost Estimate and Capital Improvements Plan          | 75        |
| Process  | 17        | <b>Implementing the Vision</b>                       | <b>77</b> |
| <b>Master Plan</b>                             | <b>21</b> | <b>Attachments</b>                                   |           |
| McMinnville Landing Innovation District Vision | 23        | Site Design and Development Standards                |           |
| Plan Objectives                                | 25        | Transportation Assessment Technical Memo             |           |
| Plan Area and Context                          | 35        | Infrastructure Feasibility Assessment Memo           |           |
| Land Use Diagram                               | 43        | <b>Appendix</b>                                      |           |
| Significant Resource Inventory                 | 47        | Public Involvement Plan + Community Engagement Event |           |
| Natural Hazard Areas                           | 49        | Summaries & Notes                                    |           |
| Mixed Use Areas and Commercial Areas           | 51        | Naming & Branding Presentation Slides                |           |
| Parks and Open Space                           | 53        |  |           |
| Site Design and Development Standards          | 55        |  |           |
| Master Plan Review Criteria                    | 57        |  |           |



# 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.



|01





# 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.



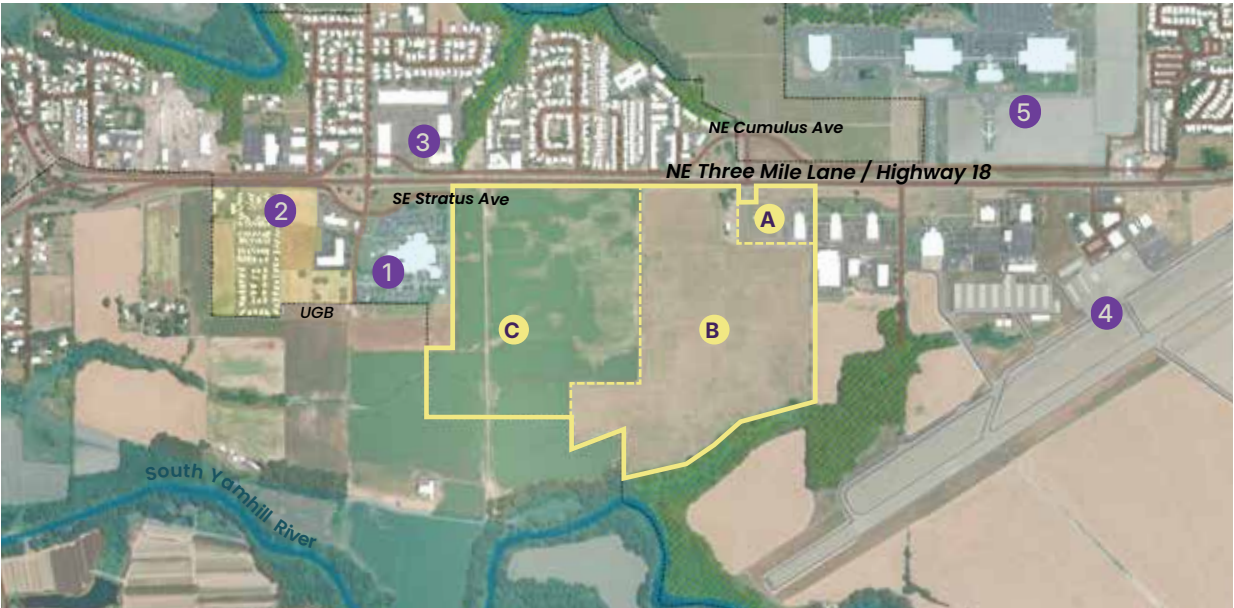


# McMinnville Landing Innovation District

## 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

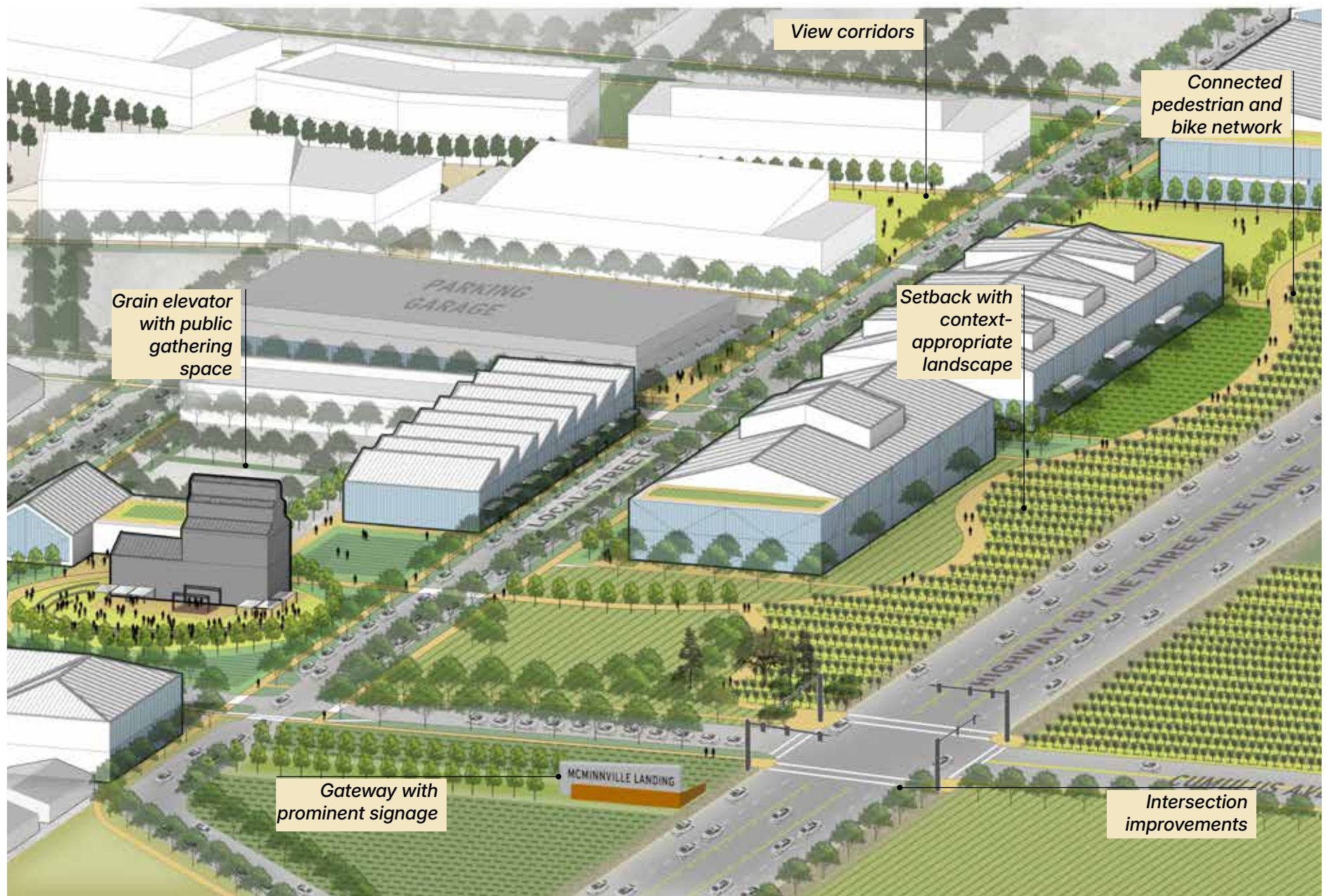
### Legend

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c00000; border: 1px solid black;"></span> Commercial/Retail                         | <span style="display: inline-block; width: 15px; height: 15px; background-color: #000080; border: 1px solid black;"></span> Active Edge                            |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #000080; border: 1px solid black;"></span> Employment                                | <span style="display: inline-block; width: 15px; height: 15px; background-color: #000080; border: 1px solid black; border-radius: 50%;"></span> Active Corner      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black;"></span> Parks and Open Space                      | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-style: dashed;"></span> Framework Streets                           |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black; border-radius: 50%;"></span> 1 The Landing Commons | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-style: dashed; border-color: #ccc;"></span> Potential Local Streets |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black; border-radius: 50%;"></span> 2 Neighborhood Park   | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-style: dashed; border-color: #ccc;"></span> Trails                  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black; border-radius: 50%;"></span> 3 South Open Edge     |  |

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

\*Gross acres (local streets to be deducted)





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

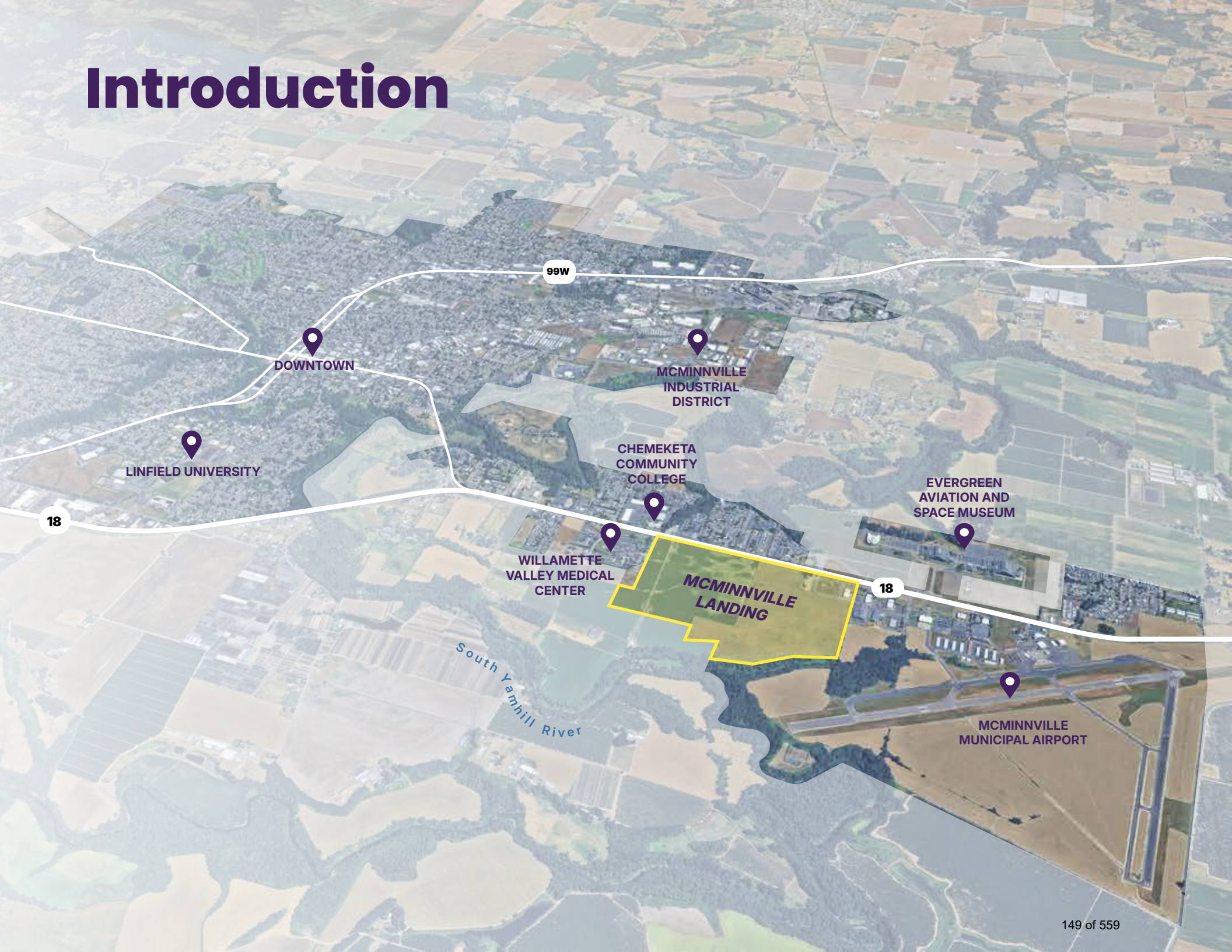


102





# 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*

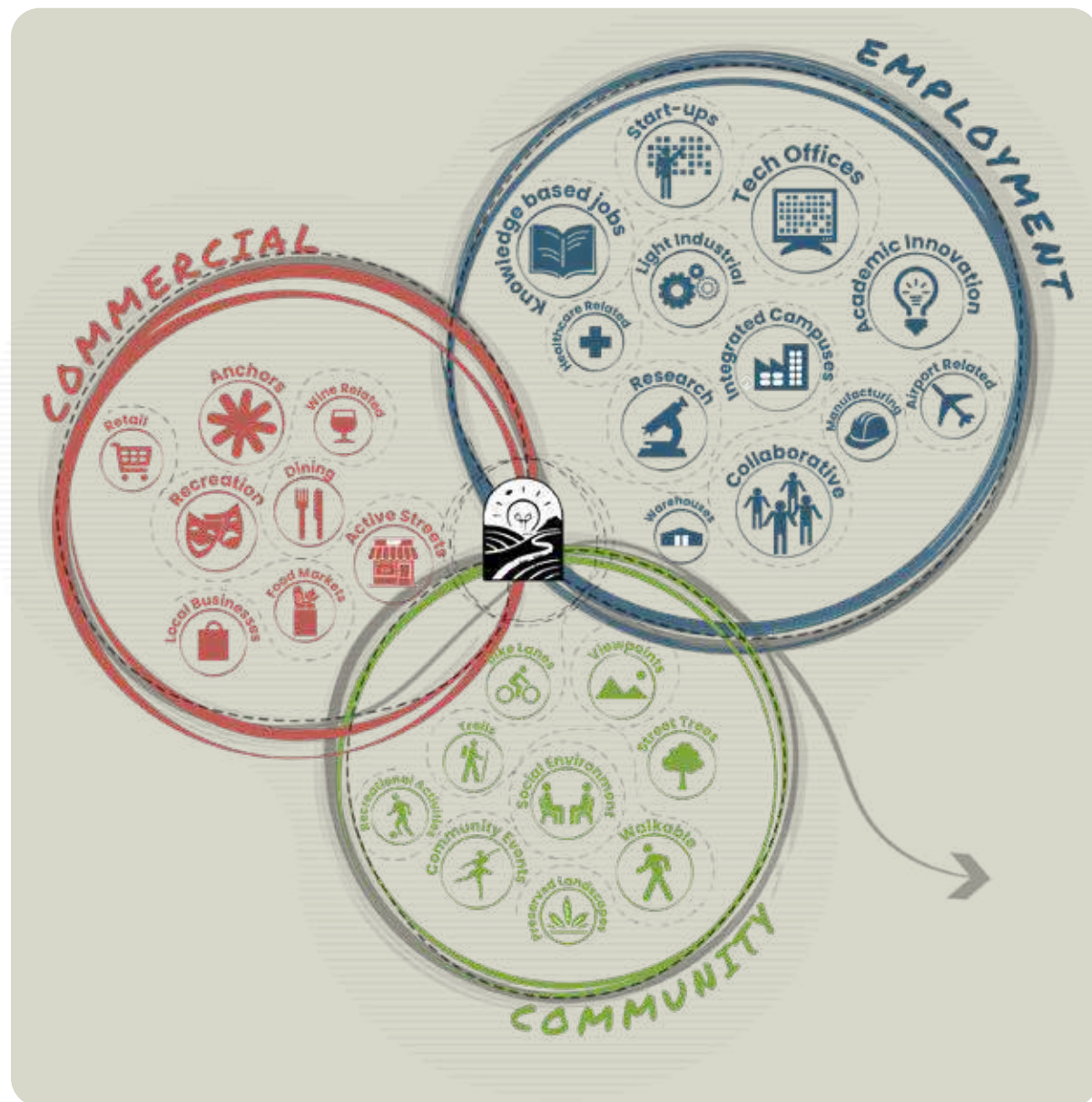


*Sky Song Innovation Center, Scottsdale, AZ*



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

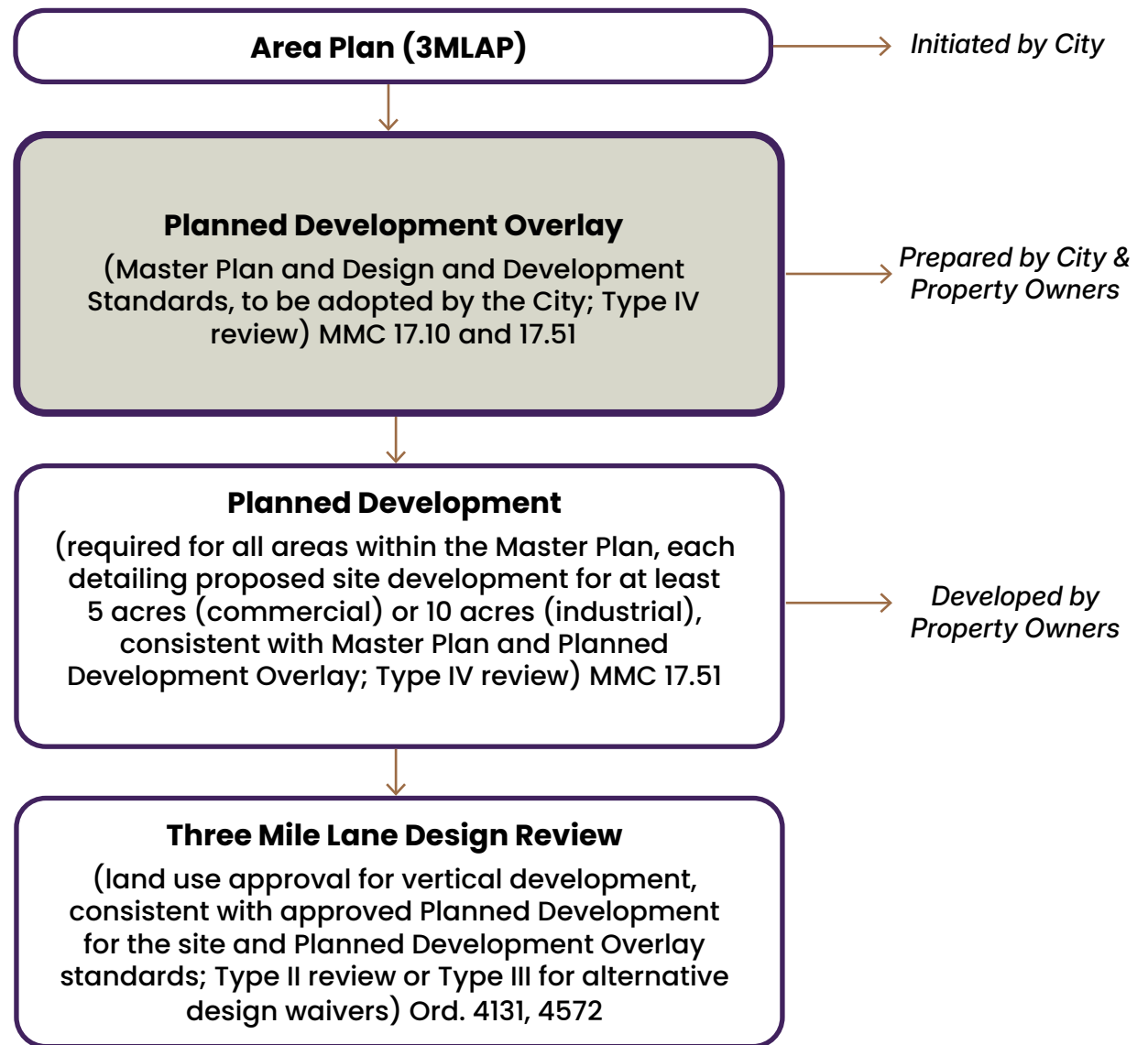
## City Approvals Process

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.)*

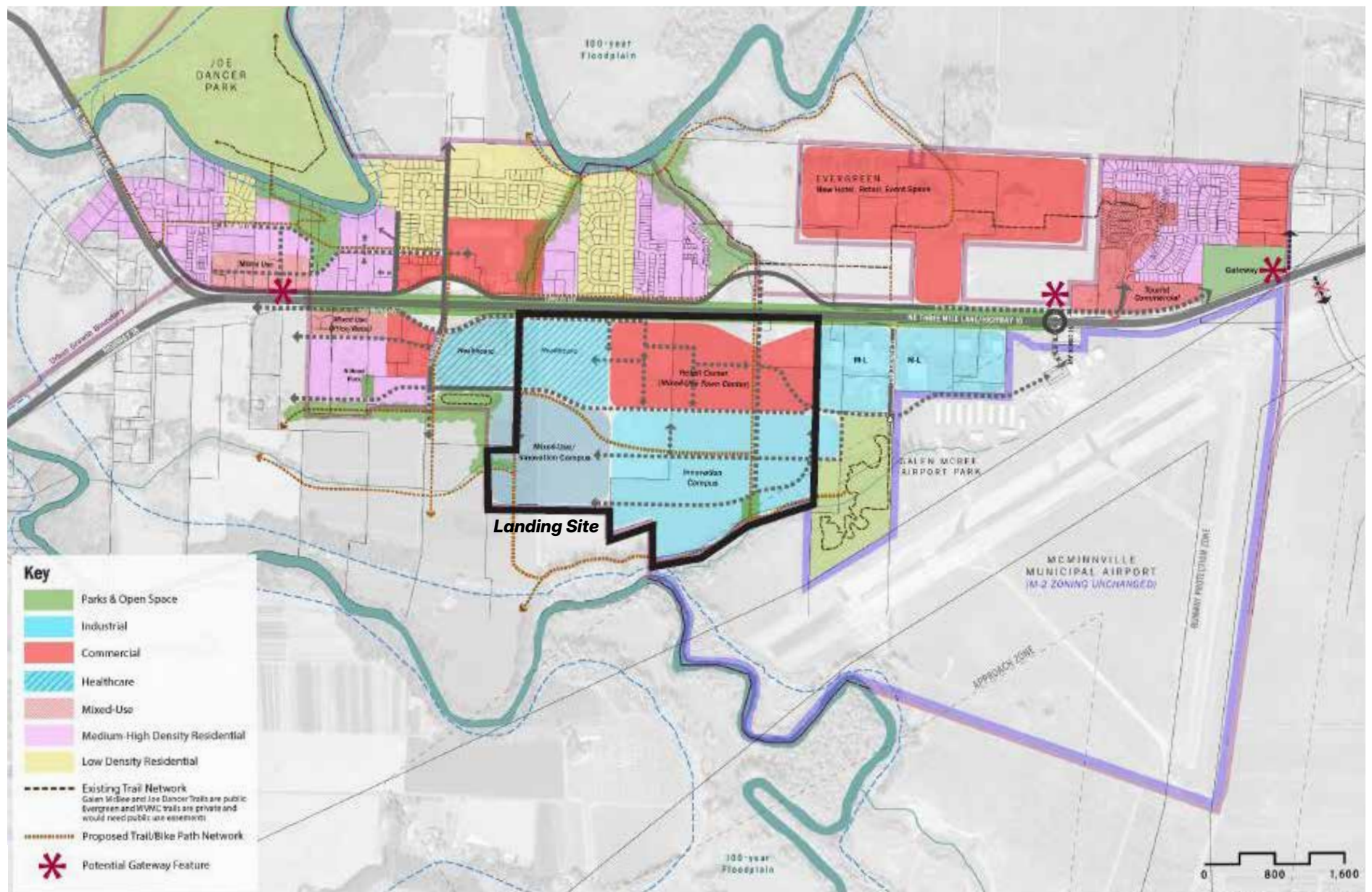


*Connected streets*



*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](http://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

|   |   |
|---|---|
| <br><input checked="" type="checkbox"/> Seating and gathering spaces for workers and shoppers | <br><input type="checkbox"/> Places for rainwater to filter into the ground |
| <br><input type="checkbox"/> Sense of enclosure with   | <br><input type="checkbox"/> 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

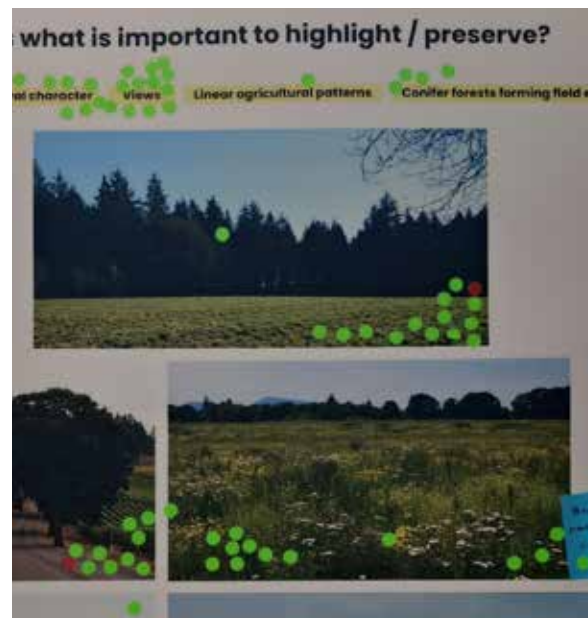
- Most participants preferred design strategies that center on nature, respect the rural context, and are accessible to community members and visitors. They showed a strong preference for maintaining significant viewsheds. They felt that high quality landscape design is critical to maintain the rural 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



103





# 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 McMinnville'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*

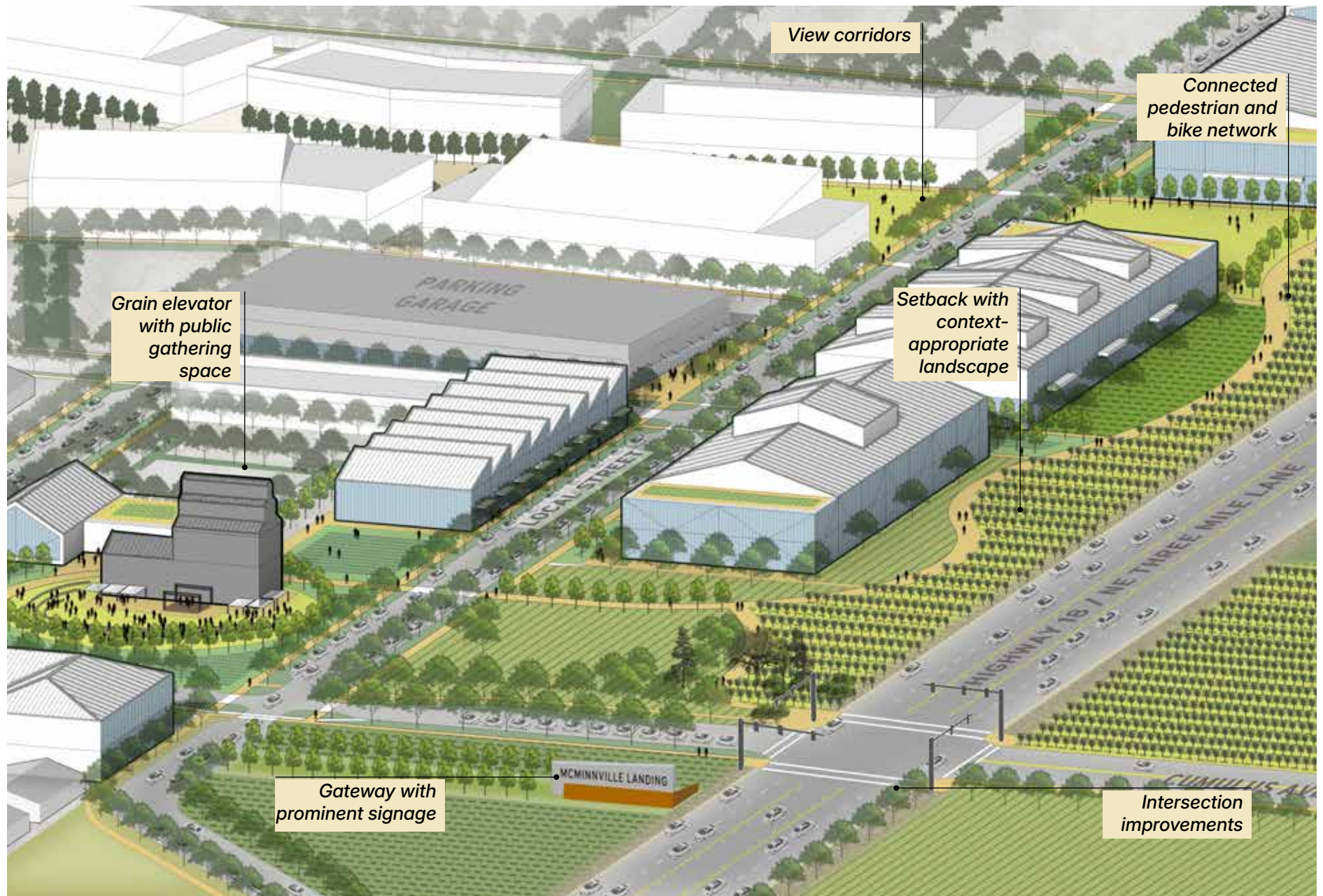


*Green spaces between buildings*



*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*

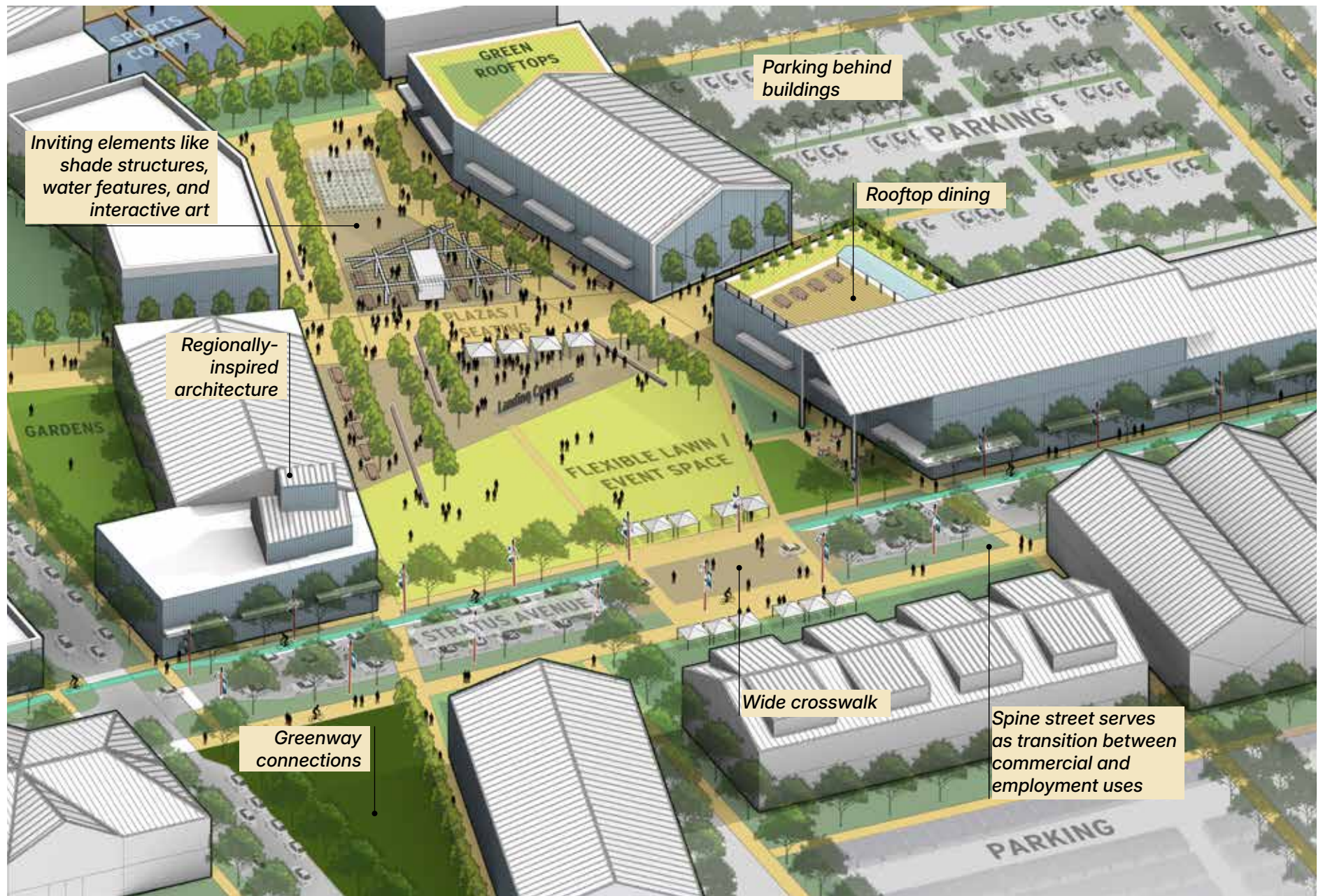


*Central gathering space*



*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*

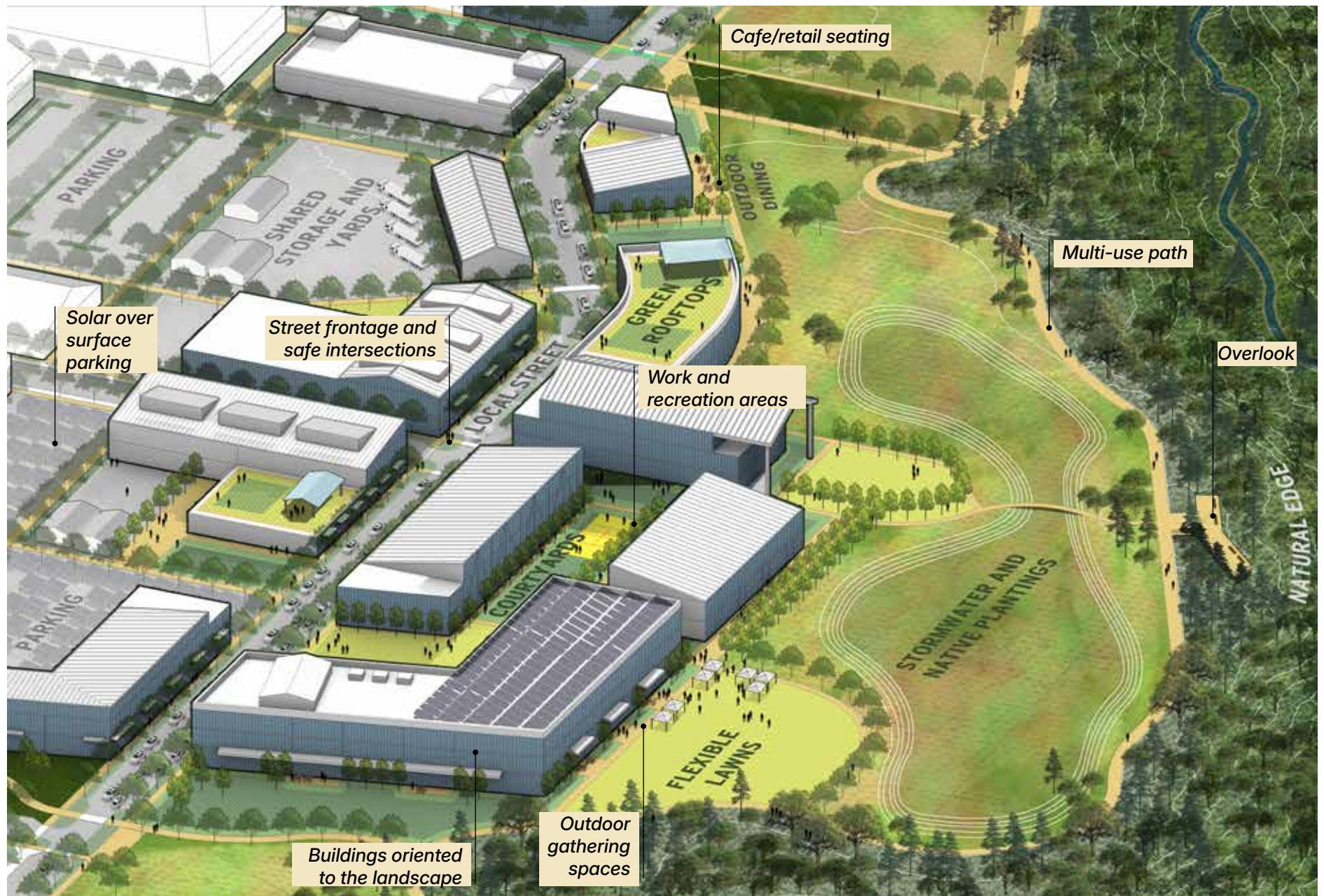


*Courtyards looking out to rural views*



*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*

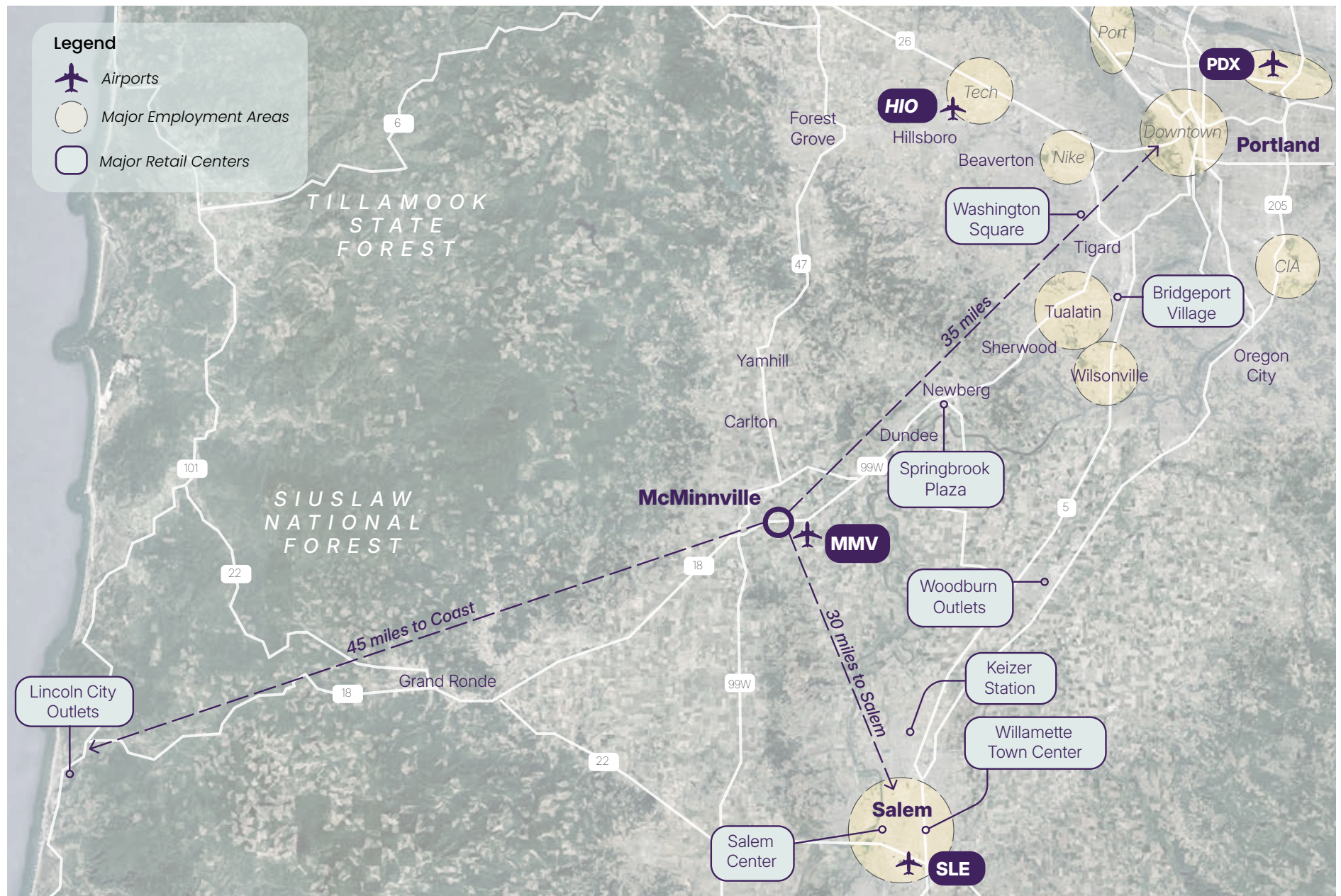
### 2013

*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*

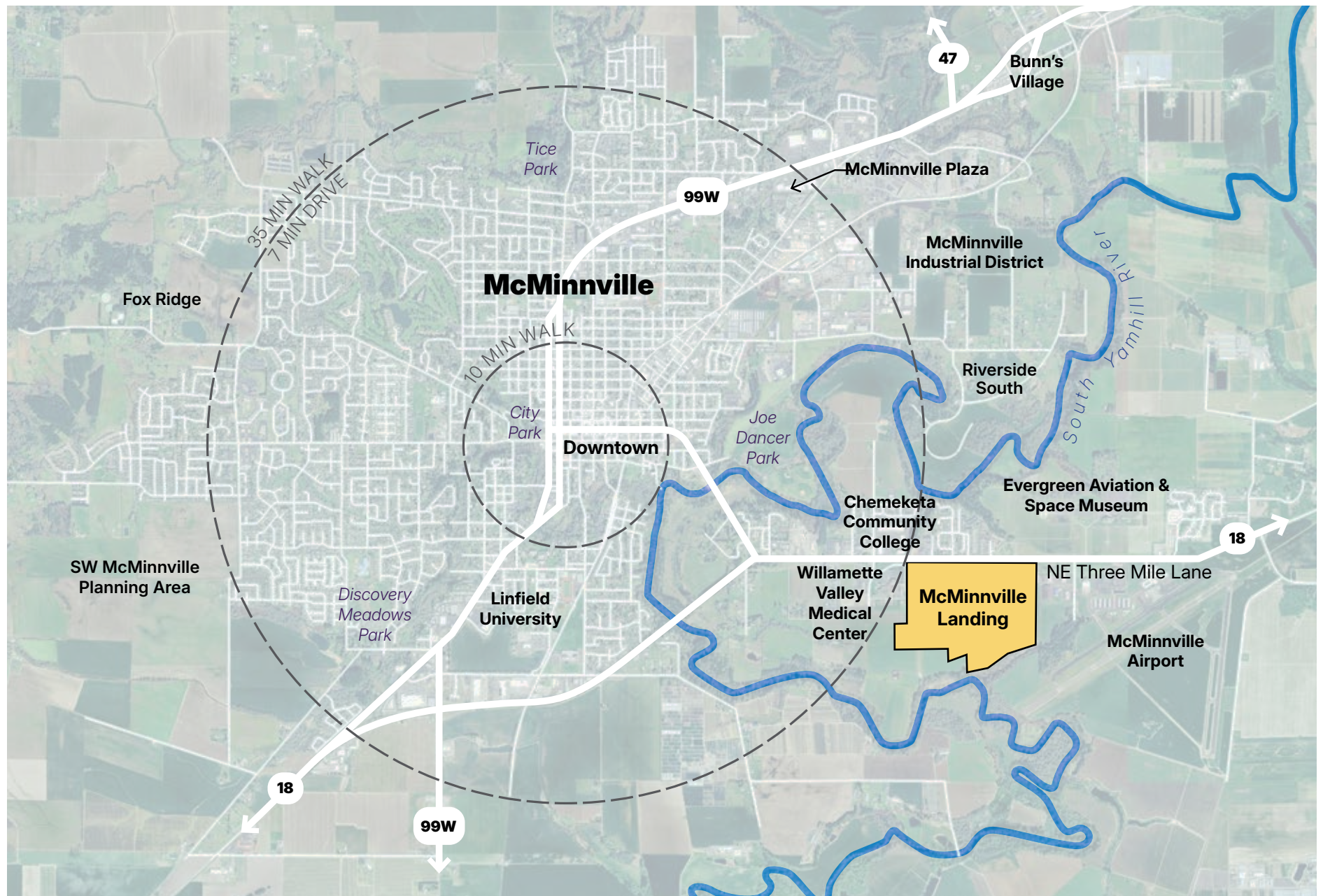


*Downtown McMinnville*



*Cascade Steel Rolling Mills*



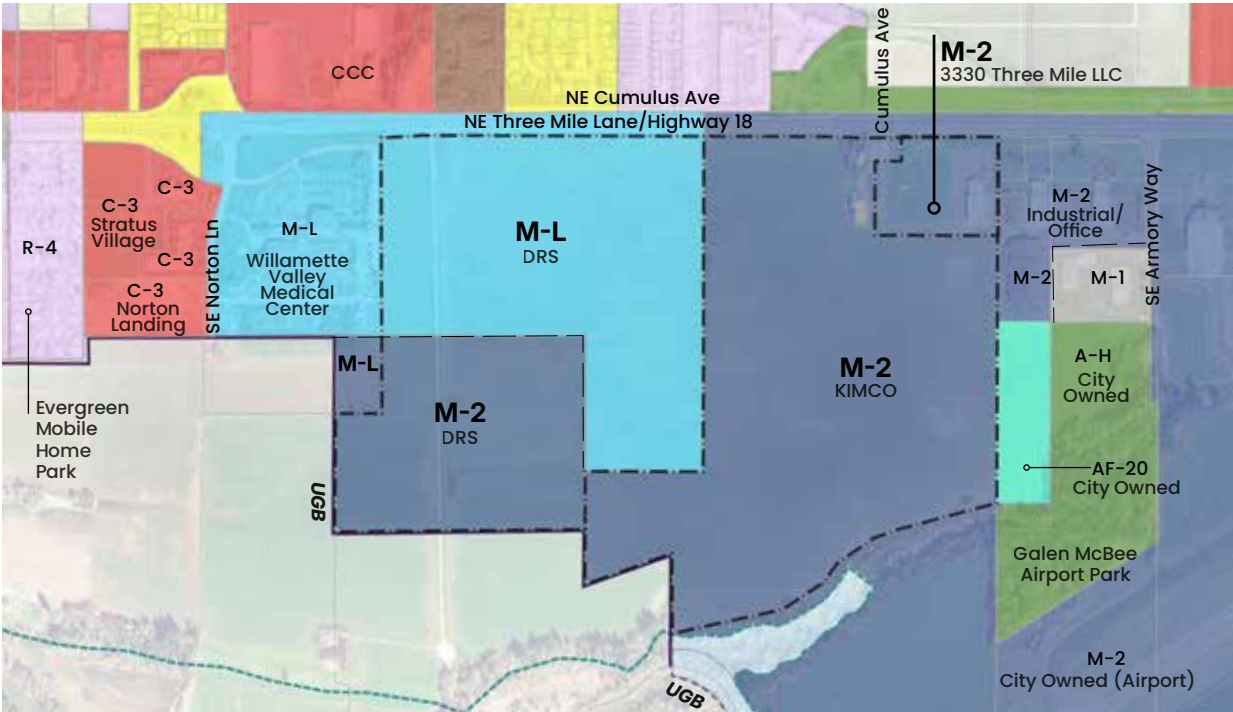


City context map



# 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

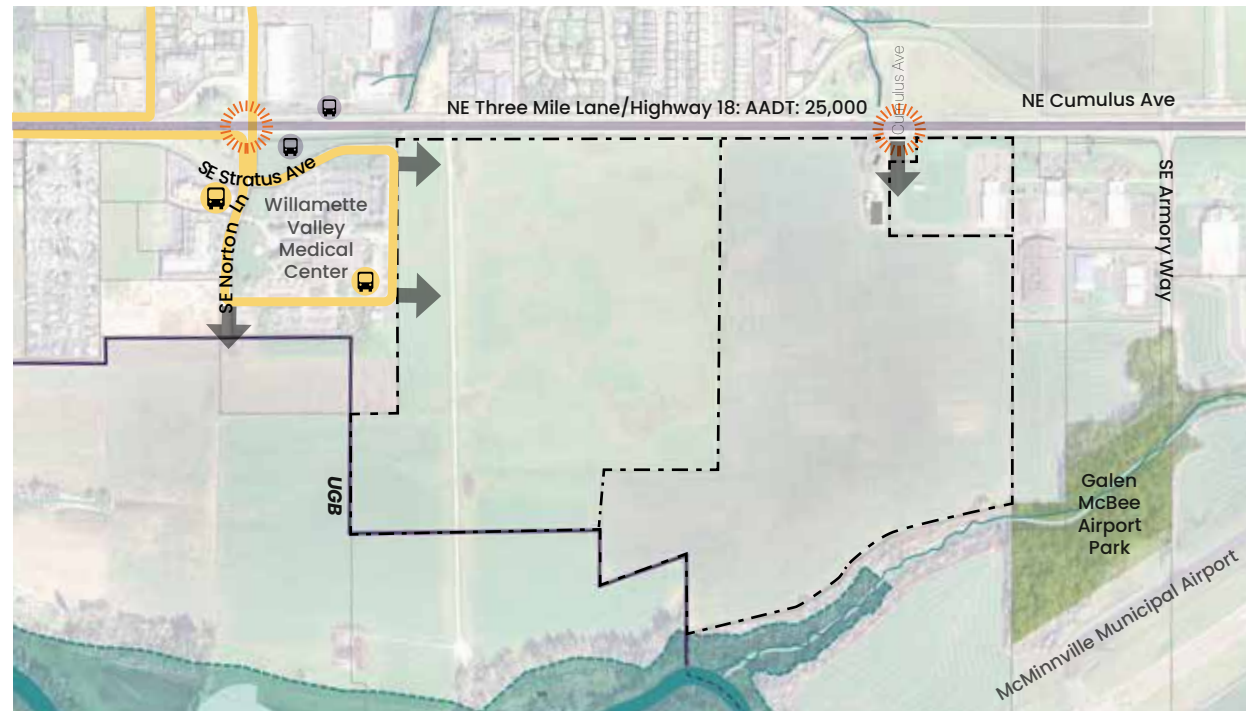
- Legend**
- - - Site Boundary
  - 120' ROW Highway Setback (3MLAP)
  - M-L : Limited Light Industrial Zone
  - M-1 : Light Industrial Zone
  - M-2 : General Industrial Zone
  - C-3 : General Commercial Zone
  - A-H : Agricultural Holding Zone
  - AF-20 : Agricultural Forestry



## 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*

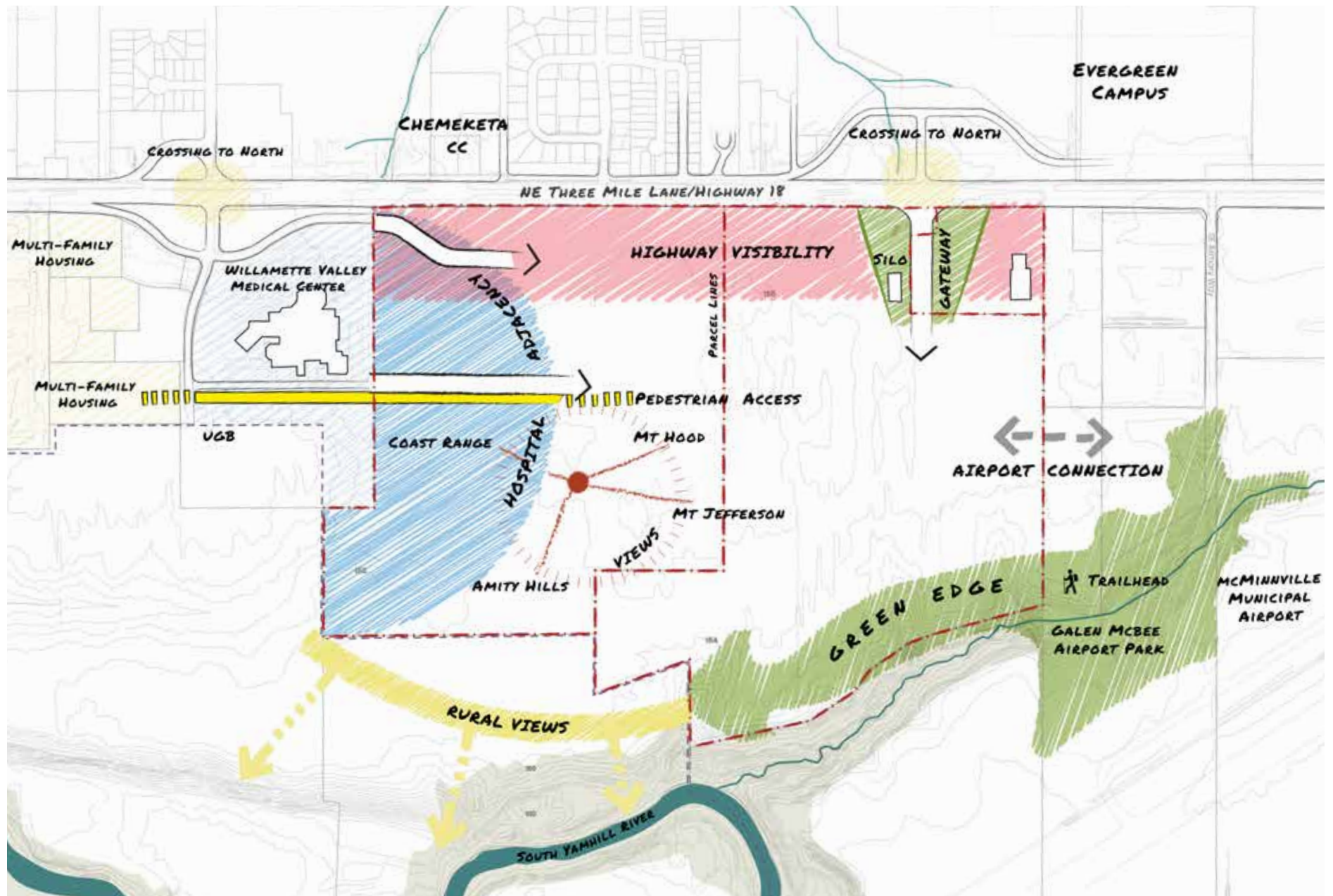


*Rural views*



*Existing office building*





McMinnville Landing opportunities



## 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

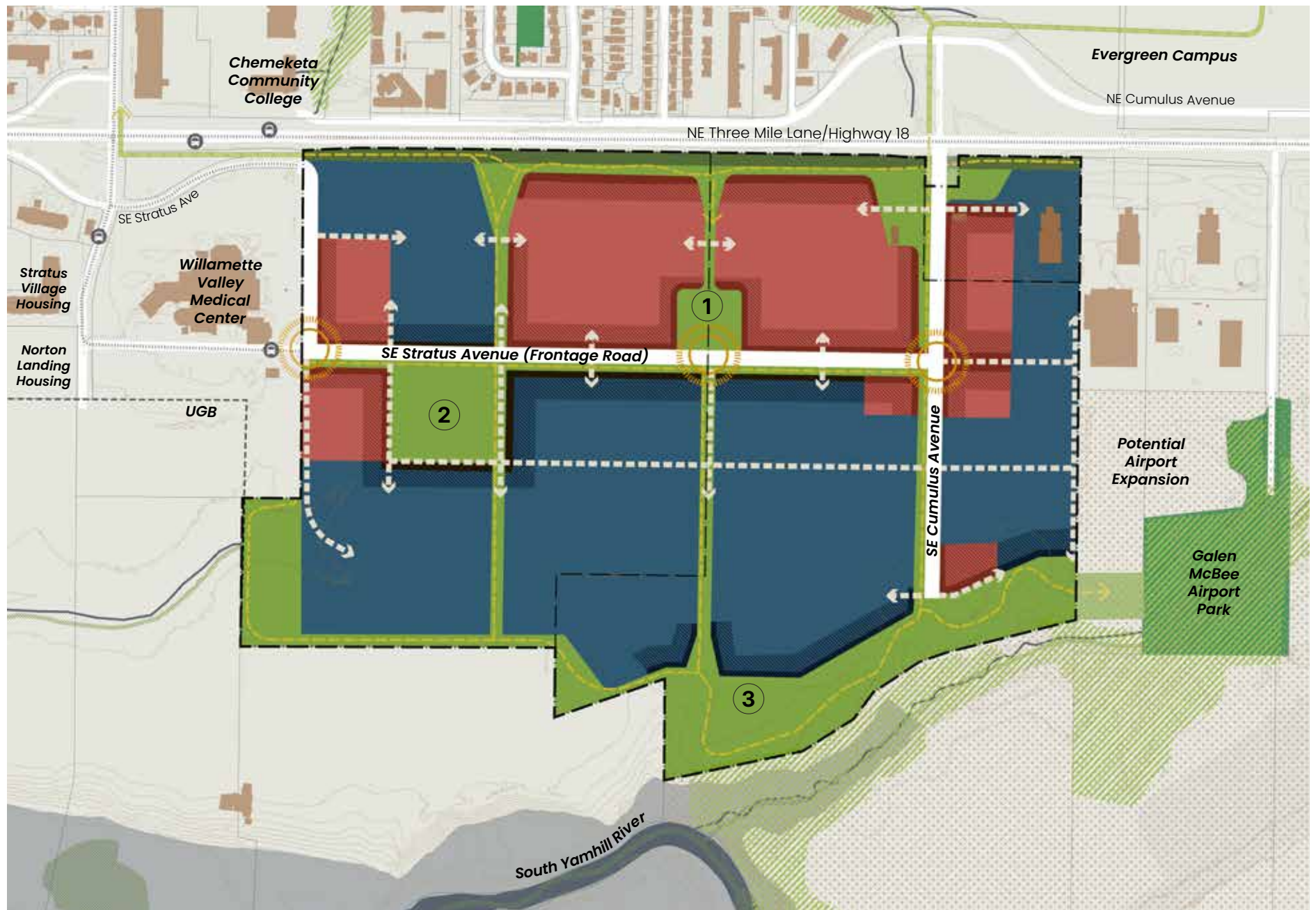
 Potential Airport Expansion

 Existing Open Space

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

\*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:

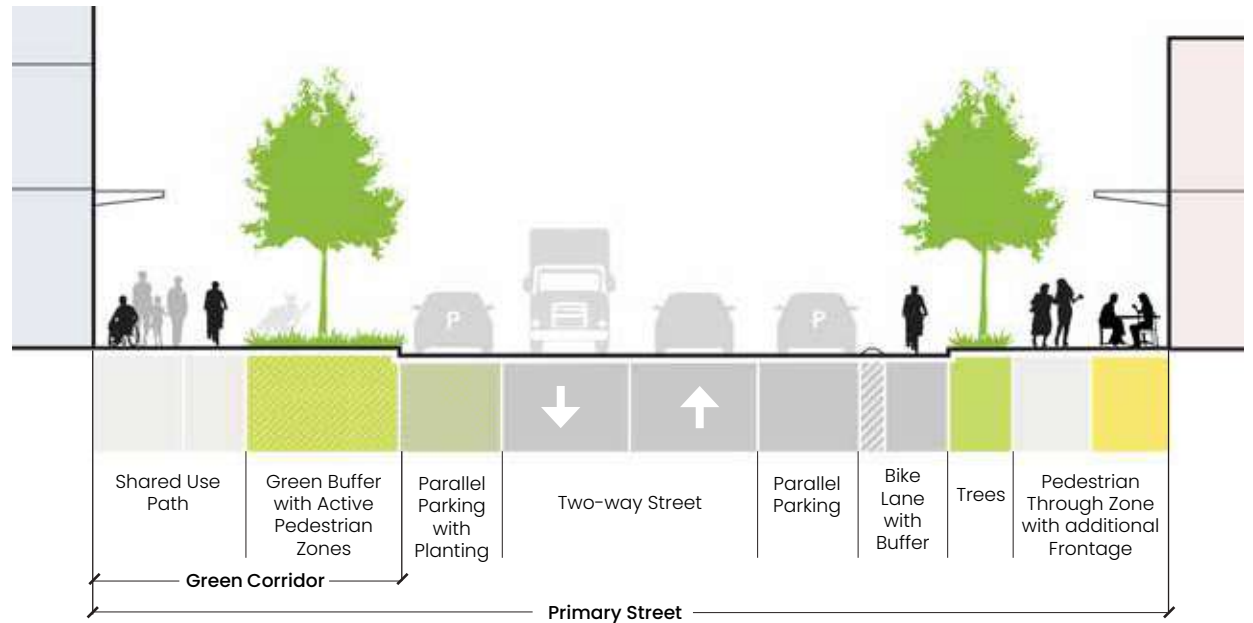
- Provide continuous, shaded pedestrian and bicycle routes along major streets
- Incorporate plazas/pocket parks with rest areas, benches, water fountains, and shade trees
- Support biodiversity and ecological connectivity and serve as view corridors for rural landscapes

**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

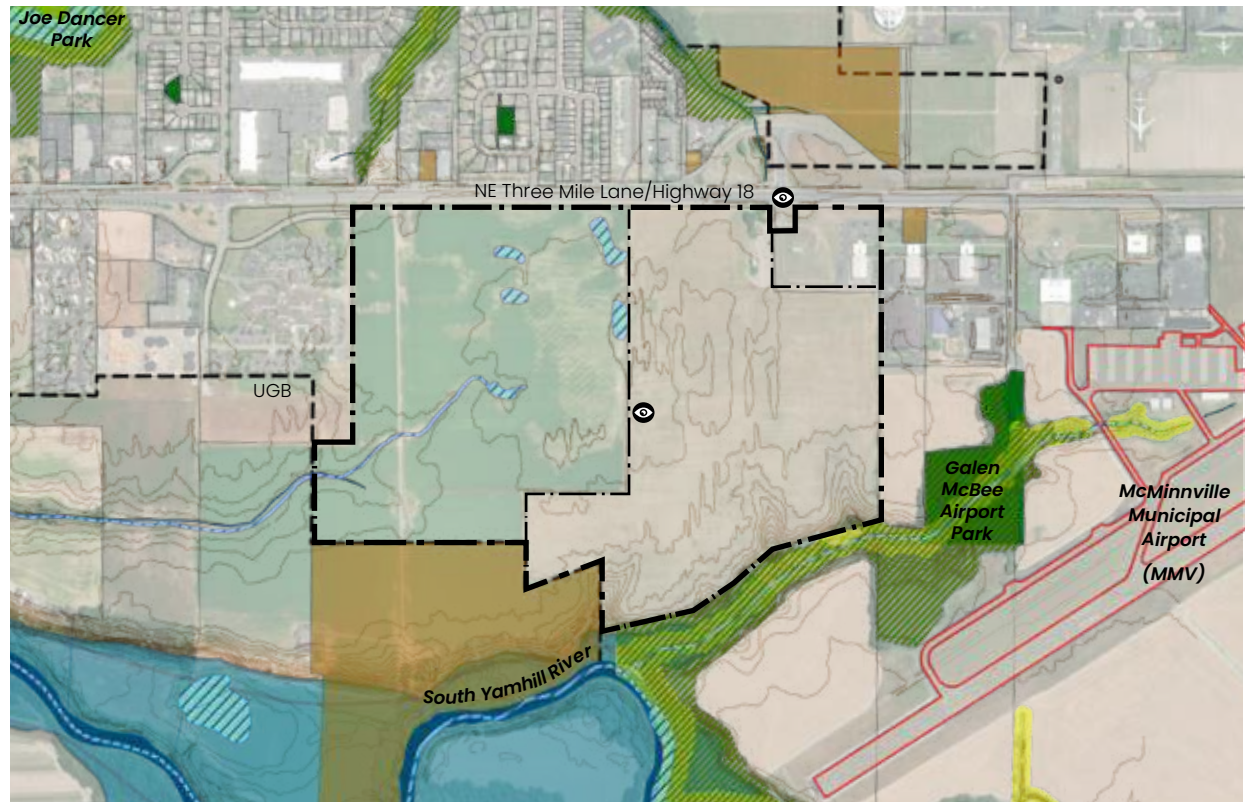


## 17.10.070D Significant Resource Inventory

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
- HUS Wetlands
- Parks
- 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.

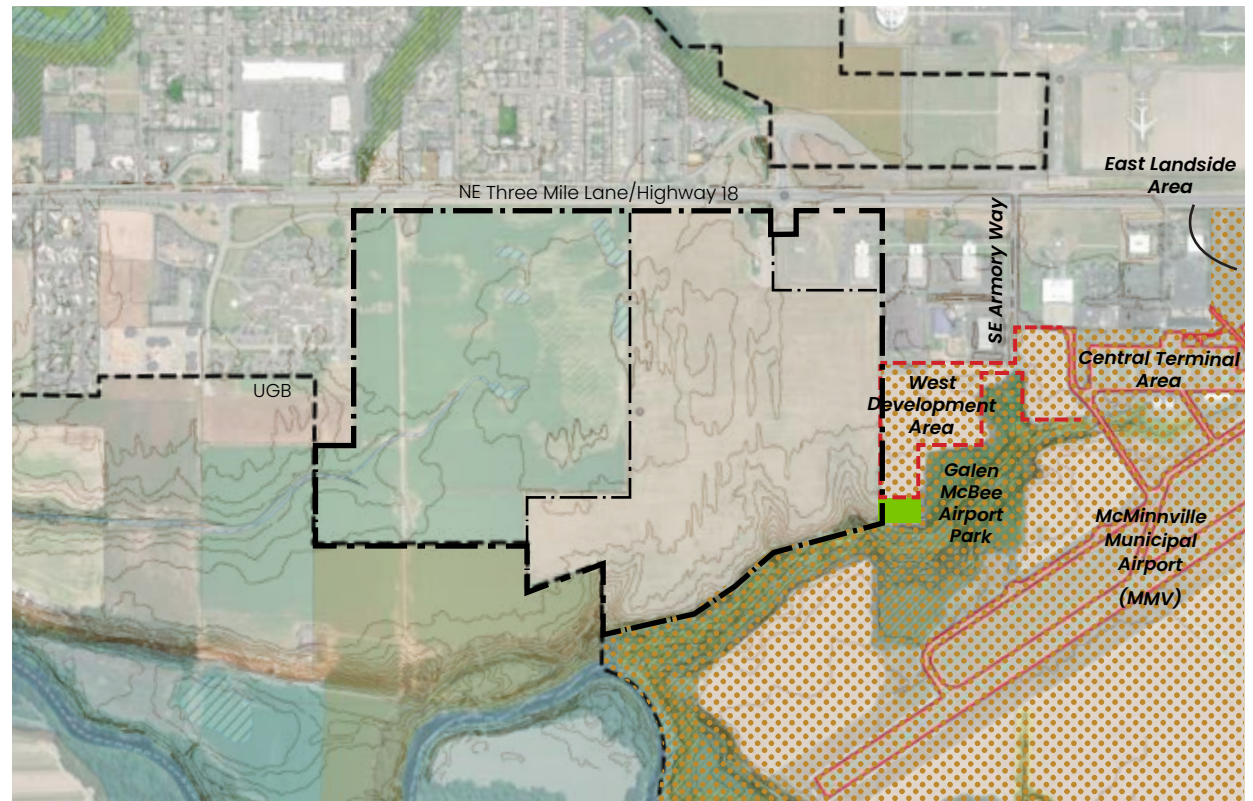
The airport currently has two paved runways and accommodates a wide variety of aeronautical activity, ranging from small single-engine fixed-wing aircraft and helicopters to large corporate jets.

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)

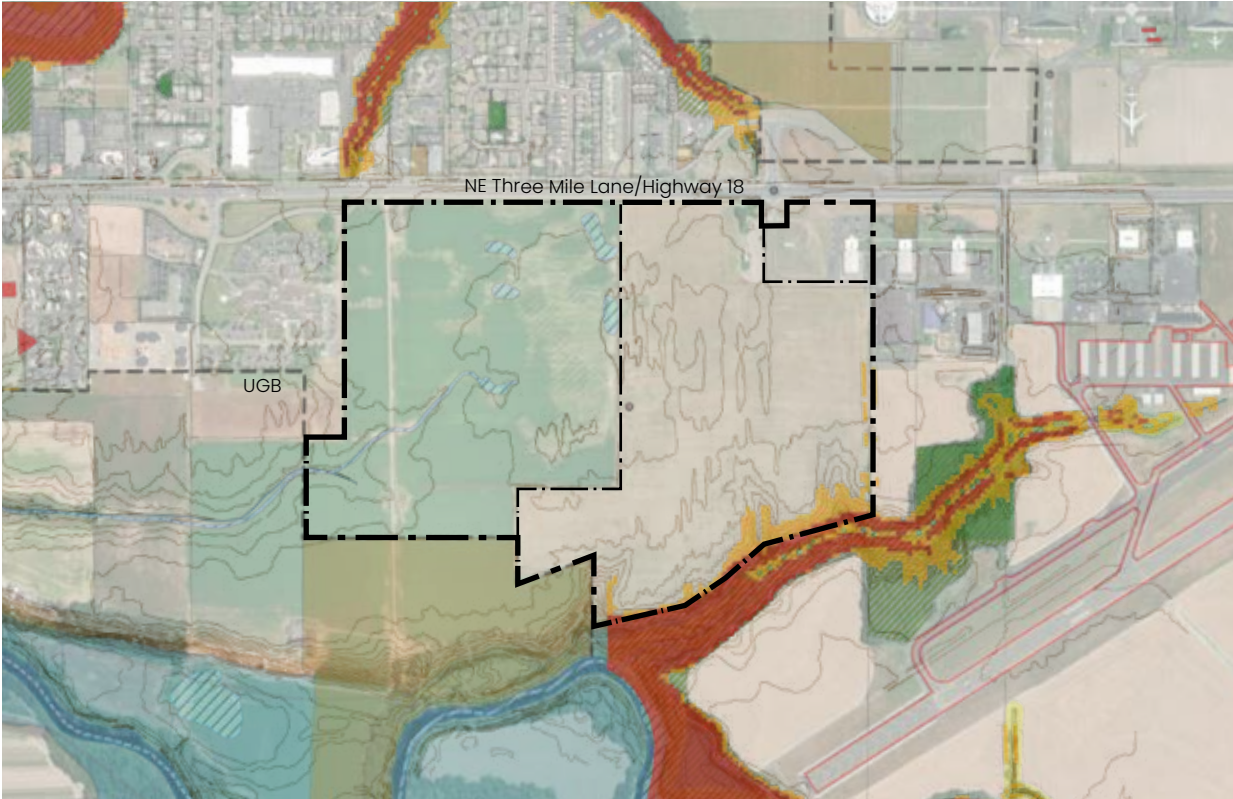


West Development Area Plan



# 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

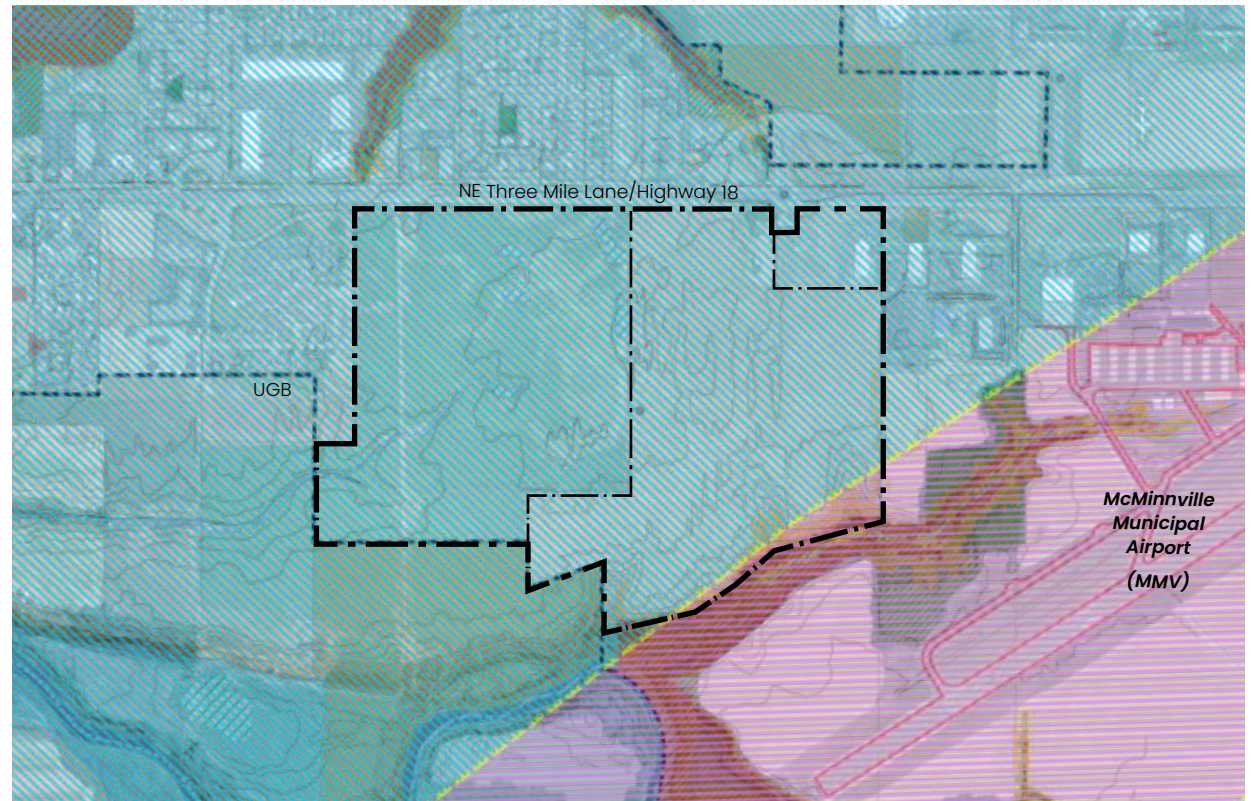


### ***Airport Overlay Zone***

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

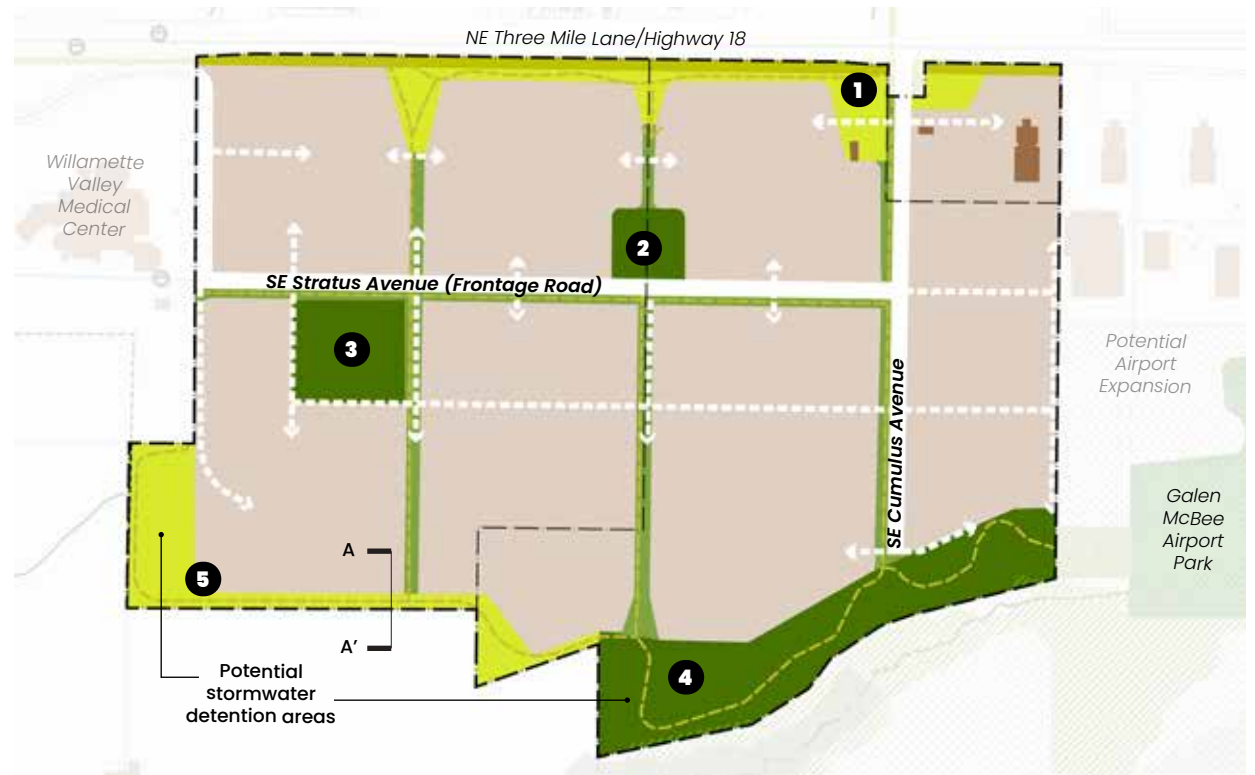
The 3MLAP requires a building setback of 120 feet from the centerline of Highway 18. Based on community and property owner input, this plan widens this setback with an additional 20 feet from Highway 18 to buffer future commercial uses. At the SE Cumulus Avenue junction, the buffer becomes a green gateway 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
- Highway 18 required buffer
- Buffers
- Parks and Open Space
- Green Corridors
- ① Gateway
- ② Landing Commons
- ③ Neighborhood Park
- ④ South Open Space
- ⑤ South Buffer



Buffer with agricultural landscapes

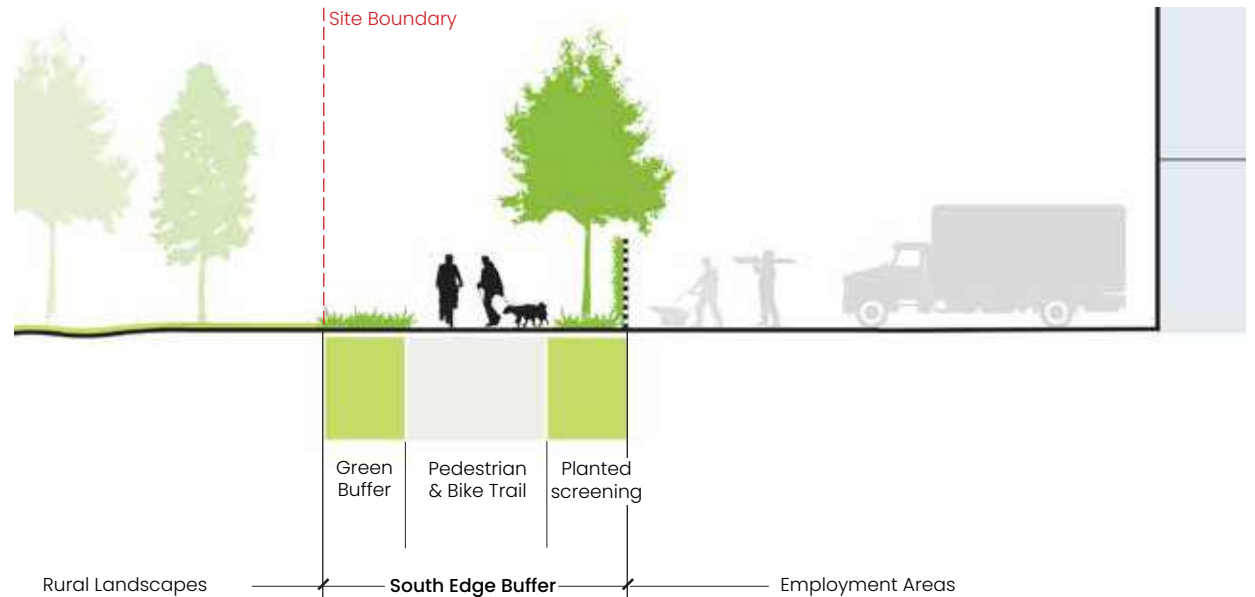


#### 4. Southern Open Space

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*

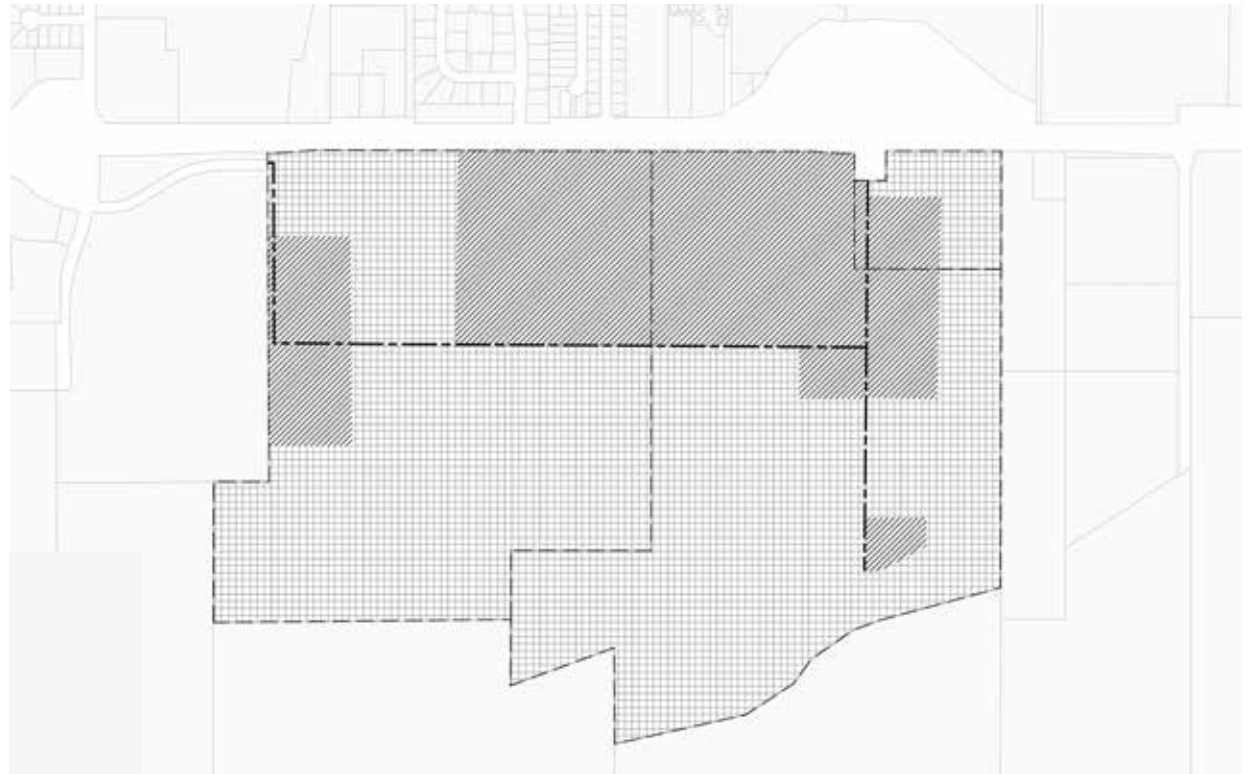


## 17.10.070L Site Design and Development Standards

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  |
|--|---|---|
| <b>17.10.080(A)(1)</b><br><b>Consistency with the framework plan, area plan, and comprehensive plan.</b> | 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   |
| <b>17.10.080(A)(2)</b><br><b>Suitability for the area in which it is proposed.</b>                       | 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 |
| <b>17.10.080(A)(3)</b><br><b>Integration with existing developed or planned areas.</b>                   | The plan is coordinated with surrounding existing and planned development, including the Airport Master Plan.   | Regional Context, Parks and Open Space  |



| <b>17.10.080(A)(4)</b><br><b>Consistency with the City's adopted Great Neighborhood Principles.</b> |  |   |
|---|--|---|
| <b>Natural Feature Preservation</b>   | The plan calls for protection and enhancement of natural resources.  | Plan Objectives, Significant Resources Inventory, Natural Hazard Area, Parks and Open Spaces, |
| <b>Scenic Views</b>   | 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  |
| <b>Parks and Open Spaces</b>  | 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                                       |
| <b>Pedestrian Friendly</b>  | 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                                      |
| <b>Bike Friendly</b>  | 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                                      |
| <b>Connected Streets.</b>   | 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                                      |
| <b>Accessibility</b>  | 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                      |
| <b>Human-Scale Design</b>   | 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  |
| <b>Mix of Activities</b>  | 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                  |
| <b>Urban Rural Interface</b>  | 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>  |
| <b>Unique and Integrated Design Elements</b>  | 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                                  |



104





**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*



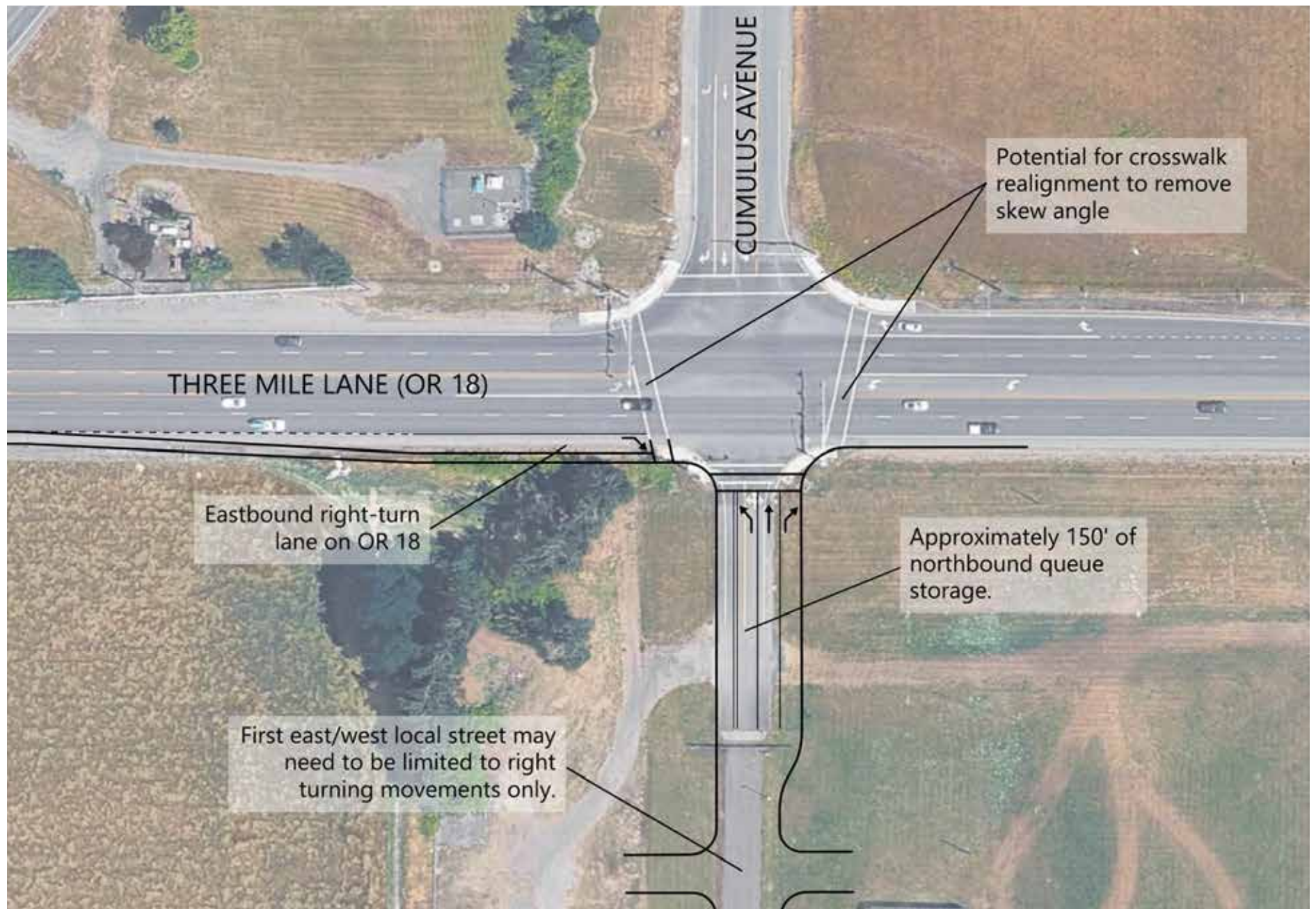
## 17.10.070J Transportation Analysis and Plan

- 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<br>(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<br>(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

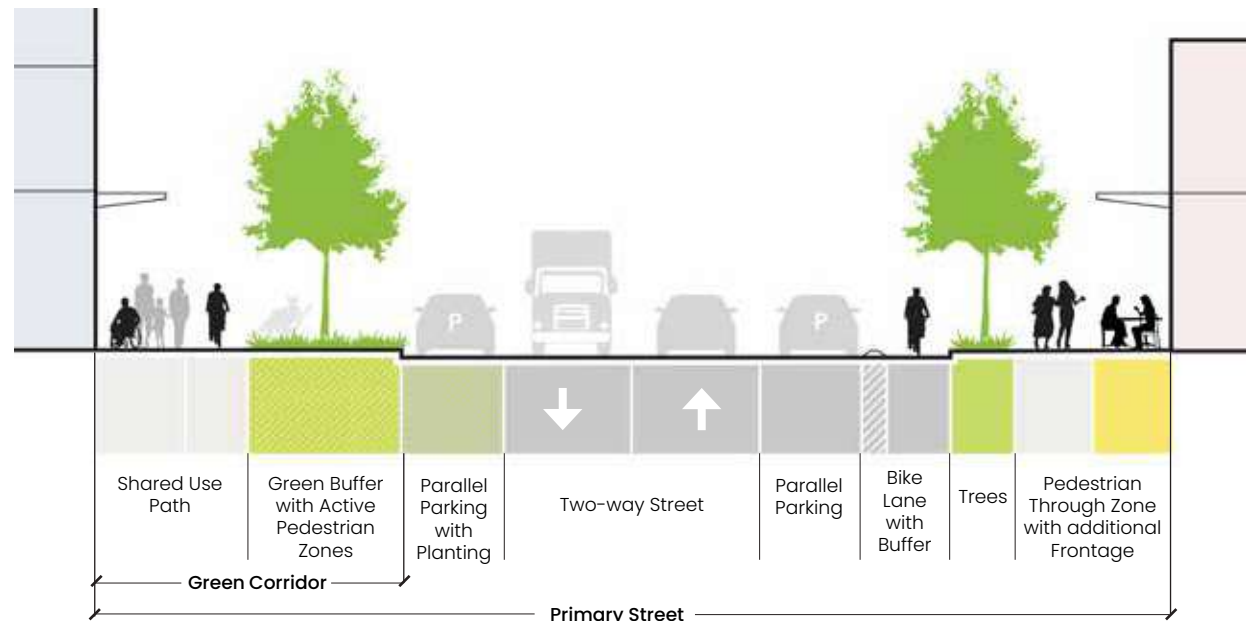
The city intends to update their 2010 Transportation System Plan (TSP) and streets within the Landing will be classified accordingly based upon the recommendations of that update.

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)

- Right-of-Way width of seventy-eight feet
- 44-foot curb to curb width (2x11' travel lanes, one 12' median lane, 5' bike lanes) per City of McMinnville Drawing No. 40.
- Concrete curb and gutter
- 10-foot sidewalks with tree wells (from face of curb)
- 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 the absence of these regulations the City feels it prudent that stormwater should 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 (facing page), 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 only water quality prior to discharge, not detention.
- 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 tests 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. City of McMinnville 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

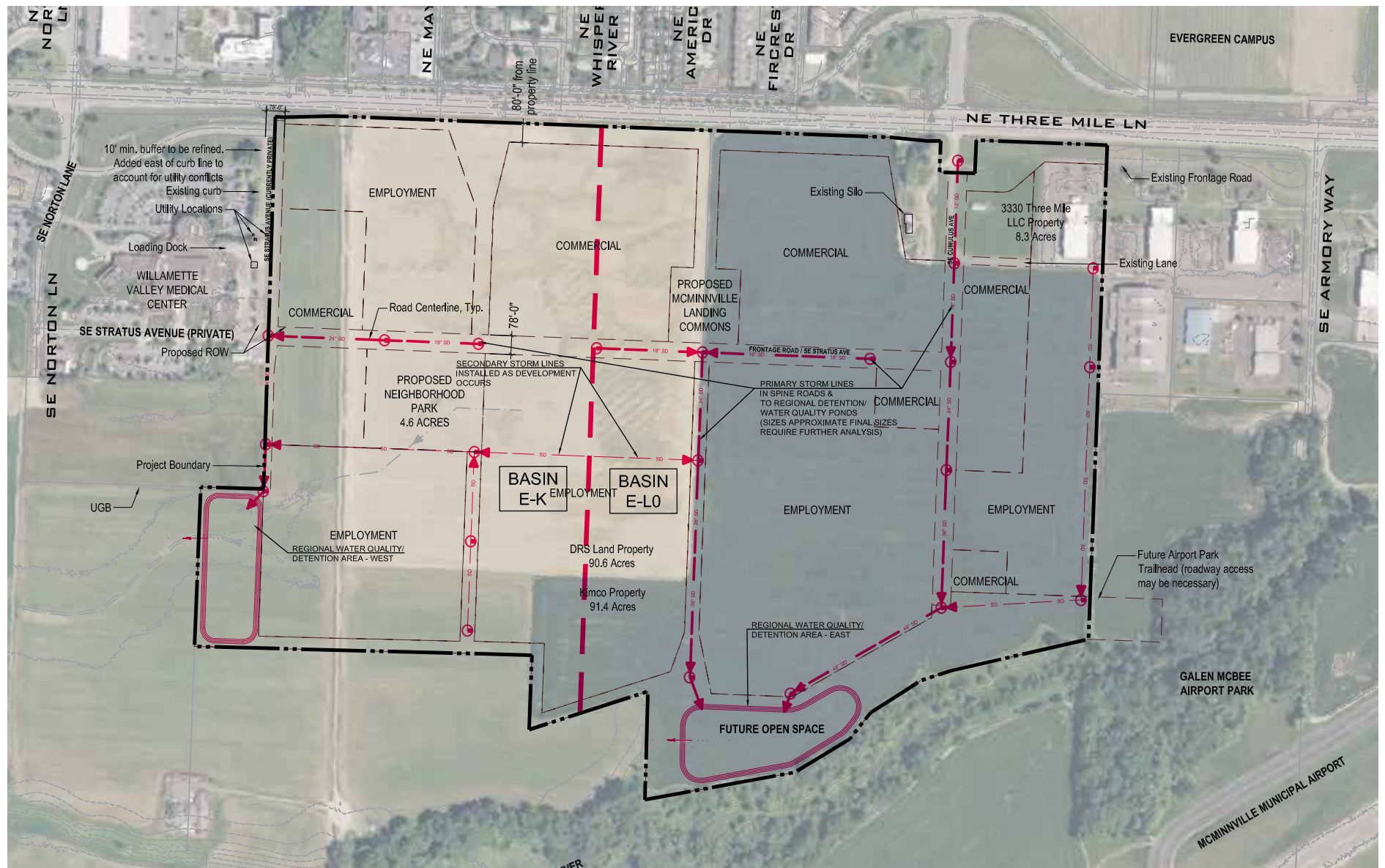
#### **Pipe Sizing:**

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 should be 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.





Storm Drainage Plan

### Legend

- Existing Storm Drain Pipe, Manholes & Catch Basins
- Proposed Storm Drain Pipe & Manholes



## 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. Adoption of the updated plan is anticipated in 2026. A thorough review of the final recommendations should be reviewed by a prospective developer to understand improvements that may be required as part of developing the property. The WWMP team indicated that there are upstream and downstream deficiencies with the existing system that require consideration for development on The Landing.

Preliminary capital projects associated with the WWMP update and impacting the Landing include:

1. Parallel gravity sewer on Three Mile Lane from Three Mile Lane 3 Pump Station, through the Landing site, and along Three Mile Lane to the Three Mile Lane #1 Pump Station (12,500 feet, 24-inch at 20 foot depth, \$14.3 million, 2024 dollars, timing based on development). This project will also allow decommissioning of the upstream Three Mile Lane #3 Pump Station.
2. Capacity upgrades to the Three Mile Lane #1 Pump Station (increase firm capacity of station from 6.3 million gallons per day (mgd) to 8.5 mgd, \$4.5 million, 2024 dollars, timing TBD and may be development dependent).

The capital projects from the WWMP consider cost effective solutions for development throughout the City. Phased development of The Landing is subject to additional review with the City including negotiation of partial improvement requirements in the downstream system and cost sharing for infrastructure serving areas beyond The Landing.

The Sanitary Sewer Plan on page 70 provides a conceptual layout of the sewer system and connections into the downstream system. Local piping into the larger trunk system was sized at 8-inches for the conceptual layout.

### Sanitary Sewer Design Considerations

The City of McMinnville currently uses the Oregon Department of Transportation (ODOT) Standard Specifications 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 and ten-foot minimum depth for sewer trunks.
- Eight-inch minimum size for infrastructure sanitary sewer mains.
- Minimum pipe slope 0.004 ft/ft for 8-inch sewers and slopes to provide a mean velocity of 2 feet per second for larger sewers.
- Sewer average dry weather flows are based on 30 gallons per employee per day and 185 gallons per equivalent dwelling unit (EDUs) per day. A peaking factor of 1.6-1.7 is applied to generate peak dry weather flows and 2,500 gallons per developed acre (gpad) to 4,000 (gpad) are applied to developed (net acres) to generate peak wet weather flows. The resulting peak dry and peak dry + wet weather flow projections for the Landing are 130 gallons per minute (gpm) and 450 gpm respectively.

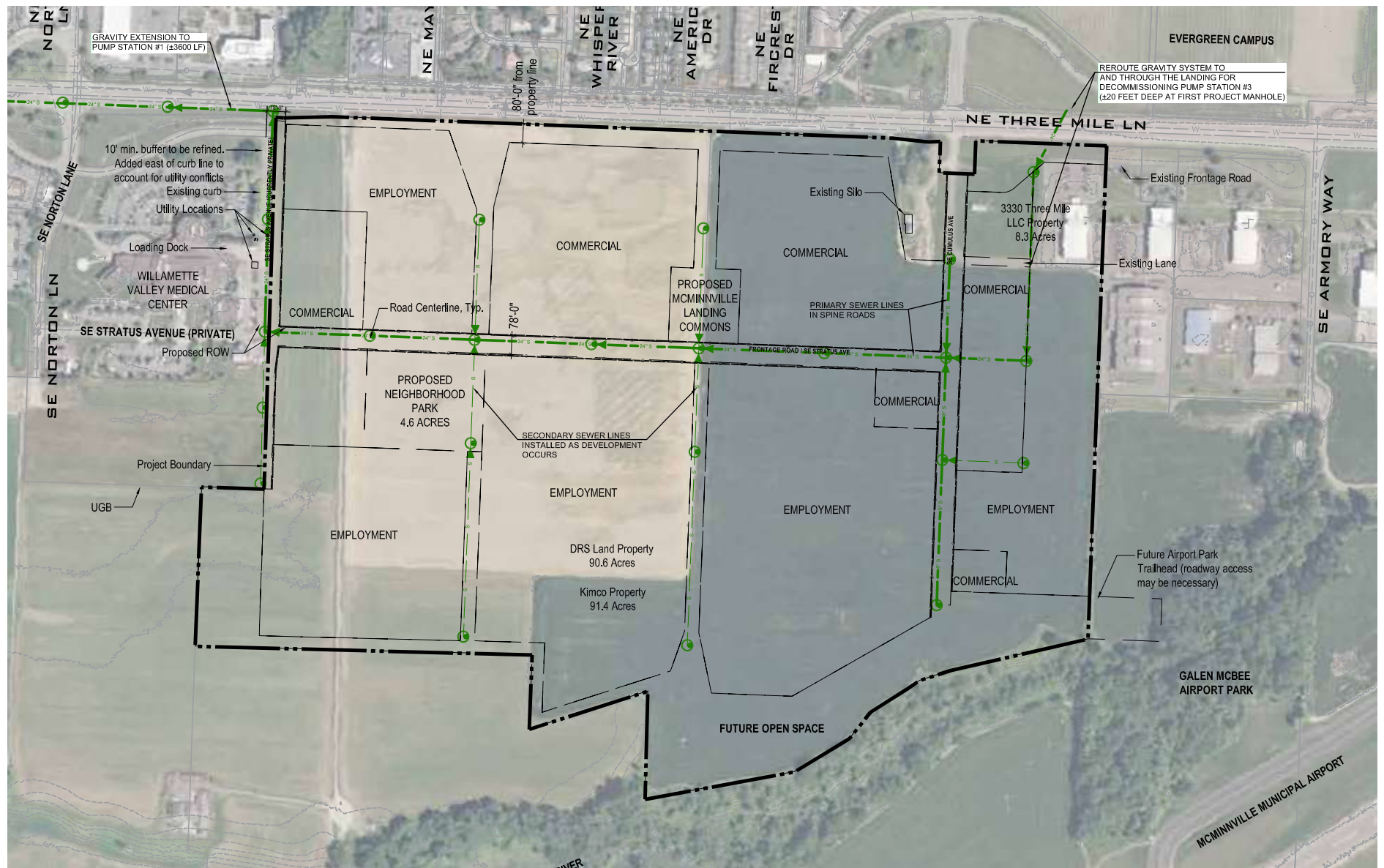
### Preferred Alternative

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 that is consistent with the current WWMP recommendations.

The recommended alternative is to construct a new 24-inch gravity trunk sewer parallel to the existing trunk on Three Mile Lane and discharge to the Three Mile Lane #1 Pump Station downstream of The Landing. In addition, a new 24-inch gravity trunk through the Landing will be needed, and that will intercept the existing gravity upstream of the existing Pump Station #3 in NE Three Mile Lane, which will be decommissioned.

Should a developer come to the Landing prior to full implementation of the WWMP recommendations, the initial developer may need to install an interim private package pump station to serve their parcel until the public gravity system is commissioned.





Sanitary Sewer Main Plan



## Water System

### Existing Conditions

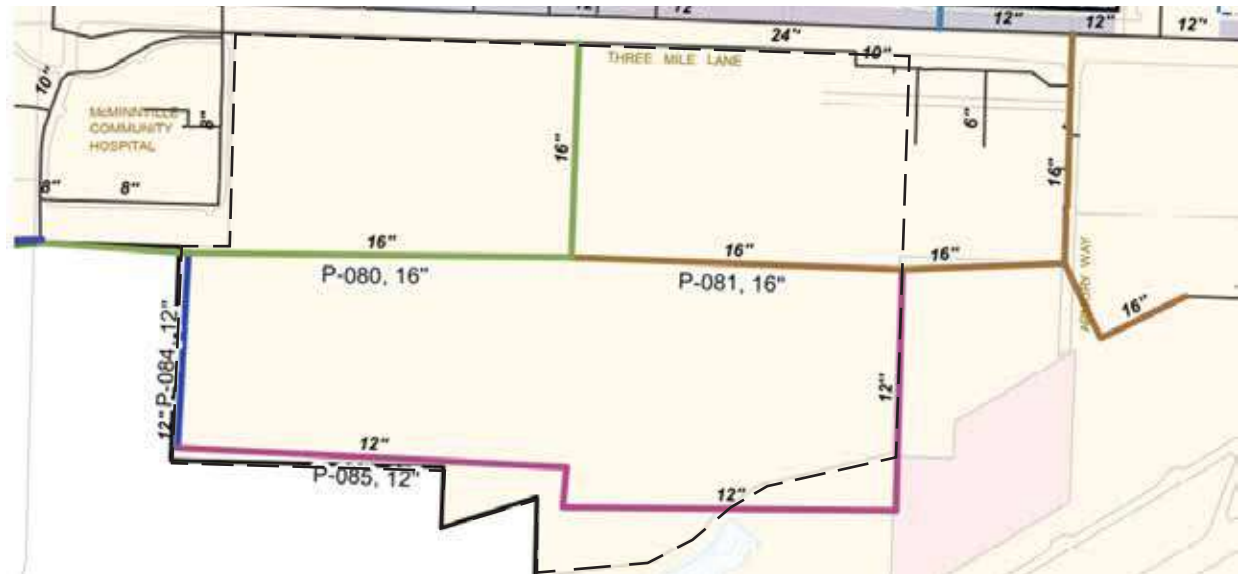
The water system is owned and operated by McMinnville Water and Light (MWL). The existing water infrastructure adjacent to The Landing consists of a series of underground mains connected to their reservoir system that maintains a constant pressure zone of 80-100 psi (pounds per square inch) including three pipelines crossing the Yamhill River to provide service along Three Mile Lane.

The draft MWL Water Master Plan Addendum (October 2025) and MWL Master Plan (2011) identify a combination of 12-inch and 16-inch pipeline looping to serve developing areas south of Three Mile Lane including The Landing. Projects in the draft Water Master Plan are shown in the figure to the right and include:

1. P-080: New 16 inch line south of Willamette Valley Medical Center (WVMC), connecting to existing piping and loop north to Three Mile Lane (5,360 feet, \$4.3 million in 2023 dollars, timing based on development)
2. P-081: New 16 inch loop along Armory Way from Three Mile Lane to existing 8 inch pipe at west end of airport and to new 16 inch loop west of Armory Way (4,880 feet, \$3.9 million in 2023 dollars, timing based on development)
3. P-084: New 12 inch pipe south and southwest of WVMC from new 16 inch loop (P-080) to new 12 inch loop (P-085; 1,000 feet, \$0.7 million in 2023 dollars, timing based on development)
4. P-085: New 12 inch loop southeast of WVMC from new 16 inch loop (P-081) to new 12 inch loop (P-084; 5,160 feet, \$3.6 million in 2023 dollars, timing based on development)

### 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. A minimum of 8-inch local piping is required for The Landing including full pipeline looping to provide adequate domestic demand and fire flow up to 4,500 gallons per minute. Multiple 8-inch loops have adequate



MWL Water Master Plan

capacity to avoid the larger single loops (12 to 16-inch) presented in the Water Master Plan and Addendum. To provide fire flow demand for The Landing, a pipeline loop back to Three Mile Lane on the northeast side of the development is required. This could be a replacement of an existing 6-inch line with 8 to 10-inch piping or the larger 16-inch loop to Armory Way. At time of development, pipeline sizing and phased looping should be coordinated with MWL. Additionally, MWL will consider oversized looped piping for the broader service area in negotiating cost sharing.

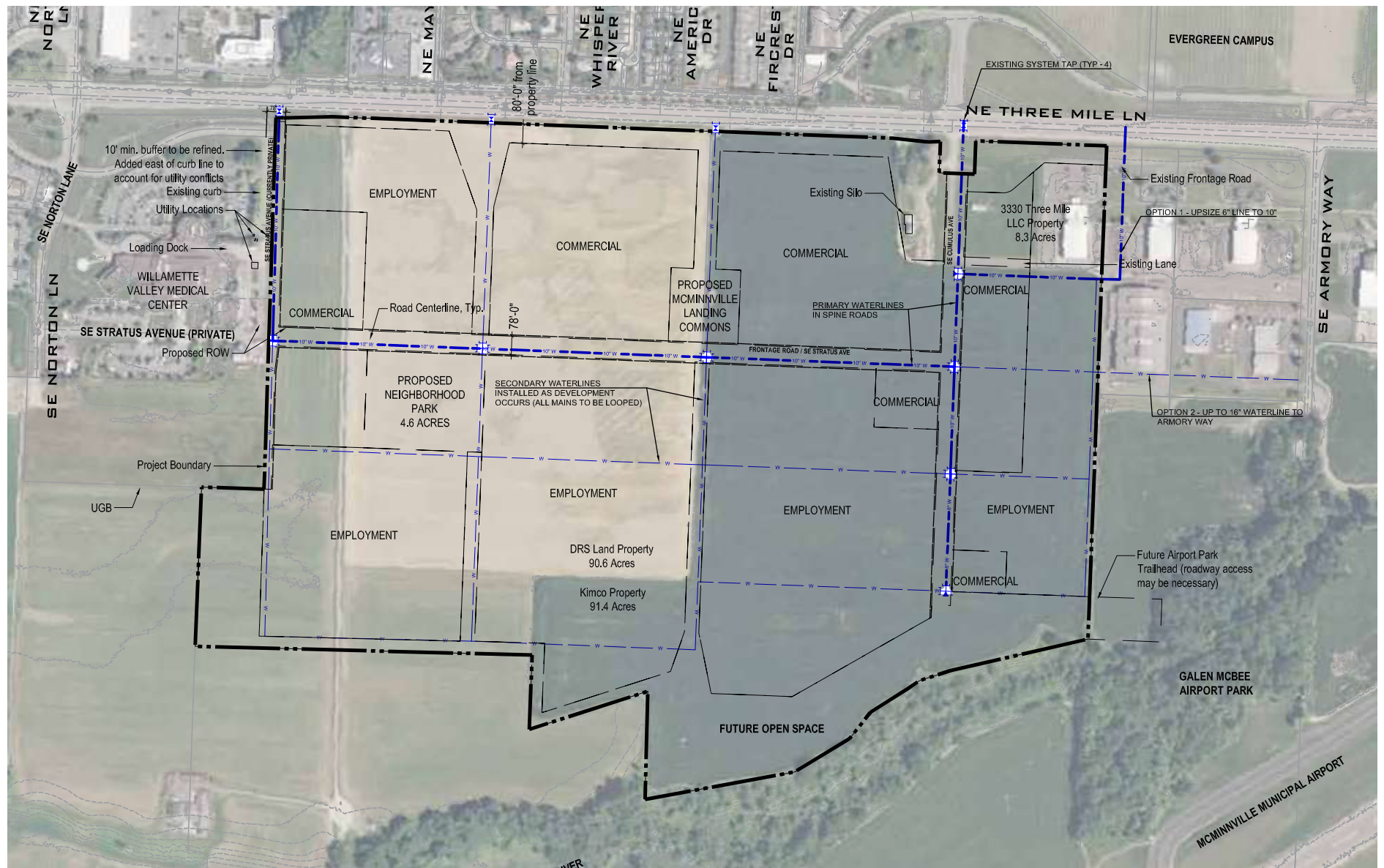
MWL has also indicated that their long-range planning (20-30 years out) includes a future water treatment plant located on the eastside of McMinnville. MWL is evaluating options near the Willamette Valley Medical Center. This placement could require a 36-inch raw water line to be located within The Landing 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:

- Mains to be 8 to 10-inch mains typically when looped as shown on page 72 and 12" to 16" mains when looped as shown in the Water Master Plan.
- 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.
- Internal loops within The Landing should be maintained throughout including the southern edge of the development.
- Hydrants will be installed at 600' on-center.
- Pipe will be C52 D.I. pipe with tyton/fastite joints.
- Butterfly valves on 12-inch and larger pipes and Gate Valves on smaller pipes.





Water Main Plan



## 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 is in the process of evaluating locations for a future water treatment plant in east McMinnville. This includes sites near the Willamette Valley Medical Center with the goal of constructing a new electric substation within the next five to seven 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-wide power easement through The Landing to feed the substation. Additional easements may be necessary and will need to be coordinated with MWL to identify a suitable location.

Dark fiber lines, also controlled by MWL, will follow the power facilities when installed, and may be available to The Landing. For other fiber communication needs, developers will need to work with local fiber communication companies for service. 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.

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.

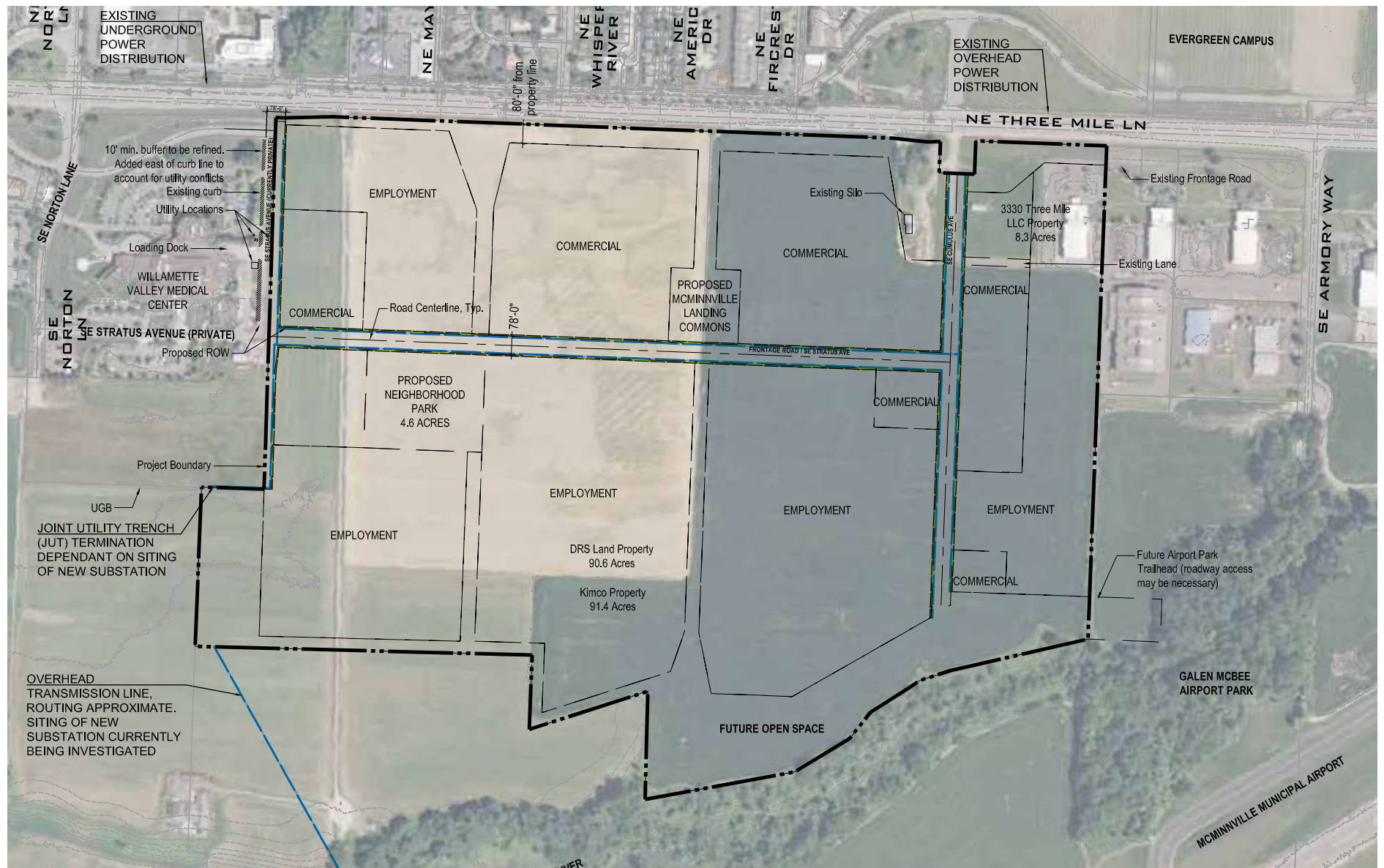
### **Natural Gas**

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 Landing 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 NE Three Mile Lane.
- Dry utilities to include power, fiber and trenching for natural gas.
- Earthwork has not been estimated for either cut or fill as this is a high-level estimate so 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 wastewater master planning teams are on-going. Pricing will be updated and validated.

| Description                                | Estimated Amount<br>(Rounded to \$100K) |
|--|---|
| Streets                                    | \$4,000,000                             |
| Storm Drainage                             | \$1,600,000                             |
| Sanitary Sewer System                      | \$2,100,000                             |
| Water System                               | \$1,200,000                             |
| Dry Utilities                              | \$1,600,000                             |
| <b>Estimated Construction Costs:</b>       | <b>\$10,500,000</b>                     |
| Mobilization/Overhead 10%                  | \$1,000,000                             |
| Construction Contingency 30%               | \$3,200,000                             |
| <b>Total Estimated Construction Costs:</b> | <b>\$14,700,000</b>                     |
| City Administration 10%                    | \$1,500,000                             |
| Engineering/Testing/Permitting 25%         | \$3,700,000                             |
| <b>Total Estimated Project Cost:</b>       | <b>\$19,900,000</b>                     |

*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 | \$26,600,000 |
| 2035 | \$35,600,000 |
| 2040 | \$47,700,000 |

This assumes 6% interest rate and yearly compounding.

## Secondary Public Infrastructure

The City's water and wastewater master plan updates will be completed in 2026. The City's Transportation System Plan (TSP) update has been delayed and a special Three Mile Lane Area Plan will be identified in the TSP 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.



## Phasing Concept and 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 suggested phased approach would construct the access on SE Cumulus Avenue, extend it 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. This phased approach could include these improvements in order:

1. **SE Cumulus Lane to Southern Boundary of The Landing**
2. **East/West Spine Road to McMinnville Landing Commons**
3. **Completion of the East/West Spine Road**
4. **SE Stratus Avenue adjacent to Willamette Valley Medical Center**

The following provides several funding options that may be useful to the city, other than 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.



105





# 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<br>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.  |  |



106



# Attachments



## **17.66 McMinnville Landing Overlay Zone**

**Final Draft October 27, 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.

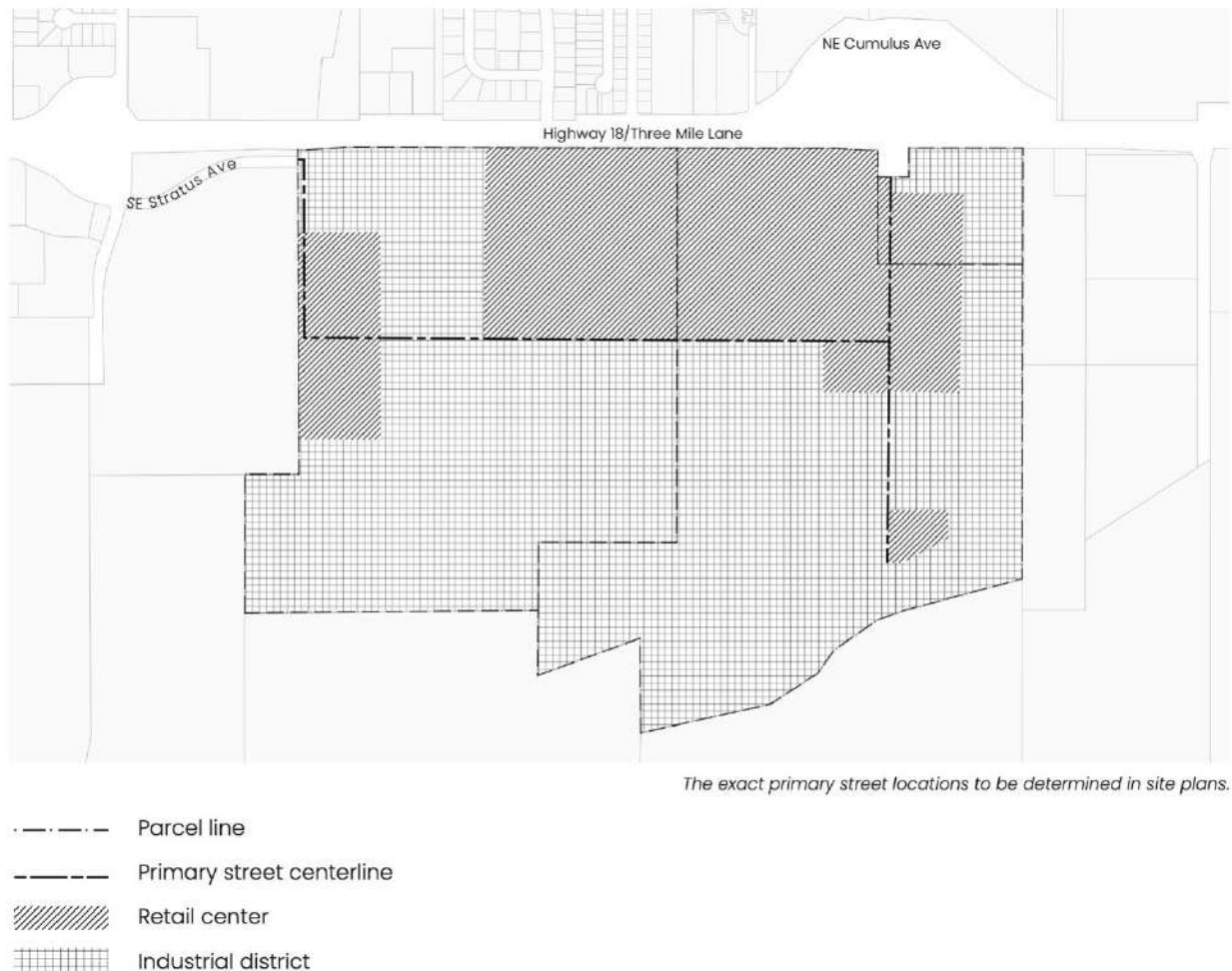
**Section 3 Applicability.** The provisions within the McMinnville Landing Overlay zone apply to an approximately 190-acre area located generally south of Three Mile Lane/Highway 18, east of SE Stratus Avenue, north of the South Yamhill River, and west of the McMinnville Municipal Airport, and as depicted 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 of 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: McMinnville 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**

| <b>Use</b><br><b>P – Permitted</b><br><b>C – Conditionally</b><br><b>Permitted</b><br><b>X – Not Permitted</b> | <b>RC Zone</b>                                   | <b>ID Zone</b>   |
|--|--|--|
| <b>Group Living</b>  |  |  |
| Assisted Living Facility/Nursing Home  | P  | C  |
| <b>Commercial</b>  |  |  |
| 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)(1) | 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 |



| <b>Use</b><br><b>P – Permitted</b><br><b>C – Conditionally Permitted</b><br><b>X – Not Permitted</b>                                      | <b>RC Zone</b>   | <b>ID Zone</b>   |
|---|--|--|
| Retail Sales (general) – non-auto<br>• No more than 25% of site area utilized for outdoor sales and storage                               | P/C – See development standards in Section 6(E)(2)                             | P – As accessory to on-site manufacturing use, up to 25% of floor area |
| Repair/Service – non-auto<br>• 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  |
| <b>Industrial</b>   |  |  |
| 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  |



| <b>Use</b><br><b>P – Permitted</b><br><b>C – Conditionally Permitted</b><br><b>X – Not Permitted</b>  | <b>RC Zone</b> | <b>ID Zone</b>   |
|---|----------------|--|
| related to noise, vibration, small, fumes, smoke, soot, ash, dust or grit   |                |  |
| Professional, business, and administrative office uses that: <ul style="list-style-type: none"> <li>• Are associated with the production or development of products or services on site and/or</li> <li>• Serve as the corporate or regional headquarters for products that are manufactured off-site.</li> </ul> | 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  |
| <b>Civic</b>  |                |  |
| 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. 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.
2. Retail sales (general).
  - a. Within the RC zone, the number of retail sales (general) uses that exceed 135,000 square feet of gross floor area shall not exceed two.
  - b. The gross floor area of such uses shall not exceed 150,000 square feet as a permitted use.
  - c. Retail sales (general) uses that exceed 150,000 square feet of floor area may be permitted as a conditional use subject to the provisions of Chapters 17.72 and 17.74. The applicant shall demonstrate that the larger size is needed to offer essential daily services such as groceries.

## **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**

| <b>Standard</b>  | <b>RC Zone</b>  | <b>ID Zone</b> |
|--|---|----------------|
| 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: <ul style="list-style-type: none"> <li>• Gateway setback from Cumulus Avenue at Three Mile Lane/Highway 18; see Section 11(B)</li> <li>• 25 feet abutting land zoned Exclusive Farm Use outside the UGB</li> </ul> |                |

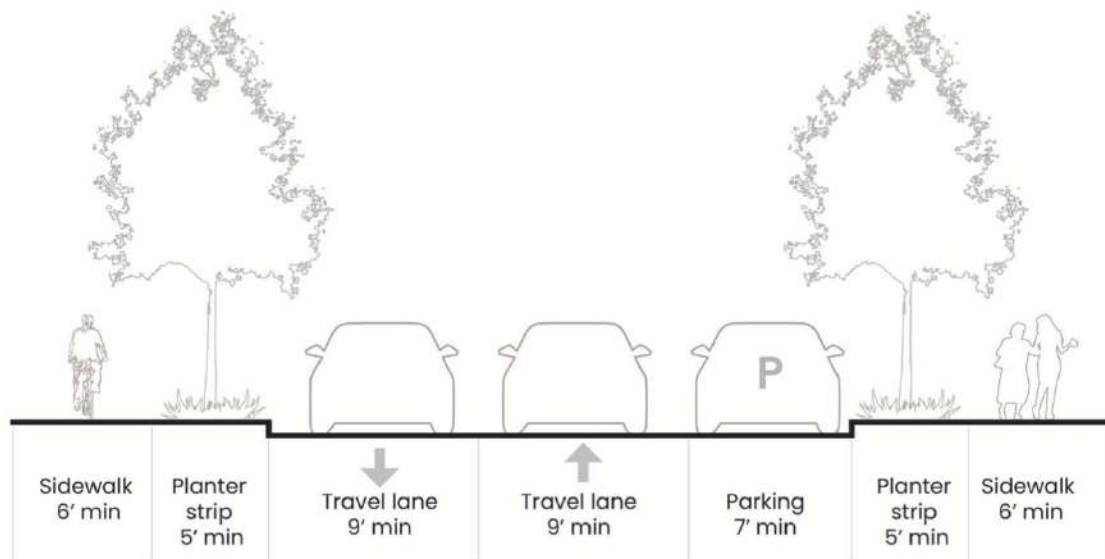


|                         |  |         |
|-------------------------|--|---------|
| Maximum Street Setbacks | 10 feet, except<br>160 feet from Three Mile Lane/Highway 18 centerline | 20 feet |
| Maximum Building Height | 45 feet  | 60 feet |

**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.

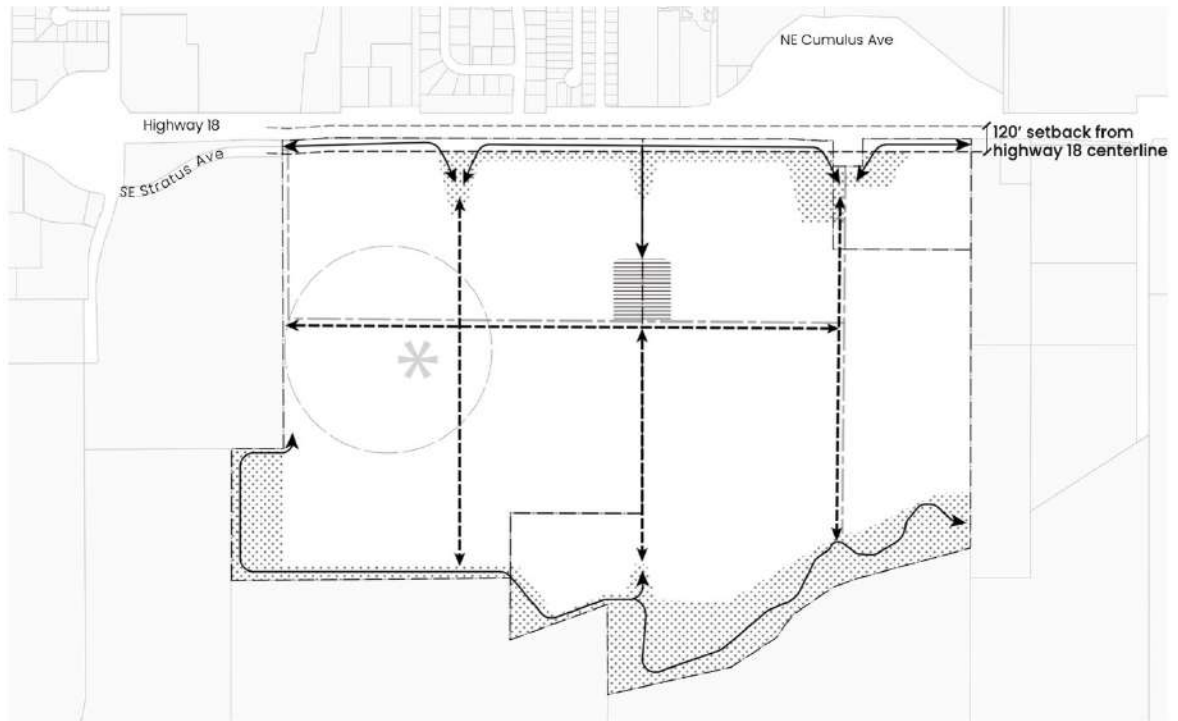
- A. Parks and Open Space. The site shall be configured to include the following parks and open spaces, at the locations shown in Figure 3:
  - a. McMinnville Landing Commons. The Commons shall be a minimum of 1.5 acres with no dimension less than 200 feet. The Commons shall be publicly accessible and 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.
  - iii. Needs to be constructed prior to 50% occupancy of the retail acreage.
- 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.



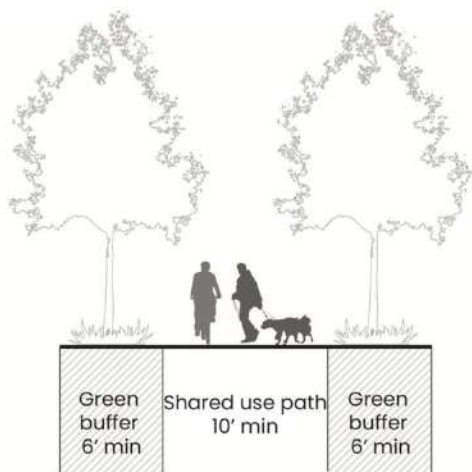
**Figure 3: Parks and Open Space**



*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**



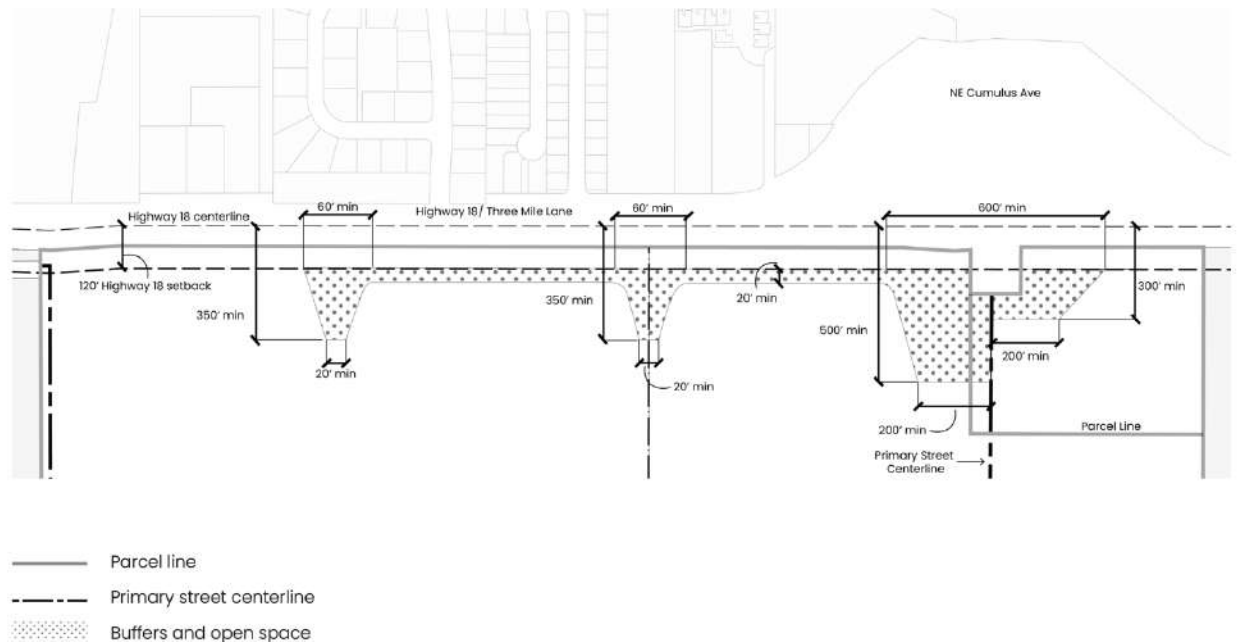


## **Section 11 Perimeter Transitions.**

- 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.

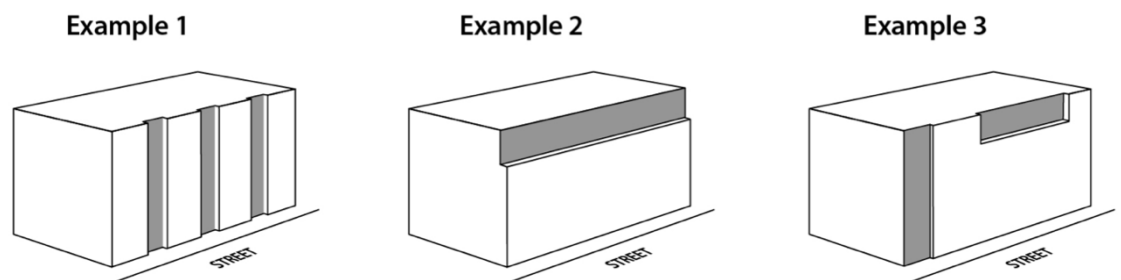
1. Intent. Pedestrian shelters should be arranged along the façade with special attention to entrances and window openings to provide weather protection for pedestrians and to create a welcoming sidewalk realm. Shelters should



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.
  - b. All trees shall be 2' caliper diameter at breast height (dbh).

#### **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.







## 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



## 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.

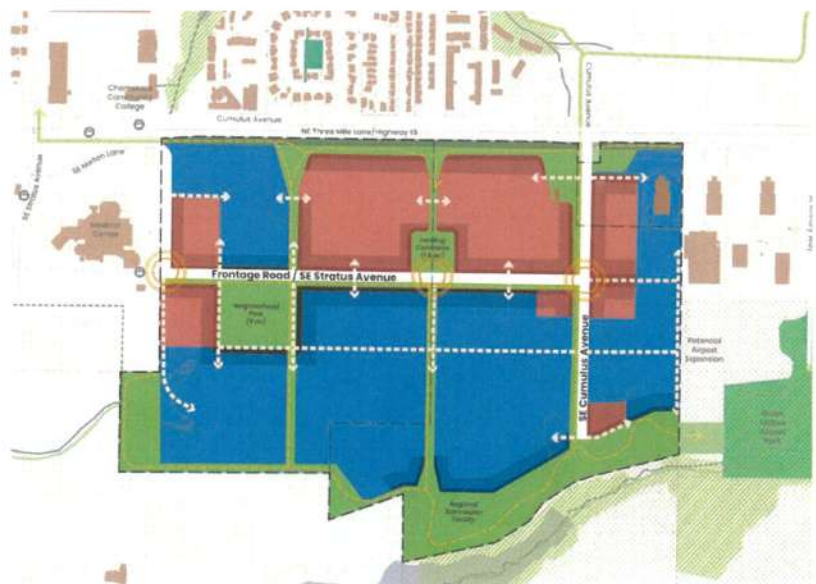


Figure 1: Preferred Alternative, June 2025



## 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 Plan<sup>1</sup> (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.

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<sup>1</sup> 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)<sup>2</sup>, 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*<sup>3</sup> (OHP), which require a maximum allowable v/c ratio of 0.80.

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<sup>2</sup> Transportation Research Board, *Highway Capacity Manual* 6<sup>th</sup> Edition, 2016.

<sup>3</sup> 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<br>(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<br>(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 95<sup>th</sup> percentile queue lengths were determined using the Synchro/SimTraffic software. The 95<sup>th</sup> 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 95<sup>th</sup> percentile queue length may theoretically never be met or observed in the field.





The 95<sup>th</sup> 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 |
|---|------------------------|--------------------------------|-------------------------------|
| <b>1. NE Cumulus Avenue &amp; NE Norton Lane</b>          |                        |                                |                               |
| EB Approach   | 550                    | 75                             | 100                           |
| NB Approach   | 150                    | 100                            | 100                           |
| SB Approach   | 230                    | 75                             | 75                            |
| <b>2. NE Three Mile Lane (OR 18) &amp; Norton Lane</b>    |                        |                                |                               |
| 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)                     |
| <b>3. SE Stratus Avenue &amp; NE Three Mile Lane</b>      |                        |                                |                               |
| EB Approach   | 450                    | 75                             | 75                            |
| WB Approach   | 350                    | 100                            | 75                            |
| NB Approach   | 630                    | 75                             | 125                           |
| SB Approach   | 200                    | 75                             | 50                            |
| <b>4. NE Three Mile Lane (OR 18) &amp; Cumulus Avenue</b> |                        |                                |                               |
| 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 95<sup>th</sup> 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.

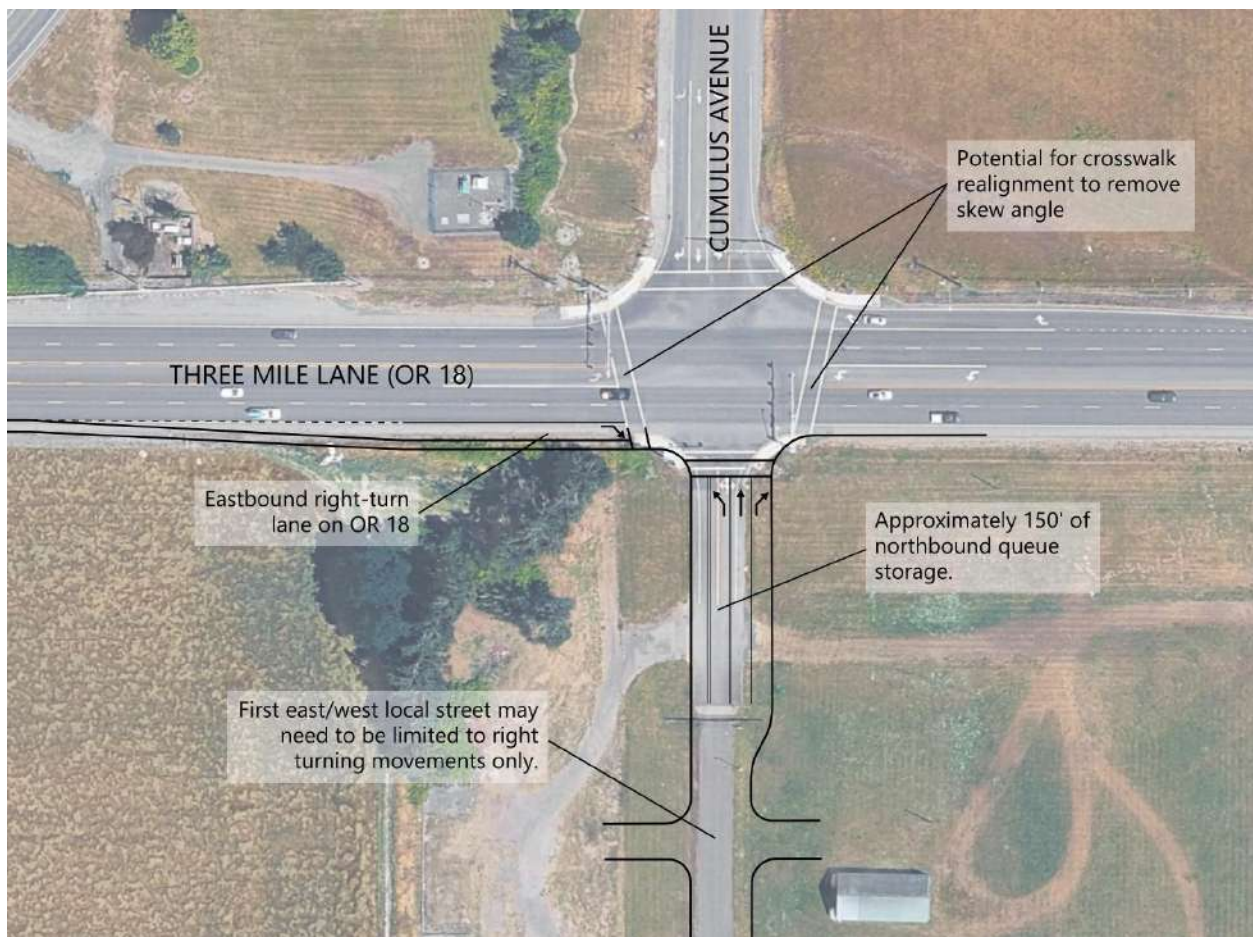


Figure 2: Recommended Improvements





## 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.

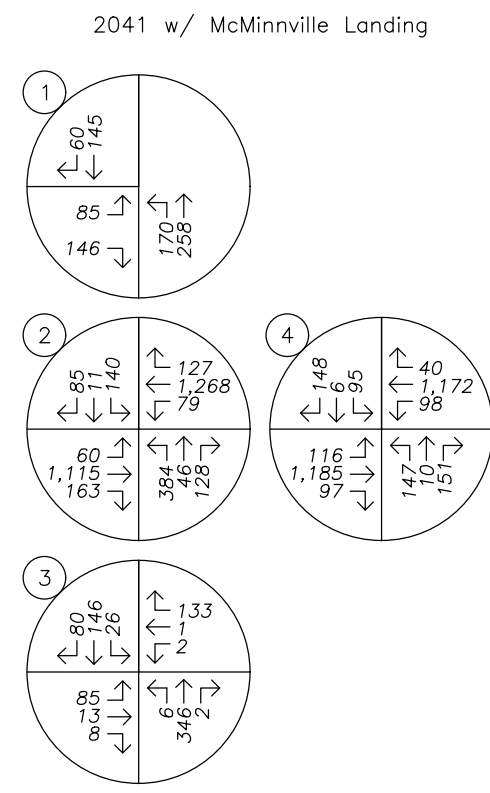
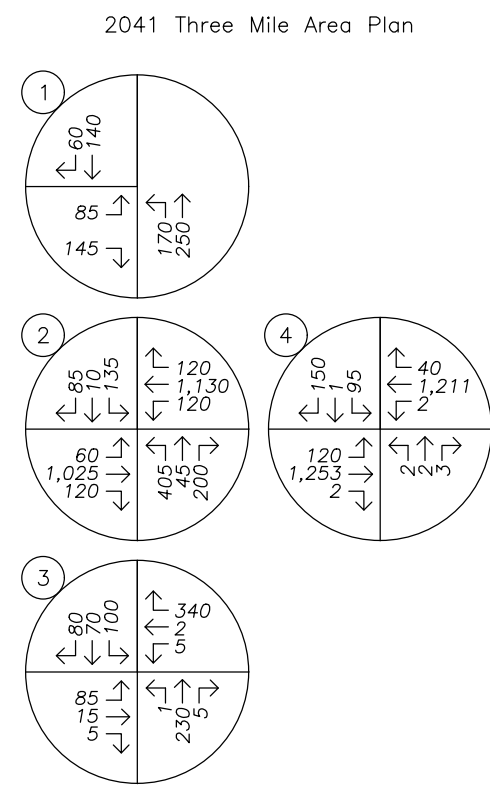
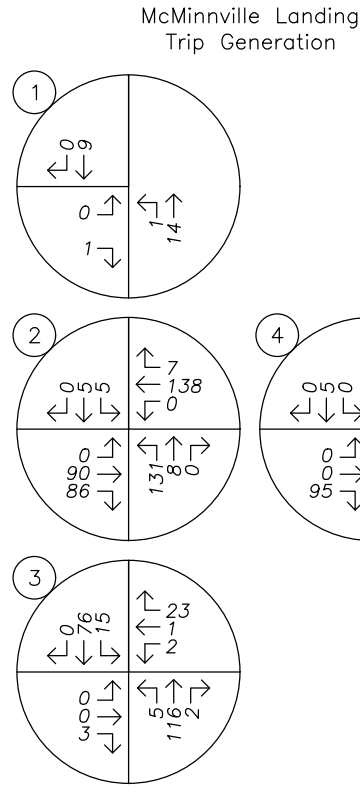
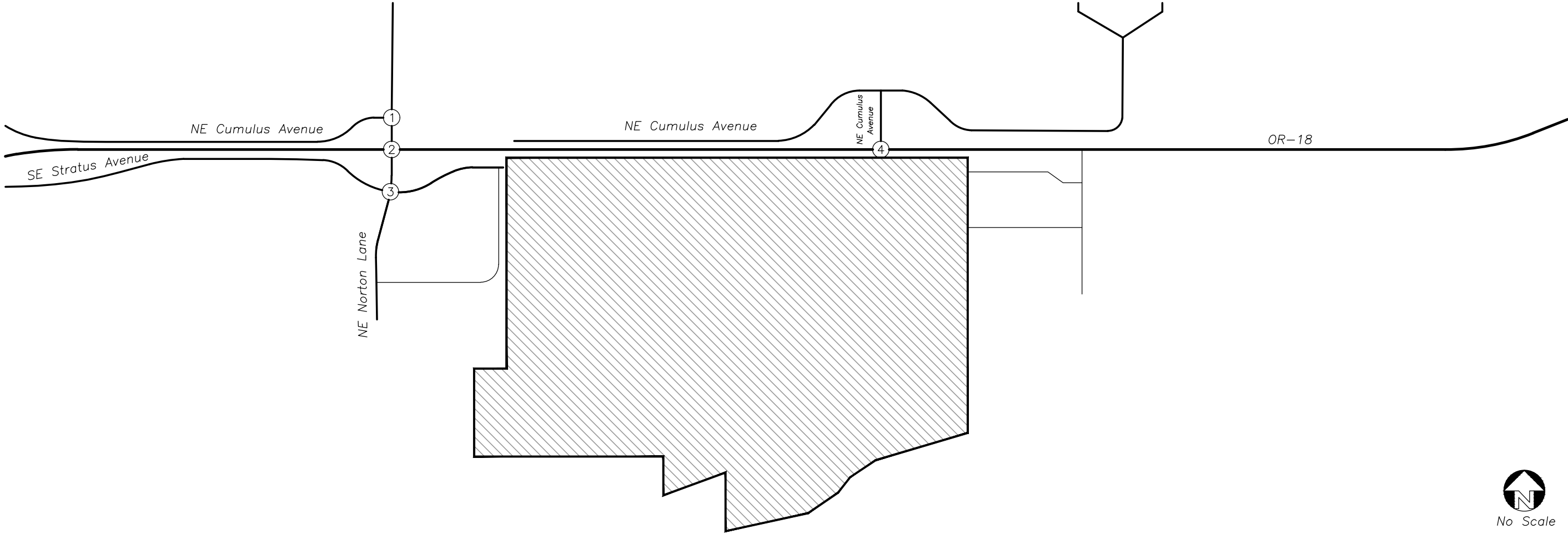


Figure 3: Preferred Alternative














# 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+I1), 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 |                   |     |     |     |             |      |     |     |                |      |      |      | #DIV/0!       | #DIV/0!  | #DIV/0!  | #DIV/0!  | #DIV/0!  | 120 | 12 | #DIV/0! |
| 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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

December 10, 2025



## **MCMINNVILLE LANDING INNOVATION DISTRICT**

### **Infrastructure Assessment and Funding Plan**

#### **TABLE OF CONTENTS**

|     |   |    |
|-----|---|----|
| 1.0 | Introduction.....                               | 1  |
| 2.0 | Storm Drainage .....                            | 1  |
| 2.1 | Existing Conditions.....                        | 1  |
| 2.2 | Stormwater Design Considerations .....          | 1  |
| 3.0 | Sanitary Sewer .....                            | 3  |
| 3.1 | Existing Conditions.....                        | 3  |
| 3.2 | Sanitary Sewer Design Considerations .....      | 4  |
| 3.3 | Preferred Alternative .....                     | 4  |
| 4.0 | Water.....                                      | 5  |
| 4.1 | Existing Conditions.....                        | 5  |
| 4.2 | Water System Design Considerations .....        | 5  |
| 5.0 | Dry Utilities .....                             | 7  |
| 5.1 | Power and Communications .....                  | 7  |
| 5.2 | Natural Gas.....                                | 7  |
| 6.0 | Street Infrastructure .....                     | 8  |
| 6.1 | Existing Conditions.....                        | 8  |
| 6.2 | Internal Street Design Considerations .....     | 8  |
| 7.0 | Preliminary Public Infrastructure Pricing ..... | 9  |
| 8.0 | Secondary Public Infrastructure .....           | 11 |
| 9.0 | Phasing Concept and Funding Strategies .....    | 12 |

#### **APPENDICES**

- A. Figures
- B. Conceptual Cost Opinion
- C. Utility Evaluation, December 9, 2025, Jacobs



## 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 Landing Master Plan is to create a framework that meets the primary landholder and city objectives of building a vibrant district that spurs economic development in 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 is 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, outlined in ongoing studies, but those costs are identified as Capital Improvement Program (CIP) elements that will be required to serve properties within the City of McMinnville city limits. Ongoing plans 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 Landing property. At the time of this report these discrete recommendations were not available, however, a Utility Evaluation (Water & Sewer) Technical Memorandum is included in the Appendices that provides a summary of the current findings from the master plan efforts. Prospective developers will need to review the various master plans to understand the final recommendations of each plan to validate the information provided in the following pages.

## 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 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 the absence of these regulations the



City feels it prudent that stormwater should 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 only water quality prior to discharge, not detention.
  - 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 tests 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 (Appendix A) are sized to provide regional facilities for both basins. City of McMinnville 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 should be 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 and a utility evaluation with recommended system upgrades is included in Appendix C. Adoption of the updated plan is anticipated in 2026. A thorough review of the final recommendations should be reviewed by a prospective developer to understand improvements that may be required as part of developing the property. The WWMP team indicated that there are upstream and downstream deficiencies with the existing system that require consideration for development within The Landing.

Preliminary capital projects associated with the WWMP update and impacting the Landing include:

1. Parallel gravity sewer on Three Mile Lane from Three Mile Lane 3 Pump Station, through the Landing site, and along Three Mile Lane to the Three Mile Lane #1 Pump Station (12,500 feet, 24-inch at 20-foot depth, \$14.3 million, 2024 dollars, timing based on development). This project will also allow decommissioning of the upstream Three Mile Lane #3 Pump Station.
2. Capacity upgrades to the Three Mile Lane #1 Pump Station (increase firm capacity of station from 6.3 million gallons per da (mgd) to 8.5 mgd, \$4.5 million, 2024 dollars, timing TBD and may be development dependent)

The capital projects from the WWMP consider cost effective solutions for development throughout the City. Phased development of The Landing is subject to additional review with the City including negotiation of partial improvement requirements in the downstream system and cost sharing for infrastructure serving areas beyond The Landing.

The Sanitary Sewer Plan Figure 2 (Appendix A) provides a conceptual layout of the sewer system and connections into the downstream system. Local piping into the larger trunk system was sized at 8-inches for the conceptual layout.



### 3.2 **SANITARY SEWER DESIGN CONSIDERATIONS**

The City of McMinnville currently uses the Oregon Department of Transportation (ODOT) Standard Specifications 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 and ten-foot minimum depth for sewer trunks.
- Eight-inch minimum size for infrastructure sanitary sewer mains.
- Minimum pipe slope 0.004 ft/ft for 8-inch sewers and slopes to provide a mean velocity of 2 feet per second for larger sewers.
- Sewer average dry weather flows are based on 30 gallons per employee per day and 185 gallons per equivalent dwelling unit (EDUs) per day. A peaking factor of 1.6-1.7 is applied to generate peak dry weather flows and 2,500 gallons per developed acre (gpad) to 4,000 (gpad) are applied to developed (net acres) to generate peak wet weather flows. The resulting peak dry and peak dry + wet weather flow projections for the Landing are 130 gallons per minute (gpm) and 450 gpm respectively.

### 3.3 **PREFERRED ALTERNATIVE**

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 that is consistent with the current WWMP recommendations. (See Appendix C)

The recommended alternative is to construct a new 24-inch gravity trunk sewer parallel to the existing trunk on Three Mile Lane and discharge to the Three Mile Lane #1 Pump Station downstream of The Landing. In addition, a new 24-inch gravity trunk through the Landing will be needed, and that will intercept the existing gravity trunk upstream of the existing Pump Station #3 in NE Three Mile Lane, which will be decommissioned.

Should a developer come to the Landing prior to full implementation of the WWMP recommendations, the initial developer may need to install an interim private package pump station to serve their parcel until the public gravity system is commissioned.



## 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 District 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) including three pipelines crossing the Yamhill River to provide service along Three Mile Lane.

The draft MWL Water Master Plan Addendum (October 2025) and MWL Master Plan (2011) identify a combination of 12-inch and 16-inch pipelines looping to serve developing areas south of Three Mile Lane including The Landing. Projects in the draft Water Master Plan include:

1. P-080: New 16-inch line south of Willamette Valley Medical Center (connecting to existing piping) and loop north to Three Mile Lane (5,360 feet, \$4.3 million in 2023 dollars, timing based on development)
2. P-081: New 16-inch loop along Armory Way from Three Mile Lane to existing 8-inch pipe at west end of airport and to new 16-inch loop west of Armory Way (4,880 feet, \$3.9 million in 2023 dollars, timing based on development)
3. P-084: New 12-inch pipe south and southwest of Willamette Valley Medical from new 16-inch loop (P-080) to new 12-inch loop (P-085; 1,000 feet, \$0.7 million in 2023 dollars, timing based on development)
4. P-085: New 12-inch loop southeast of Willamette Valley Medical from new 16-inch loop (P-081) to new 12-inch loop (P-084; 5,160 feet, \$3.6 million in 2023 dollars, timing based on development)

### 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. A minimum of 8-inch local piping is required for The Landing including full pipeline looping to provide adequate domestic demand and fire flow up to 4,500 gallons per minute. Multiple 8-inch loops have adequate capacity to avoid the larger single loops (12 to 16-inch) presented in the Water Master Plan and Addendum. To provide fire flow demand for The Landing, a pipeline loop back to Three Mile Lane on the northeast side of the development is required. This could be a replacement of an existing 6-inch line with 8 to 10-inch piping or the larger 16-inch loop to Armory Way as illustrated on the Water Main Plan in Appendix A. At time of development, pipeline sizing and phased looping should be coordinated with MWL. Additionally, MWL will consider oversized looped piping for the broader service area in negotiating cost sharing.



MWL has also indicated that their long-range planning (20-30 years out) includes a future water treatment plant located on the eastside of McMinnville. MWL is evaluating options near 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:

- Mains to be 8 to 10-inch mains typically when looped as shown in the Water Main Plan and 12" to 16" when mains are looped as shown in the Water Master Plan.
- A maximum of 8 FPS in the system at fire flow demands.
- Internal loops within The Landing should be maintained throughout including the southern edge of the development.
- 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 and larger 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 is in the process of evaluating locations for a future electric substation in east McMinnville. This includes sites near the Willamette Valley Medical Center with the goal of constructing a new electric substation within the next five to seven 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-wide power easement through The Landing to feed the substation. Additional easements may be necessary and will need to be coordinated with MWL to identify a suitable location.

Dark fiber communications, also controlled by MWL, will follow the power facilities when installed, and may be available to The Landing. For other fiber communication needs, developers will need to work with local fiber communication companies for service. The Dry Utilities Plan in 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 4-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 PUE (public utility easement). Again, this conflicts with The Landing Master Plan's goals 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 to 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.

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 district 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)

- Right-of-Way width seventy-eight feet
- 44-foot curb to curb width (2x11' travel lanes, one 12' median lane, five-foot bike lanes) per City of McMinnville Drawing No. 40.
- Concrete Curb and Gutter
- 10-foot sidewalks with tree wells (from face of curb)
- 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 eastern Landing 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 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.)
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 NE Three Mile Lane.
5. Dry utilities to include power, fiber and trenching for natural gas.
6. Earthwork has not been estimated for either cut or fill as this is a high-level estimate, so 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 wastewater master planning teams are on-going. A summary of the pricing is provided below with a detailed estimate in Appendix B:

**Table 6.1 – Cost Opinion**

| Description                          | Estimated Amount<br>(Rounded to \$100K) |
|--------------------------------------|---|
| Streets                              | \$4,000,000                             |
| Storm Drainage                       | \$1,600,000                             |
| Sanitary Sewer System                | \$2,100,000                             |
| Water System                         | \$1,200,000                             |
| Dry Utilities                        | \$1,600,000                             |
| <b>Estimated Construction Costs:</b> | <b>\$10,500,000</b>                     |
| Mobilization/Overhead 10%            | \$1,000,000                             |



| Description                                | Estimated Amount<br>(Rounded to \$100K) |
|--|---|
| Construction Contingency 30%               | \$3,200,000                             |
| <b>Total Estimated Construction Costs:</b> | <b>\$14,700,000</b>                     |
| City Administration 10%                    | \$1,500,000                             |
| Engineering/Testing/Permitting 25%         | \$3,700,000                             |
| <b>Total Estimated Project Cost</b>        | <b>\$19,900,000</b>                     |

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

|      |              |
|------|--------------|
| 2030 | \$26,600,000 |
| 2035 | \$35,600,000 |
| 2040 | \$47,700,000 |

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 in 2026. The City's Transportation System Plan (TSP) update has been delayed and a special Three Mile Lane Area Plan will be identified in the TSP 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 PHASING CONCEPT AND 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 suggested phased approach would construct the access on SE Cumulus Avenue, extend it to the southern boundary of The Landing and then 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. This phased approach could include these elements in order:

1. **SE Cumulus Lane to Southern Boundary of The Landing**
2. **East/West Spine Road to McMinnville Landing Commons**
3. **Completion of the East/West Spine Road**
4. **SE Stratus Avenue adjacent to Willamette Valley Medical Center**

The following provides several funding options that may be useful to the city, other than 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 worthwhile to review the development needs with local contractors to see if this is a viable alternative.

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## APPENDIX A

### **Figures:**

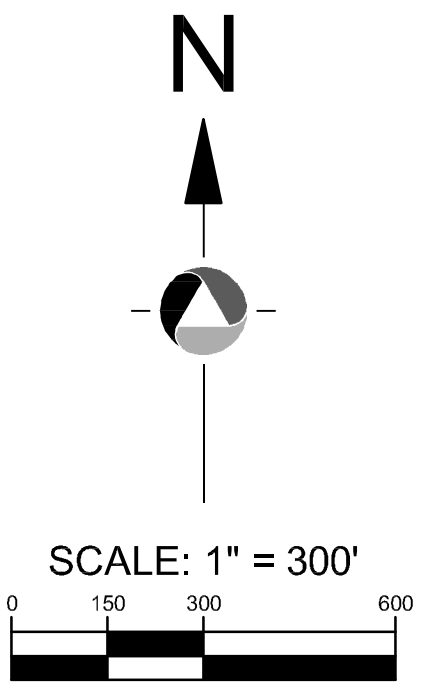
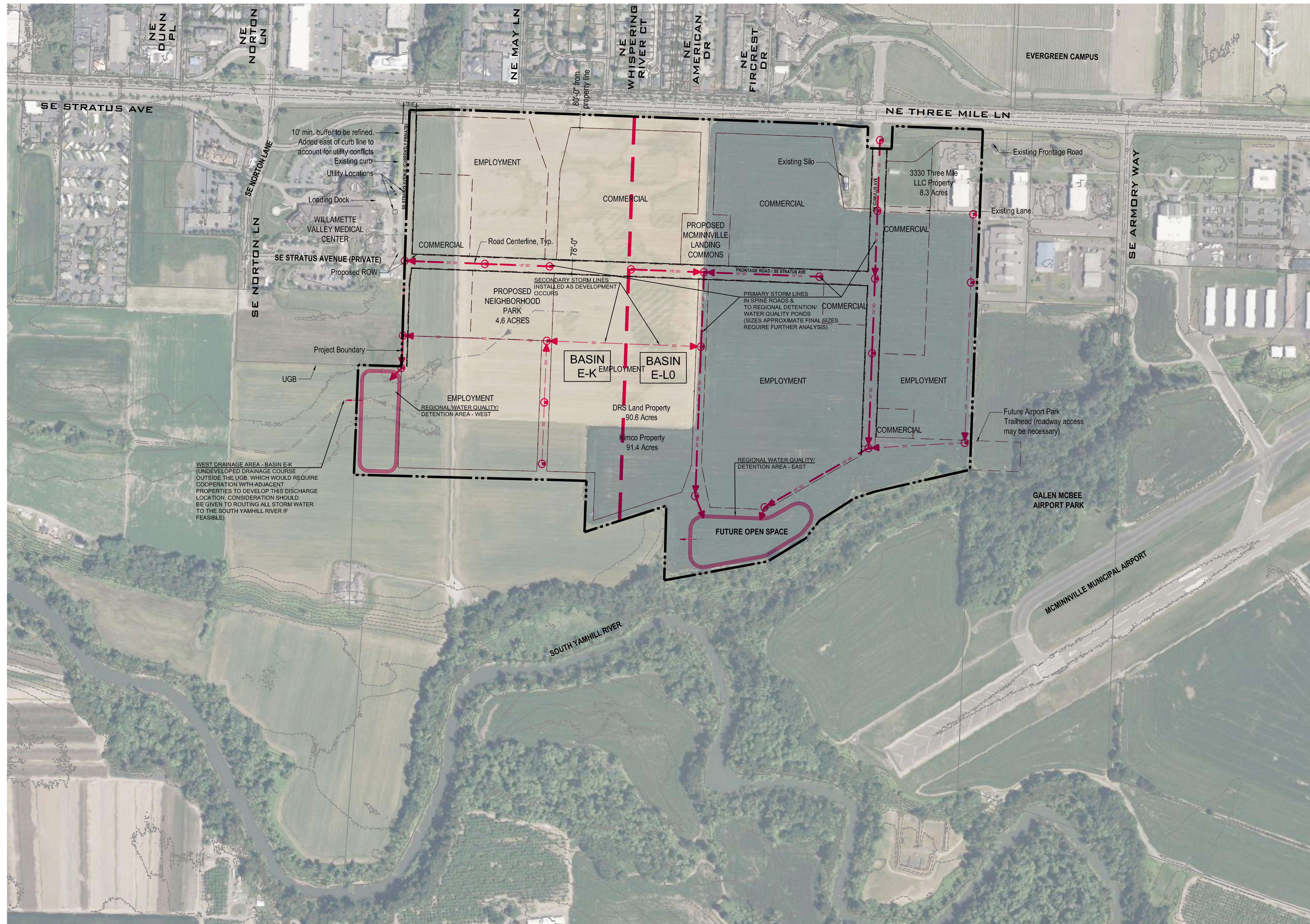
Figure 1 – Storm Drainage Plan

Figure 2 – Sanitary Sewer Main Plan

Figure 3 – Water System Plan

Figure 4 – Dry Utilities Plan





SCALE:  
AS NOTED

PROJECT MANAGER:

BIVADT BERTI, FE

PROJECT ENGINEER:  
BRADY BERRY, PE

DESIGNER:

ISSUE DATE:

12/10/2025

[illegible]

# STORM DRAINAGE PLAN

# McMINNVILLE LANDING INNOVATION DISTRICT

CITY OF MC MINNVILLE

**JOB NUMBER:**

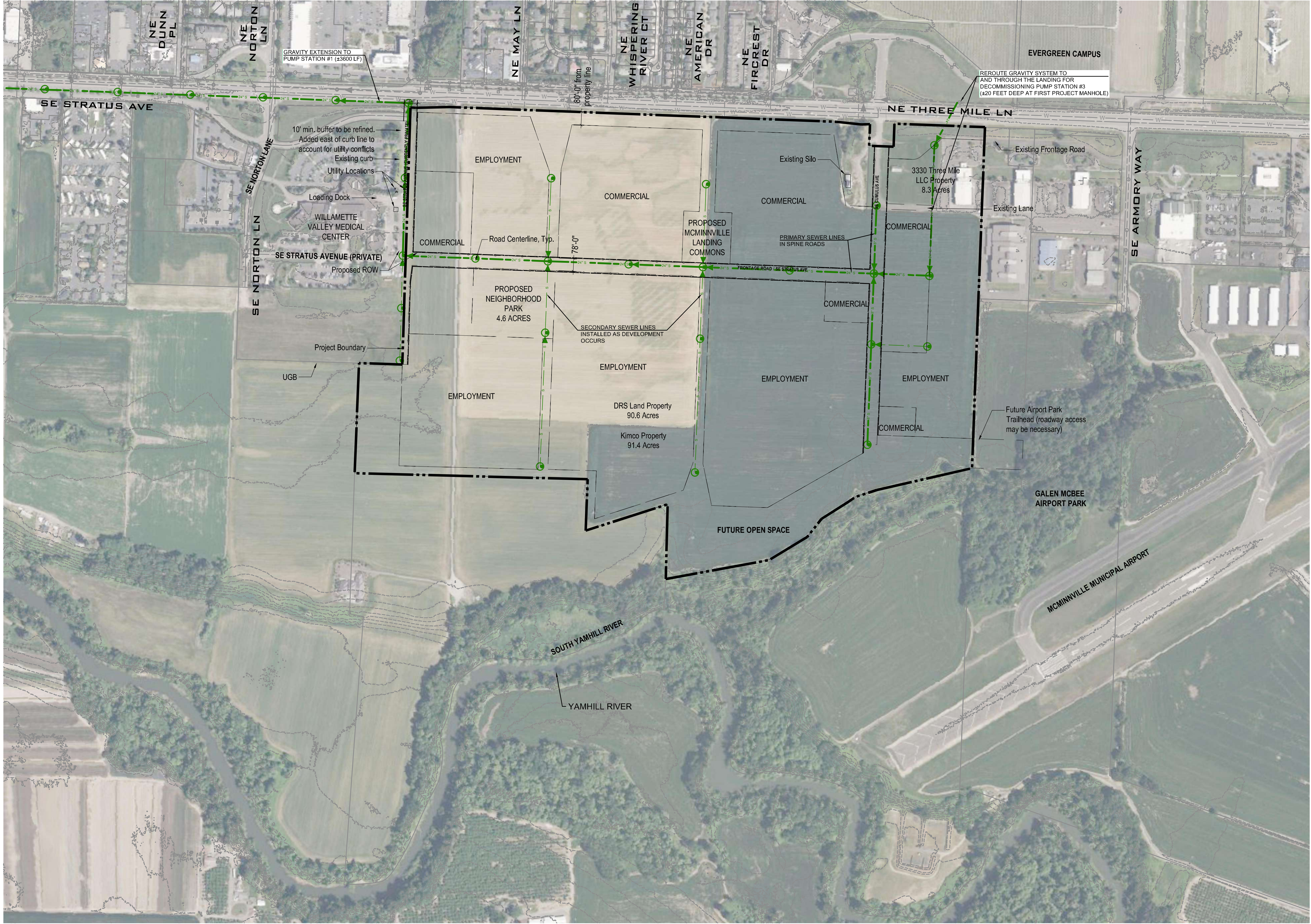
24001418

**SHEET NAME:**

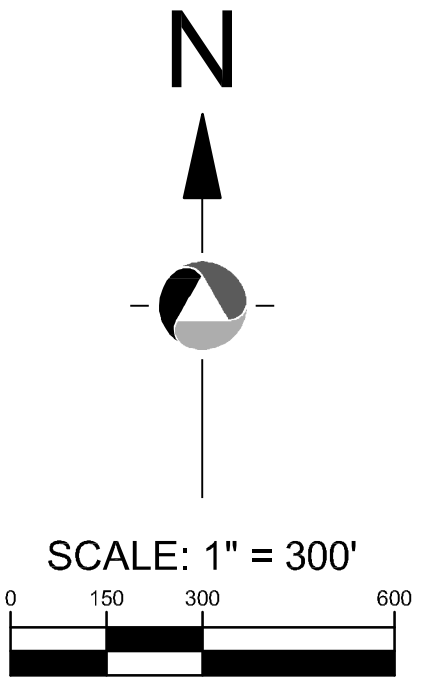
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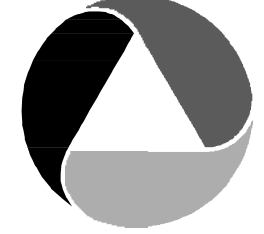
Page 1 of 4





- EXISTING SANITARY SEWER PIPE AND MANHOLES
- PROPOSED SANITARY SEWER PIPE AND MANHOLES
- PROPOSED SANITARY SEWER FORCE MAIN





**ATWELL**  
25 CENTRAL WAY, SUITE 400  
KINGLAND, WA 98033  
P: 425.216.4051  
WWW.ATWELL.COM

SCALE:  
AS NOTED

PROJECT MANAGER:  
BRADY BERRY, PE

PROJECT ENGINEER:  
BRADY BERRY, PE

DESIGNER:  
BRIAN DENNEY

ISSUE DATE:  
12/10/2025

| REVISIONS |      |    |  |
|-----------|------|----|--|
| NO        | DATE | BY |  |
|           |      |    |  |
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SANITARY SEWER MAIN PLAN

MCMINNVILLE LANDING

INNOVATION DISTRICT

CONCEPTUAL DESIGN

CITY OF MCMINNVILLE

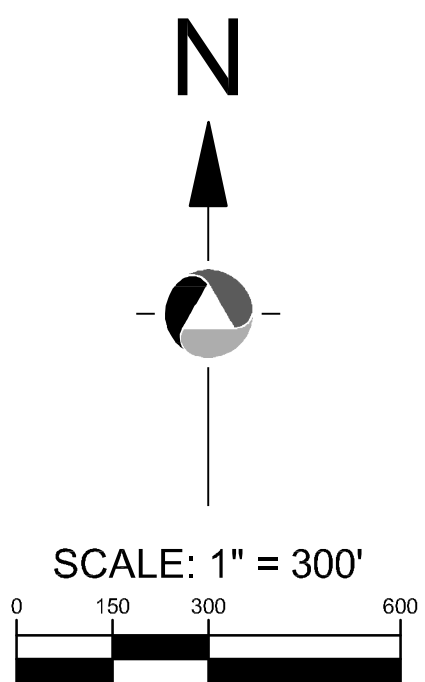
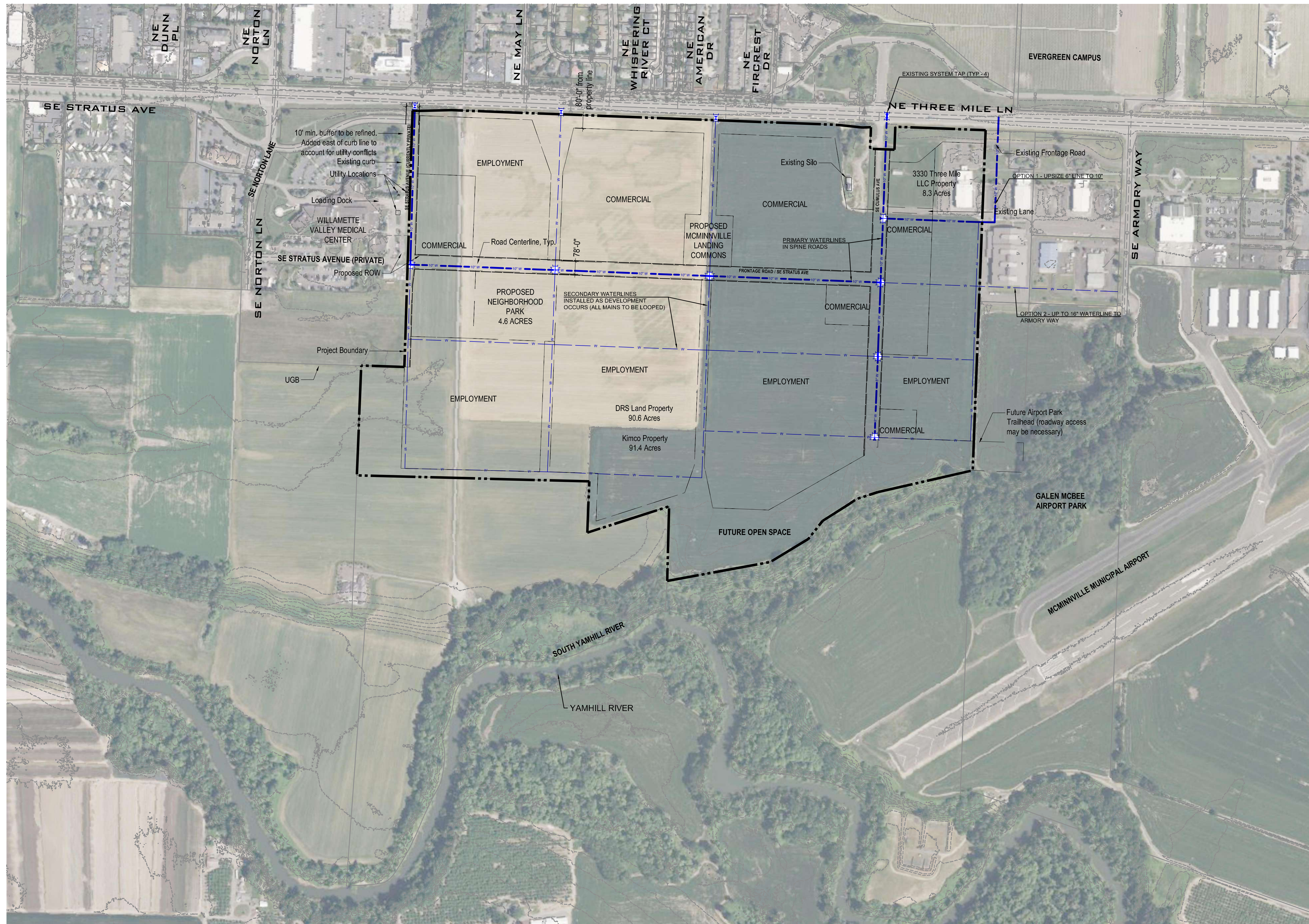
OREGON

JOB NUMBER:  
**24001418**

SHEET NAME:  
**SSWR**

SHT **2** OF **4**





SCALE:  
AS NOTED

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PROJECT MANAGER:  
BRADY BERRY, PE

---

PROJECT ENGINEER:  
BRADY BERRY, PE

---

DESIGNER:  
BRIAN DENNEY

---

ISSUE DATE:  
12/10/2025

[illegible]

WATER MAIN PLAN

MCMINNVILLE LANDING  
INNOVATION DISTRICT

CONCEPTUAL DESIGN

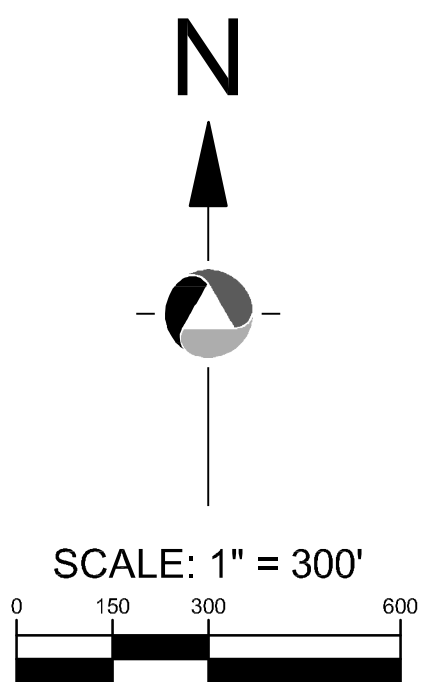
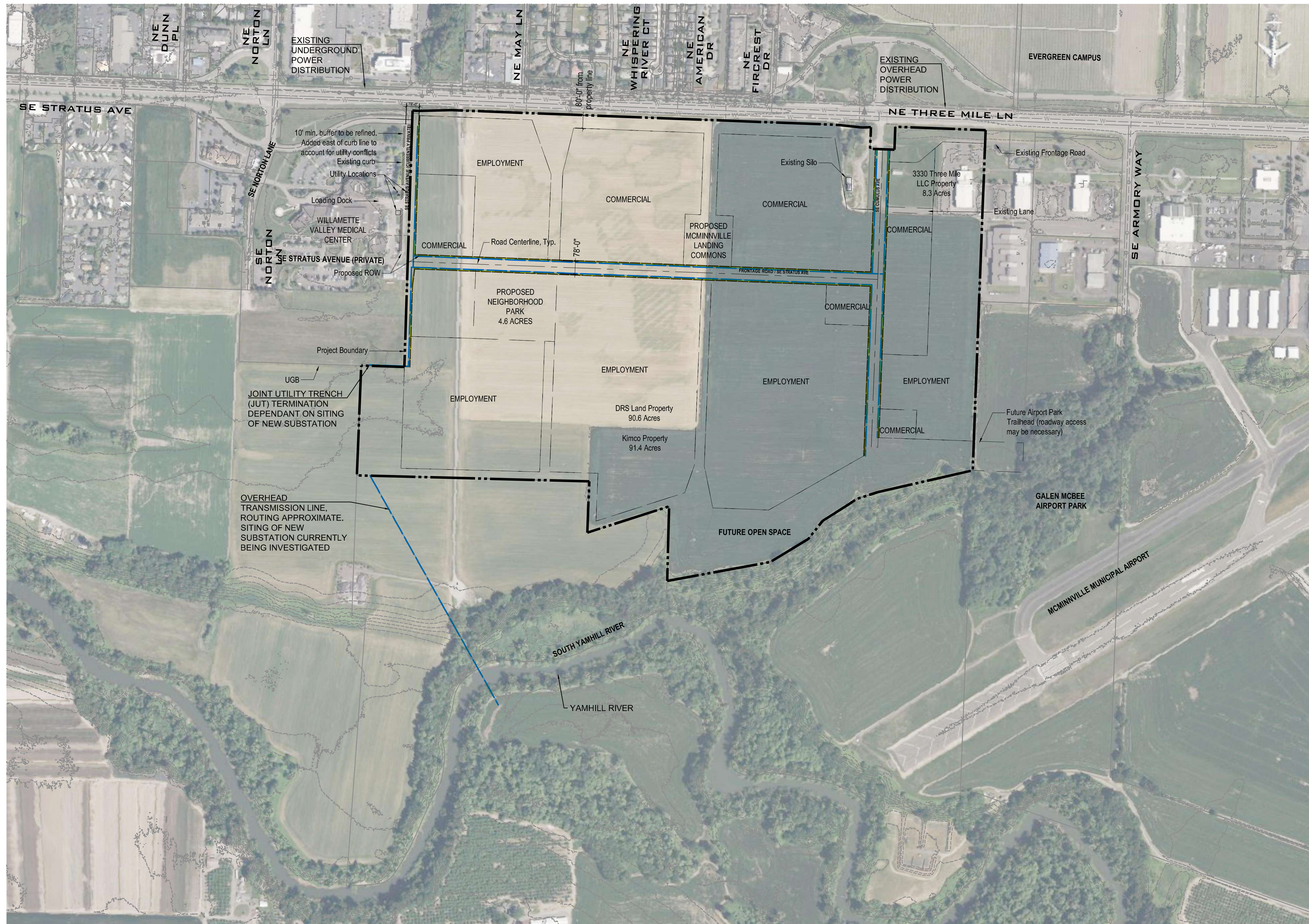
CITY OF MCMINNVILLE OREGON

JOB NUMBER:  
**24001418**

SHEET NAME:  
**WATR**

SHT 3 OF 4





SCALE:  
AS NOTED

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PROJECT MANAGER:  
BRADY BERRY, PE

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PROJECT ENGINEER:  
BRADY BERRY, PE

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DESIGNER:  
BRIAN DENNEY

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ISSUE DATE:  
12/10/2025

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DRY UTILITY PLAN

MCMINNVILLE LANDING  
INNOVATION DISTRICT

CONCEPTUAL DESIGN

CITY OF MCMINNVILLE OREGON

JOB NUMBER:  
**24001418**

SHEET NAME:  
**UTIL**

SHT 4 OF 4

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NOTE:  
THE GUIDING PRINCIPALS FOR THE STREETScape ENVIRONMENT IS TO HAVE AN URBAN FEEL WITH BUILDINGS BUILT TO THE ROW. THE CURRENT LAYOUT OF UTILITIES DOES NOT REFLECT THIS AND DISCUSSIONS SHOULD BE CONSIDERED WITH THE UTILITY PROVIDES TO DISCUSS ALTERNATIVES TO DRY UTILITY PLACEMENTS AS SHOWN.



## **APPENDIX B**

### **Conceptual Cost Opinion**





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

| No. | Item   | Quantity | Unit      | Unit Price | Estimated Cost | Section Total       |
|-----|--|----------|-----------|------------|----------------|---------------------|
|     | <b>Streets:</b>  |          |           |            |                | <b>\$ 3,990,000</b> |
| 1   | Major Collector <sup>1</sup>   | 5700     | LF        | \$ 700     | \$ 3,990,000   |                     |
|     | <b>Storm Drain:</b>  |          |           |            |                | <b>\$ 1,630,250</b> |
| 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     |                     |
|     | <b>Sanitary Sewer:</b>   |          |           |            |                | <b>\$ 2,087,150</b> |
| 1   | 8" SS Main - 0-10' Deep  | 1440     | LF        | \$ 115     | \$ 165,600     |                     |
| 2   | 24" SS Main - 20-25' Deep  | 5174     | LF        | \$ 325     | \$ 1,681,550   |                     |
| 3   | SS Manholes  | 16       | EA        | \$ 15,000  | \$ 240,000     |                     |
|     | <b>Water Sytem:</b>  |          |           |            |                | <b>\$ 1,235,450</b> |
| 1   | 10" D.I. CL 52 Water Main  | 6591     | LF        | \$ 150     | \$ 988,650     |                     |
| 2   | 10" Gate Valves (Assumes all extensions beyond primary are 8")         | 24       | EA        | \$ 2,400   | \$ 57,600      |                     |
| 3   | 8" Gate Valves (Assumes all extensions beyond primary are 8")          | 18       | EA        | \$ 2,400   | \$ 43,200      |                     |
| 4   | Fire Hydrants (500' spacing of main)                                   | 13       | EA        | \$ 8,000   | \$ 104,000     |                     |
| 5   | 10" Tap  | 3        | EA        | \$ 14,000  | \$ 42,000      |                     |
|     | <b>Dry Utilities:</b>  |          |           |            |                | <b>\$ 1,639,500</b> |
| 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 |     | \$ | 10,582,350 |
| Mobilization                     | 10% | \$ | 1,058,000  |
| Contingency                      | 30% | \$ | 3,175,000  |
| Total Cost Opinion               |     | \$ | 14,815,350 |
| City Administration              | 10% | \$ | 1,481,535  |
| Engineering/Testing/Fees         | 25% | \$ | 3,703,838  |
| Estimated Total Cost             |     | \$ | 20,000,723 |

### Footnotes:

- 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.



## **APPENDIX C**

**The Landing Utility Evaluation, December 9, 2025, Jacobs**



## The Landing Utility Evaluation (Water & Sewer)

|                      |  |                                    |
|----------------------|--|------------------------------------|
| <b>Date:</b>         | December 10, 2025                          | 2020 SW Fourth Avenue              |
| <b>Project name:</b> | City of McMinnville Innovation Campus      | 3rd Floor                          |
| <b>Project no:</b>   | D3646100                                   | Portland, OR 97201                 |
| <b>Prepared by:</b>  | Thomas C. Walsh, PhD PE<br>Shad Roundy, PE | United States<br>T +1.503.235.5000 |
| <b>Reviewed by:</b>  | Joshua Koch, PE                            |                                    |

### 1. Introduction

The City of McMinnville, Oregon (City), in coordination with Walker Macy, is requesting an assessment of both the water distribution and sewer systems relative to the proposed McMinnville Landing Innovation District (Project). The Project, also referred to as McMinnville Landing, is located south of Highway 18 and west of the McMinnville Municipal Airport. Initially identified in the 2022 Three Mile Lane Area Plan (3MLAP, March 2022), the current iteration of the Project includes commercial, employment, and parks and open space zoning.

The Project encompasses three taxlots (R4427 00100, R4426 00700, and R4426 00600), for a gross area of 190 acres. The zoning proposed as part of the Project includes 44 acres commercial, 101 acres employment, and 36 acres parks/open space, totaling 181 acres. The difference (9 acres) can be attributed to roads and various rights-of-way.

The basis of the water and sewer utility evaluation for the Project was preliminary zoning available in July 2025. The updated/recommended Project zoning was provided in December 2025 which is 2-percent less than the preliminary zoning and does not impact the utility recommendations. The preliminary and update/recommended zoning for the Project site are shown in Figures 1-1a and 1-1b. Preliminary zoning developable acres used for the utility evaluation are presented in Table 1-1.



# Technical Memorandum



Figure 1-1a. McMinnville Landing Updated/Recommended Zoning, December 2025.

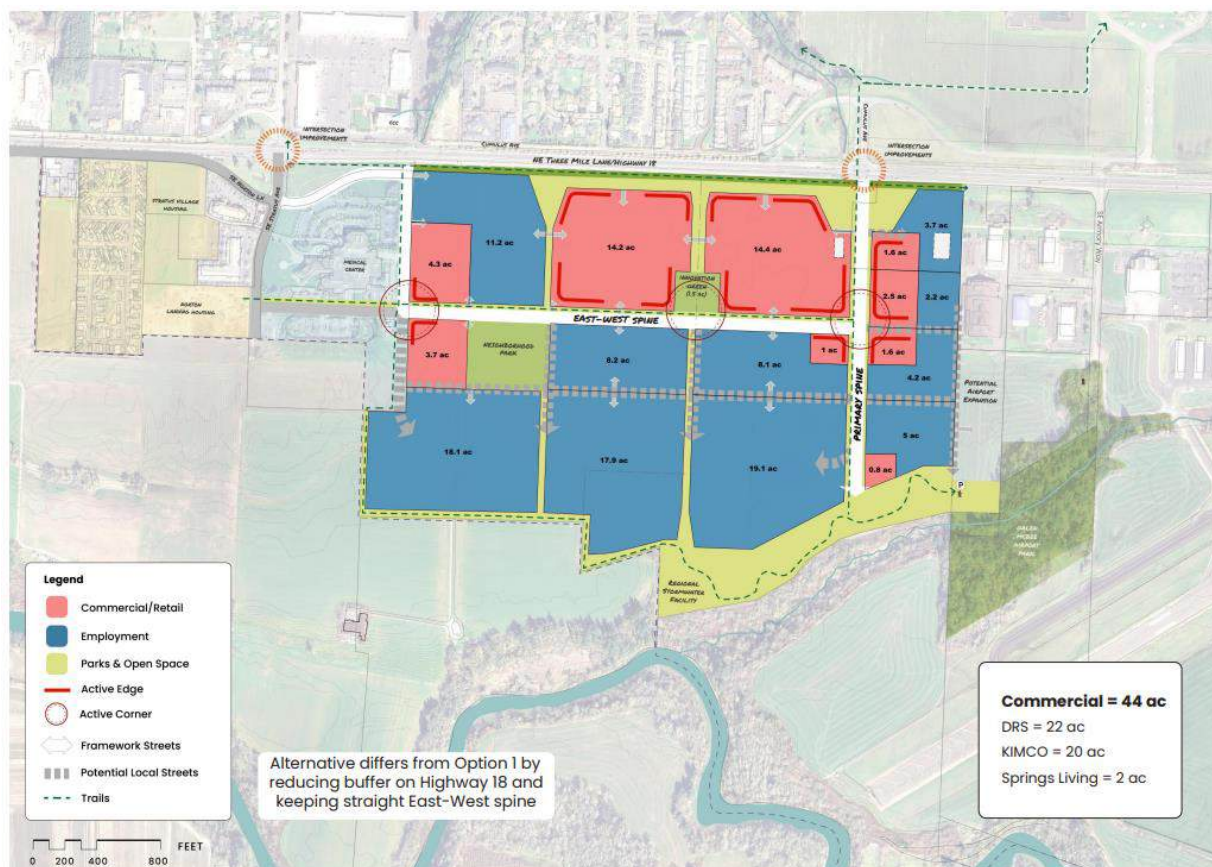


Figure 1-2b. McMinnville Preliminary Zoning, July 2025.



**Table 1-1. Preliminary Zoning, Acreage Summary by Service Area, July 2025.**

| Commercial       | Area (Acres) | Developable Area (Acres) |
|------------------|--------------|--------------------------|
| 1                | 4.3          | 3.66                     |
| 2                | 3.7          | 3.15                     |
| 3                | 14.2         | 12.1                     |
| 4                | 14.4         | 12.2                     |
| 5                | 1.6          | 1.36                     |
| 6                | 2.5          | 2.13                     |
| 7                | 1.0          | 0.85                     |
| 8                | 1.6          | 1.36                     |
| 9                | 0.8          | 0.68                     |
| <b>Subtotal</b>  | <b>44.1</b>  | <b>37.5</b>              |
| Employment       | Area (Acres) | Developable Area (Acres) |
| 1                | 11.2         | 9.52                     |
| 2                | 18.1         | 15.4                     |
| 3                | 8.2          | 6.97                     |
| 4                | 17.9         | 15.2                     |
| 5                | 8.1          | 6.89                     |
| 6                | 19.1         | 16.2                     |
| 7                | 3.7          | 3.15                     |
| 8                | 2.2          | 1.87                     |
| 9                | 4.2          | 3.57                     |
| 10               | 5            | 4.25                     |
| <b>Subtotal</b>  | <b>97.7</b>  | <b>83.1</b>              |
| Parks/Open Space | Area (Acres) | Developable Area (Acres) |
| -                | 37.8         | 5.66                     |
| <b>Subtotal</b>  | <b>37.8</b>  | <b>5.66</b>              |
| <b>TOTAL</b>     | <b>179.6</b> | <b>126.2</b>             |

## 1.1 Proposed Sewer Layout

The sewer concept follows the City design standards and is presented in Figure 1-3. The concept includes a 24-inch parallel trunk sewer routing flow from the upper Three Mile Lane area (existing services) and the through the new development to the Three Mile Lane #1 Pump Station. Local services within the Project area are served with minimum 8-inch mainlines. Other alternatives were considered to serve the Project area and are presented later in this technical memorandum. The selected sewer concept aligns with the preferred alternative from the City's Wastewater Master Plan Update which is in process and will be submitted for adoption in 2026.



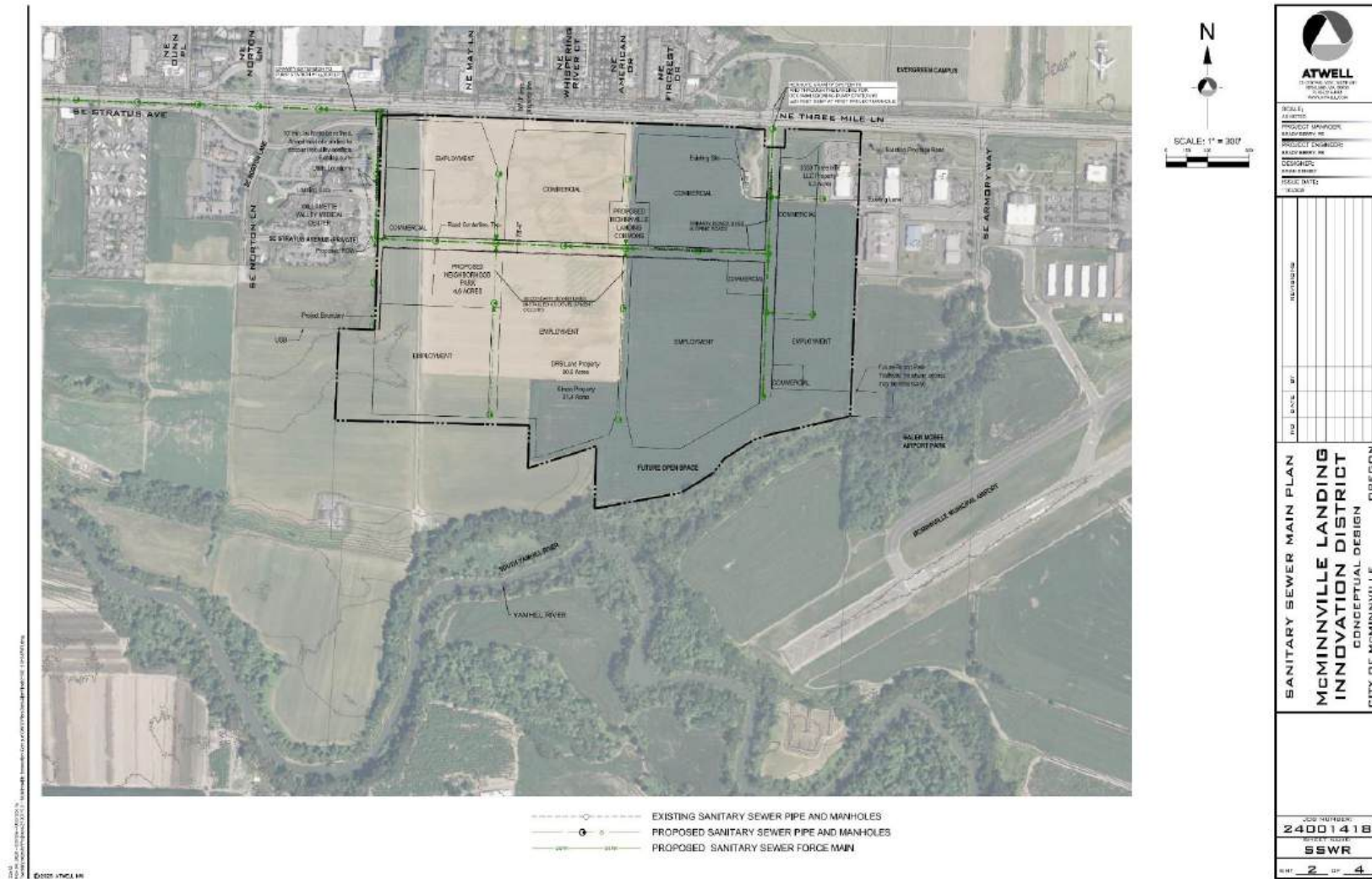


Figure 1-3. Proposed Sanitary Sewer Layout, August 2025 (K. Pirie, Walker Macy, personal communication, July 29, 2025).



## **1.2 Proposed Water Layout**

The proposed water distribution concept follows minimum McMinnville Water & Light (MW&L) design standards (2022), with service provided via 8-inch or greater looping connected to the distribution main along Three Mile Lane. The water concept was coordinated with recommended improvements from the MW&L Water Master Plan (2011) and Water Master Plan Draft Addendum (2025). The proposed water distribution layout is presented in Figure 1-4. Several sizing alternatives were considered to serve the Project area and are presented later in this technical memorandum.

## **1.3 Stormwater**

Stormwater has been proposed as part of this Project but was not reviewed as part of this task.



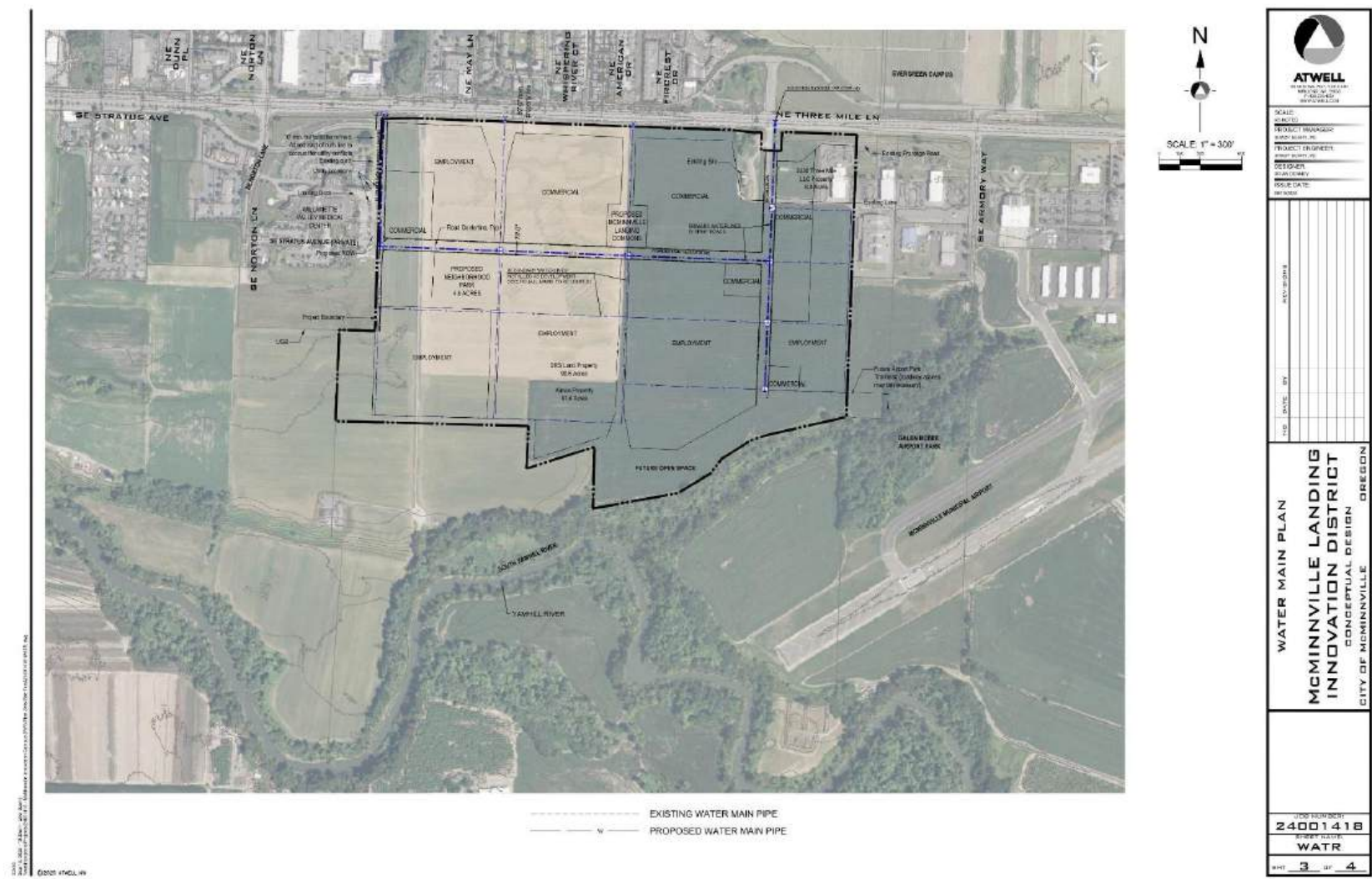


Figure 1-4. Proposed Water Distribution Layout, August 2025 (K. Pirie, Walker Macy, personal communication, July 29, 2025).



## 2. Water Distribution System Evaluation

Demand refers to the total water use, which is the sum of metered consumption (residential, commercial, governmental, and industrial), unmetered uses (e.g., fire flow or hydrant flushing), and water lost to leakage or storage reservoir overflows. Hourly water demands fluctuate in response to water use patterns by residential, commercial, and industrial customers. For example, hourly demands typically exceed the production rate during morning and afternoon/early evening peaks. Hourly demand will be less than the production rate during night-time hours. Hourly demands were estimated and used in the distribution system modeling. Specific to this analysis:

- Average day demand (ADD) equals the total annual production divided by 365 days.
- Maximum day demand (MDD) equals the highest system demand that occurs on any single day during a calendar year. It is also called the one-day MDD.
- Peak hour demand (PHD) equals the highest hourly demand.
- Peaking factors (PFs) are the ratios of one demand value to another. The most common and important peaking factor is the ratio of the MDD to the ADD.

### 2.1 Criteria

The McMinnville Water and Light (MW&L) Water Master Plan (2011) and Draft Water Master Plan Addendum (2025) are cited for this utility analysis. Specific design and operating criteria include pressure requirements of 40 to 80 pounds per square inch (psi) for ADD and MDD, 30 psi minimum for PHD, and 20 psi residual for fire flow plus MDD.

Demand per capita for ADD and MDD has been used to comparatively estimate water demands for the Project. This is based on production data, excluding wholesale demand. The per capita demand is between 136 gallons per capita per day (gpcpd) and 288 gpcpd for ADD and MDD, respectively. This results in a ratio of 2.12 for MDD to ADD. A peaking factor of 4.0 is applied to ADD to estimate PHD.

Storage Evaluation requirements include:

- 20% of MDD for equalizing storage
- 4,500 gallons per minute (gpm) for 4 hours for fire flow and fire storage
- 1 x MDD for emergency storage
- No operational storage is required, since MW&L operational procedures require a constant flow by gravity to the service reservoirs.

The Water Master Plan and Draft Addendum identified several Capital Improvement Program (CIP) projects to address fire flow deficiencies, future service areas, and distribution transmission main needs.

### 2.2 Planning Review

The Project assumed the following average consumption factors. The water consumption factors were reviewed for consistency with MW&L demand projections from the Water Master Plan Draft Addendum (2025).

- Employment: 1.3 Acre-Feet (AF) of water consumed per acre per year (AF/ac-yr)



- Commercial: 2.5 AF/ac-yr
- Parks/Open Space: 2.4 AF/ac-yr

These were then applied to the zoning designations and areas, from Table 1-1, to calculate the water demand estimates for the Project, resulting in:

- Commercial/Retail Areas: 35.9 million gallons per year (MGPY), or 68.4 gpm
- Employment Districts: 41.4 MGPY, or 78.7 gpm
- Parks/Open Space: 29.5 MGPY, or 56.2 gpm
- Total: 106.8 MGPY (or, 203.3 gpm)

Using the ADD criteria of 136 gpcpd, the proposed 203 gpm equates to an additional 2,152 equivalent people.

## **2.3 Water Demands and Service Validation**

Water is provided to the proposed development (Pressure Zone 1) through the system storage reservoirs on the west side of the City and distribution network, with a hydraulic grade line (HGL) elevation of 370 feet. The Project area is located east of the Yamhill River. Three river crossings convey water from the west to east side of the Yamhill River to provide water service along Three Mile Lane.

### **2.3.1 MW&L Water Master Plan Capital Improvements**

Water system capital projects recommended in the Water System Master Plan and Draft Addendum to serve the Project Site are shown in Figure 2-1 and described below.

- P-080: New 16-inch line south of Willamette Valley Medical (connecting to existing piping) and loop north to Three Mile Lane (5,360 feet, \$4.3 million in 2023 dollars, timing based on development).
- P-081: New 16-inch loop along Armory Way from Three Mile Lane to existing 8-inch pipe at west end of airport and to new 16-inch loop west of Armory Way (4,880 feet, \$3.9 million in 2023 dollars, timing based on development).
- P-084: New 12-inch pipe south and southwest of Willamette Valley Medical from new 16-inch loop (P-080) to new 12-inch loop (P-085; 1,000 feet, \$0.7 million in 2023 dollars, timing based on development).
- P-085: New 12-inch loop southeast of Willamette Valley Medical from new 16-inch loop (P-081) to new 12-inch loop (P-084; 5,160 feet, \$3.6 million in 2023 dollars, timing based on development)



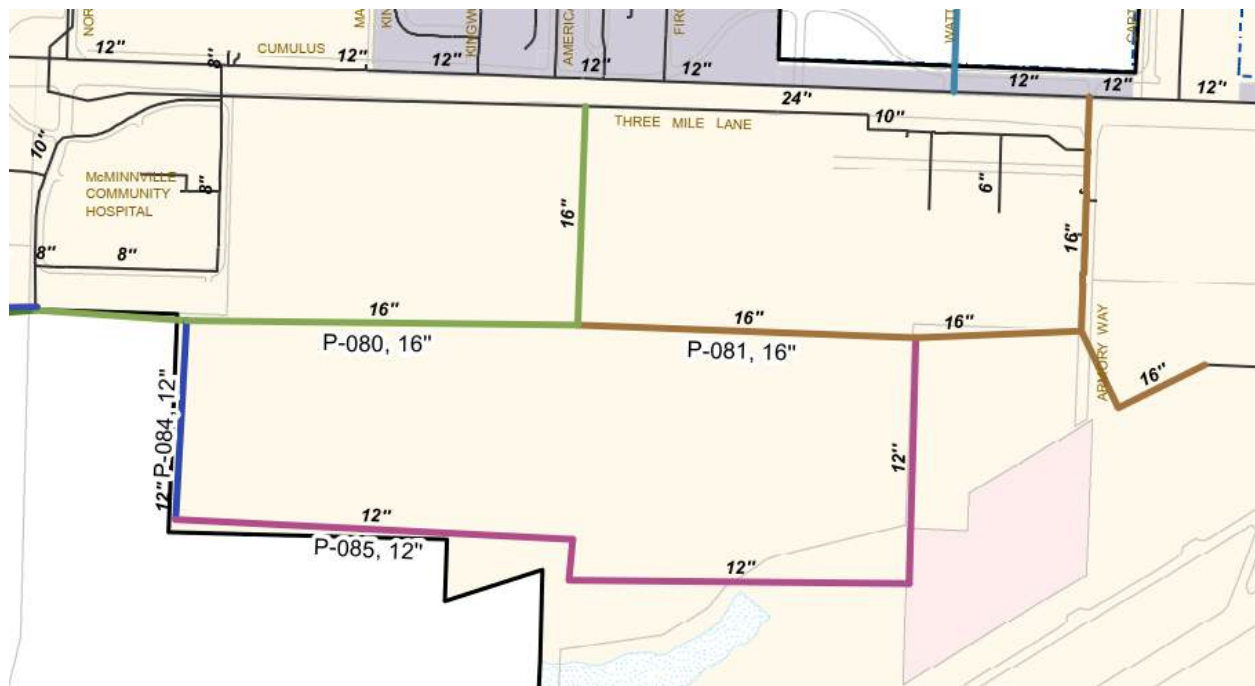


Figure 2-1. MW&L Water Master Plan Capital Project List

## 2.3.2 Water Concept Evaluation

A minimum of 8-inch local piping is required for the Project area including full pipeline looping to provide adequate domestic demands and fire flow up to 4,500 gallon per minute. Multiple 8-inch loops have adequate capacity to avoid the larger single loops (12 to 16-inch) presented in the Master Plan and Draft Addendum. To provide fire flow demands for the Project area, a pipeline loop back to Three Mile Lane on the northeast side of the development is required. This could be a replacement of an existing 6-inch line with 8 to 10-inch piping or the larger 16-inch loop to Armory Way as defined in the Master Plan. At time of development, pipeline sizing and phased looping should be coordinated with MWL. Additionally, MWL will consider oversized looped piping for the broader service area in negotiating cost sharing.

### 2.3.2.1 Domestic Demand and Pressure

ADD, MDD, and PHD were modeled for the water system concept as presented in Figures 2-2 through 2-4 to validate system pressures. Adequate pressures are maintained throughout the proposed development under the existing and future ADD, MDD, and PHD scenarios. Due to pressures greater than 80 psi, individual service pressure reducing valves are required. This is a common requirement for MW&L customers.





Figure 2-2. ADD Pressures. Recommended looping (dashed lines) improves water circulation and water quality.



Figure 2-3. MDD Pressures. Recommended looping (dashed lines) improves water circulation and water quality.





Figure 2-4. PHD Pressures. Recommended looping (dashed lines) improves water circulation and water quality.

### 2.3.2.2 Fire Flow

Fire flow requirements (4,500 gpm) were modeled to determine fire flow availability while satisfying a minimum residual pressure of 20 psi. Initial iterations of the water distribution concept included dead-end lines resulting in inadequate fire flow with the minimum available fire flow occurring at node E4 (2,860 gpm), as shown in Figure 2-5.



Figure 2-5. Available fire flow without looping.



## Technical Memorandum

Several looping alternatives were modeled to meet the 4,500 gpm fire flow requirement as shown in Figures 2-6 through 2-8. Figure 2-6 shows more extensive looping with 8-inch sizing to satisfy a minimum 4,500 gpm fire flow demand. Figure 2-7 shows minimum looping with a combination of 8-inch and 10-inch sizing to satisfy the fire flow demand. Figure 2-8 shows increased fire flow availability for 10-inch sizing and minimum looping. The looping alternatives require one of two options to connect to the existing system on the east side of the development. Option 1 includes upsizing an existing 6-inch line and generating a loop to the project site. Option 2 includes up to a 16-inch loop (as sized in the Water Master Plan) to connect to existing piping on SE Armory Way. At time of development, pipeline sizing and phased looping should be coordinated with MWL. Additionally, MWL will consider oversized looped piping for the broader service area for the connection on the east side.

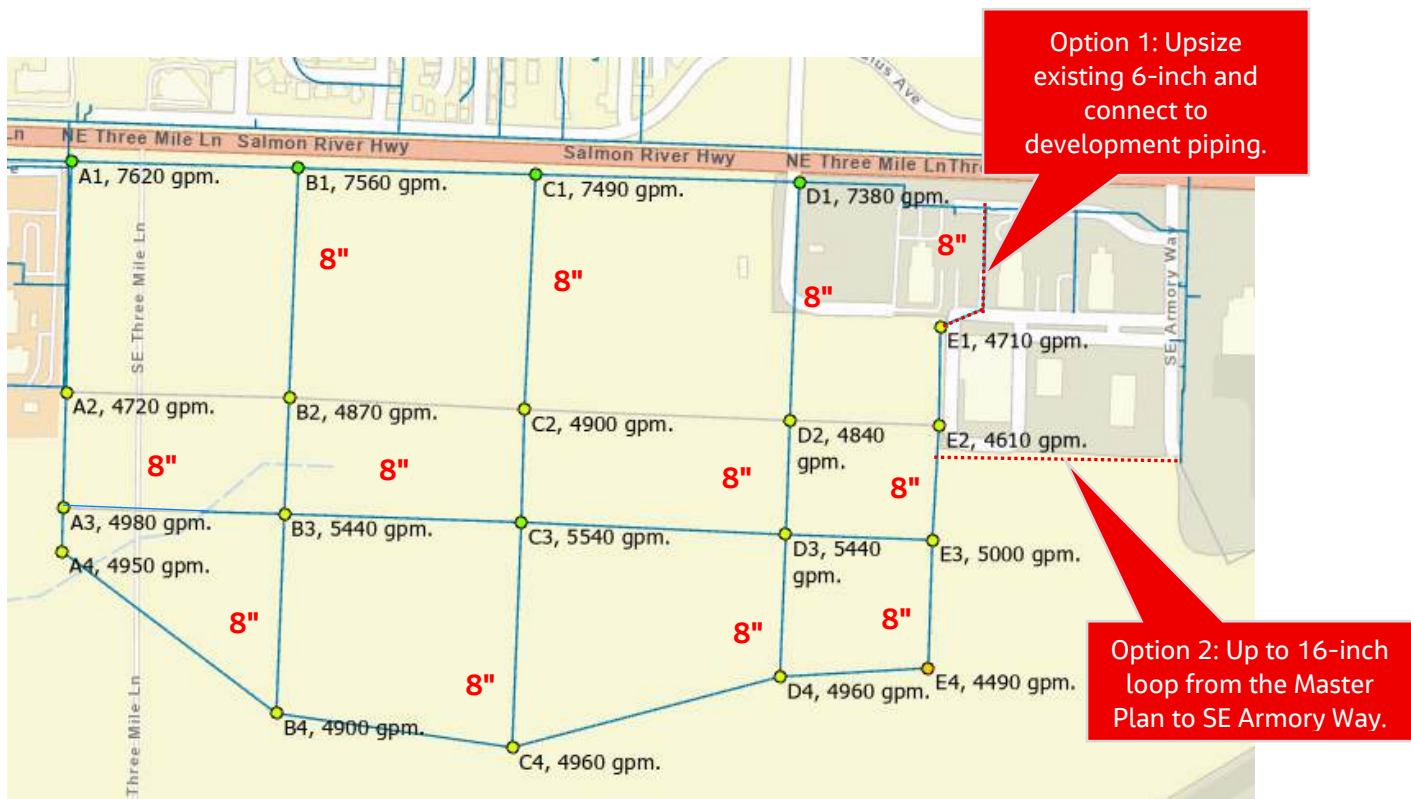


Figure 2-6. Available fire flow with minimum looping and 8-inch minimum sizing. Grey pipe loop inactive for this scenario.



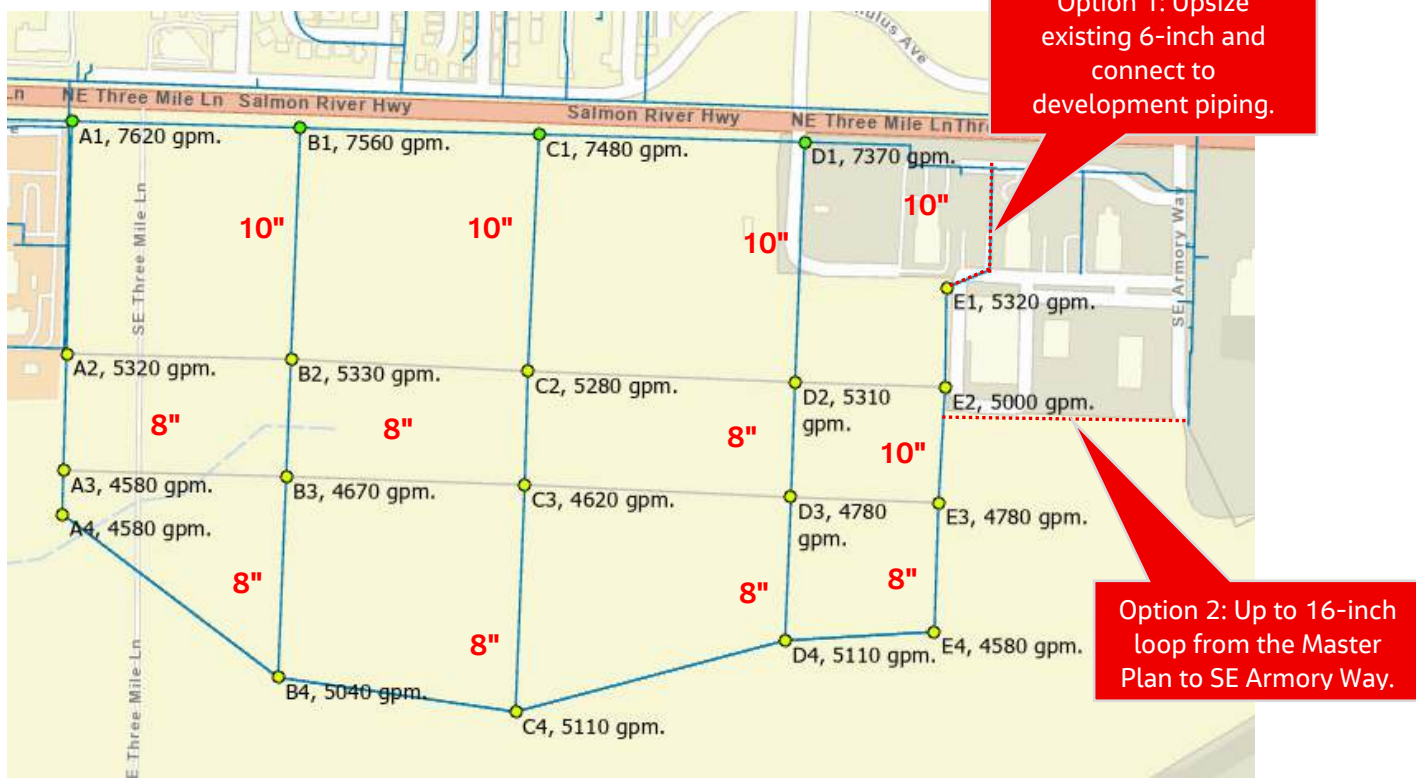


Figure 2-7. Available fire flow with minimum looping and 8 to 10-inch mixed sizing. Grey pipe loops inactive for this scenario.



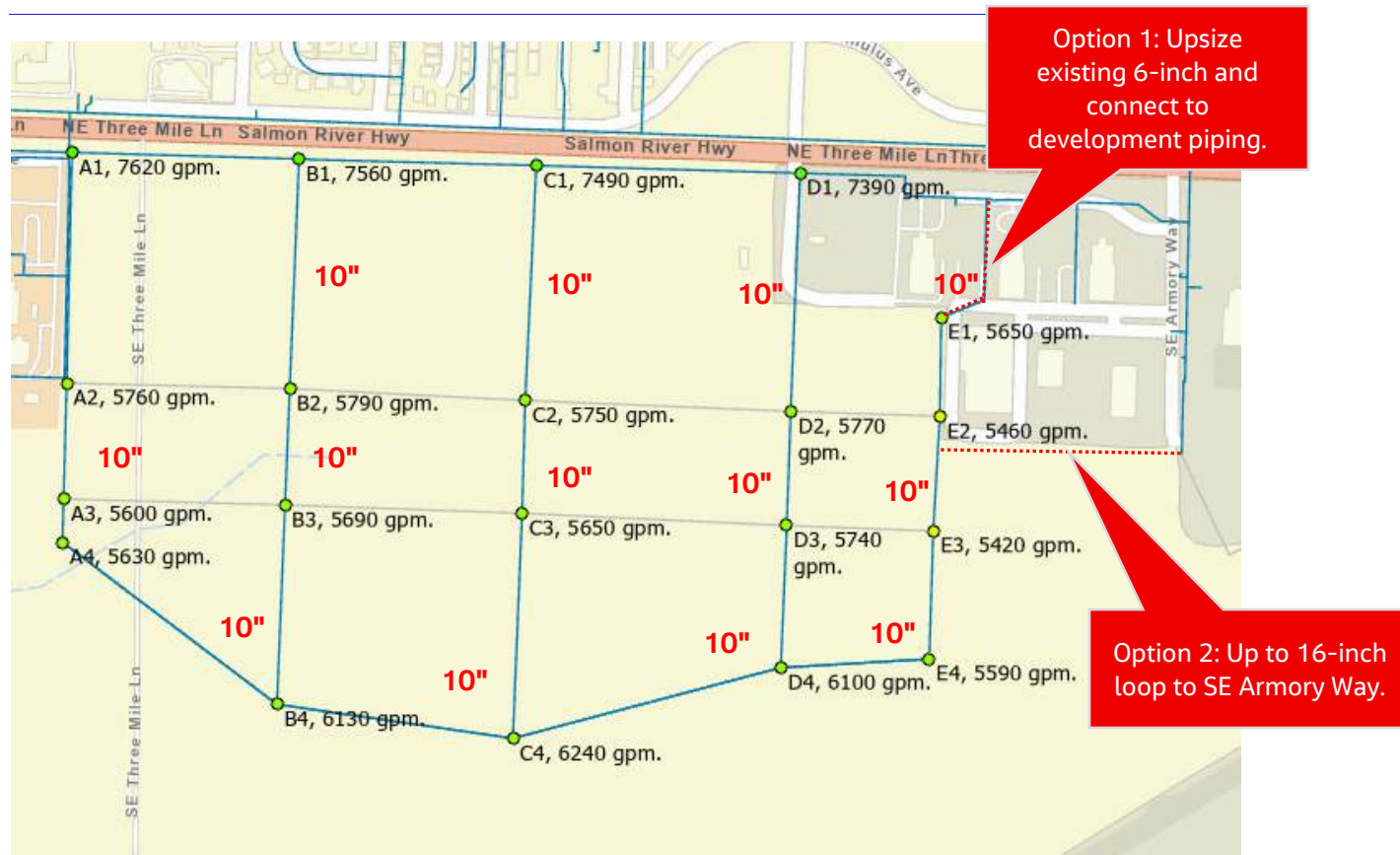


Figure 2-8. Available fire flow with minimum looping and 10-inch sizing. Grey pipe loops inactive for this scenario.

### 3. Sanitary Sewer System Evaluation

#### 3.1 Criteria

The City's criteria for evaluating existing gravity sanitary sewers focuses on the allowable surcharging (water depth above crown of pipe) during a wet weather event (minimum 5-year frequency) and limiting the depth of flow within 80-percent of the pipe's crown during dry weather conditions. For pump stations, the criteria focus on the peak hour wet weather flows, with the largest pump out of service (firm capacity). Force main criteria compare velocity during varied operational conditions, with 8 and 10 feet per second (FPS) being critical maximum thresholds.

Deficient sanitary sewers assume a high risk to property and public health when the surcharged water depth or hydraulic gradeline (HGL) is within 3 feet of the ground surface (also known as freeboard, which is defined as the clearance from the water surface elevation to the manhole rim), during the design storm. A moderate risk occurs when the surcharged HGL is within 10 feet of the ground surface during the design storm.

Surcharge can occur within the system due to one or more conditions, including capacity limitations (where the full capacity of the pipeline is less than the peak flow to be conveyed) or backwater conditions (where downstream capacity limitations cause a backup of the water in the upstream system).

Flow rates were developed for the proposed Project site, which includes the following components:



- **Dry Weather Flow (DWF):** Wastewater from residential, commercial, and industrial sources. DWF is primarily a function of population and employment with varied wastewater discharge throughout the day. Typical diurnal variation includes low flow rates in the middle of the night and peaks during the morning and early evening hours. DWF is summarized for summer months and winter months. The winter months may also include a component of groundwater infiltration (GWI) consistent with saturated soils and groundwater base flow entering defective pipes. DWF for both summer and winter excludes periods of rainfall. A peak flow factor of 1.6 to 1.7 is used to estimate peak DWF in the system.
- **Groundwater Infiltration (GWI):** Defined as groundwater entering the collection system unrelated to a specific rain event. GWI occurs when groundwater levels are above the sewer pipe invert and infiltration occurs through defective pipes, pipe joints, and manhole walls. This component of the wastewater flow is typically seasonal and higher during the winter months.
- **Wet Weather Flow (WWF):** Also known as rainfall-derived infiltration and inflow (RDI/I), wet weather system response includes stormwater that enters the conveyance system during or immediately following a rain event. Stormwater inflow reaches the conveyance system by direct connections, such as unauthorized roof downspouts connected to sanitary sewers, yard and area drains, holes in manhole covers, or cross-connections with storm drains or catch basins. Infiltration includes flow that enters defective pipes, pipe joints, and manhole walls after percolating through the soil during and immediately following a storm event.

Two flow scenarios were developed for the Project site, including: (1) a dry weather flow scenario, assuming a "C-3, or General Commercial" land use density for Commercially-identified areas and a "General Industrial" land use density for the Employment-identified areas, and (2) a wet weather flow scenario, accounting for RDI/I rates between 2,500 and 4,000 gallons per net or developed acre per day (GPNAD).

### 3.2 Planning Review

Sewer flow were based on the provided Project area breakdown (Table 1-1). These quantities are summarized in Table 3-1. Peak DWF was estimated to be 72 gpm,. Based on the range of RDI/I and developed acres, RDI/I amounts to 217 gpm to 347 gpm. The highest combination of Peak DWF and RDI/I results in a peak WWF of 419 gpm. The higher values were used to check the size of the proposed sewer mains and downstream infrastructure capacity.



Table 3-1. Sewer Flow Scenarios.

| Flow Loading Component      | Low-Flow (with 2,500 gpnad RDI/I) | High-Flow (4,000 gpnad RDI/I) | Units        |
|-----------------------------|-----------------------------------|-------------------------------|--------------|
| Gross Acres                 | 192.2                             | 192.2                         | acres        |
| Net Acre Factor             | 0.65                              | 0.65                          | N/A          |
| Net Acres (developed acres) | 125.0                             | 125.0                         | acres        |
| Equivalent Dwelling Units   | 456.4                             | 456.4                         | units        |
| Units Per Net Acre          | 3.65                              | 3.65                          | units/acre   |
| Persons Per Unit            | 2.57                              | 2.57                          | persons/unit |
| Per-Capita Flow             | 54.6                              | 54.6                          | GPCPD        |
| Dry Weather Peaking Factor  | 1.62                              | 1.62                          | N/A          |
| Peak RDI/I Rate             | 2500                              | 4000                          | GPAD         |
| Average DWF                 | 0.064 (44.4)                      | 0.064 (44.4)                  | MGD (GPM)    |
| Peak DWF                    | 0.104 (72)                        | 0.104 (72)                    | MGD (GPM)    |
| WWF (Peak DWF + RDI/I)      | 0.416 (288.9)                     | 0.603 (419.1)                 | MGD (GPM)    |

### 3.3 Sewer Capacity Validation

The existing sewer system was modeled with the future flows DWF and WWFs from the Project site. The existing trunk sewer HGL along Three Mile Lane is presented in Figure 3-1. The existing trunk sewer with the addition of DWF and WWF from the Project site is presented in Figure 3-2. The existing system is deficient upstream of the Project site and surcharged downstream of the initial proposed discharge location from the Project site.



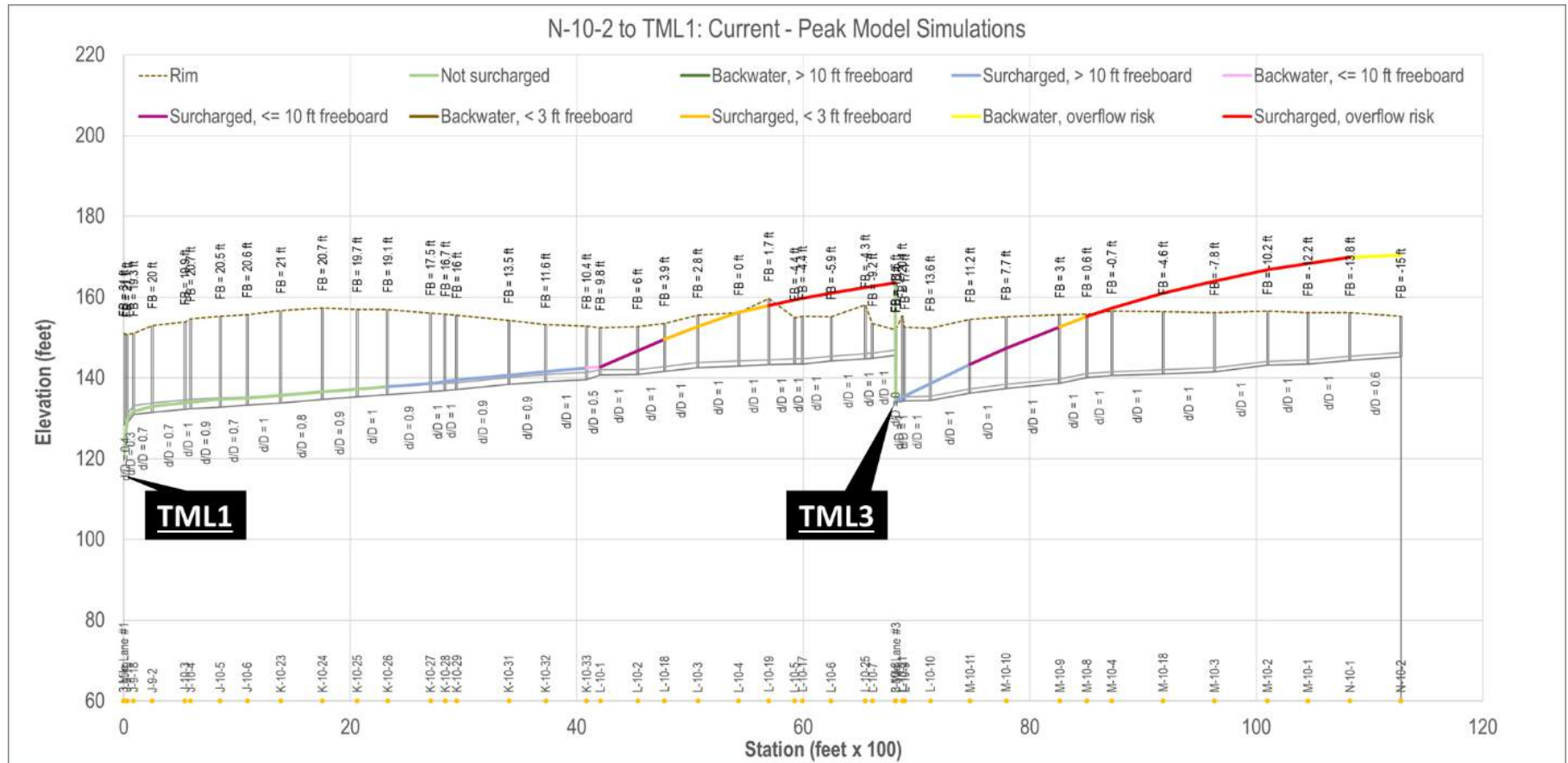


Figure 3-1. Peak HGL, Design Storm, Existing Conditions Prior to Development of the Landing; Time Frame: 2025.



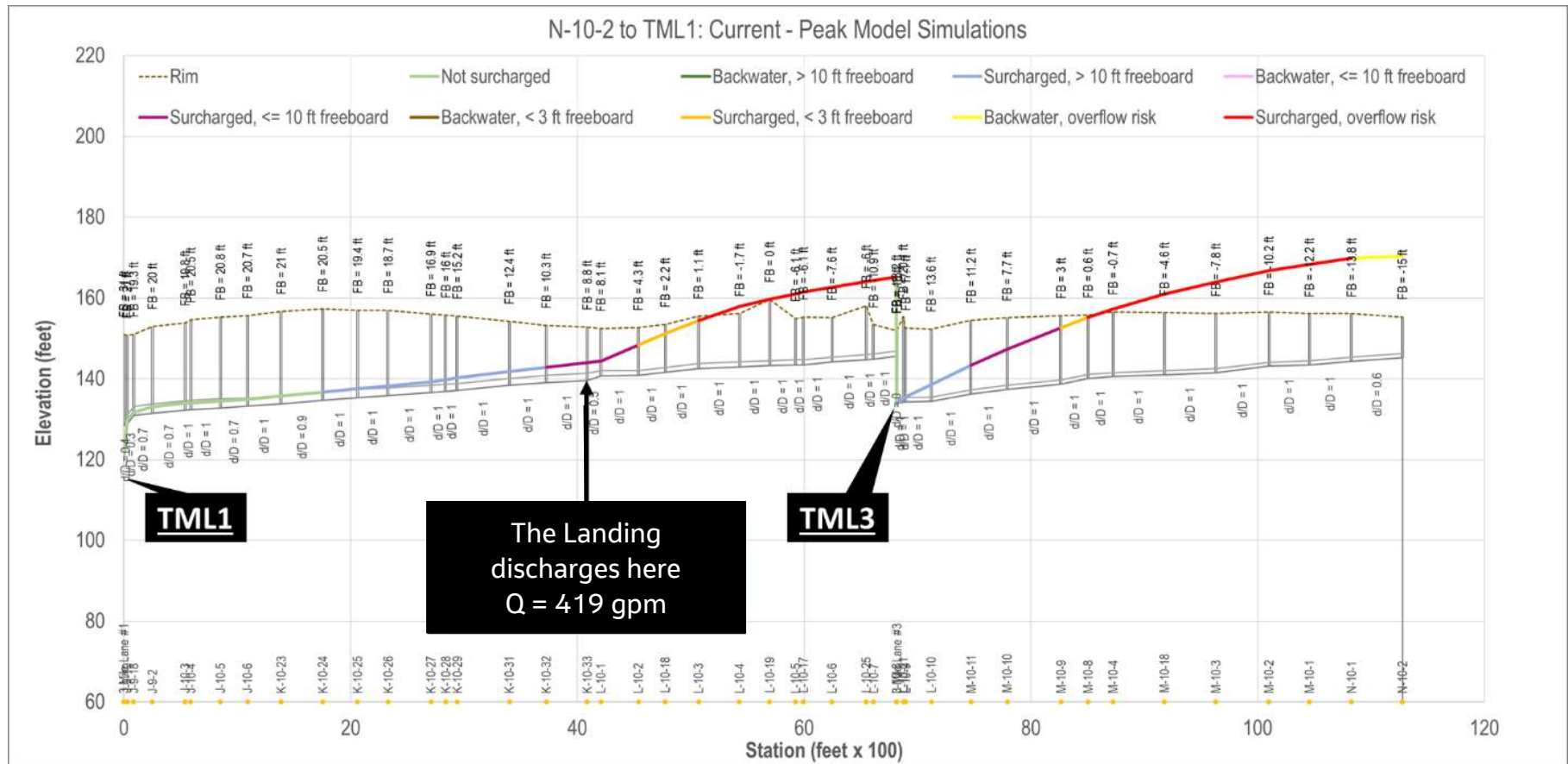


Figure 3-2. Peak HGL, Design Storm, Existing Conditions with Flows from the Project Site Discharging into the Gravity Trunk on Three Mile Lane ; Time Frame: 2025.



### 3.3.1 Sewer Capacity Alternatives Evaluation

Three alternatives were considered in the City's Wastewater Master Plan to address development along Three Mile Lane including the Project site. These alternatives include:

- Alternative 1 – Three pump stations + partial gravity trunk replacement
- Alternative 2 – Two pump stations + partial gravity trunk through the Project site
- Alternative 3 – One pump station + full gravity trunk through the Project site

### 3.3.2 Alternative 1- Three Pump Stations + Partial Gravity Trunk Replacement

Alternative 1 includes the following:

- Upgrades to Three Mile Lane #3 Pump Station (PS).
- Address gravity conveyance capacity constraints upstream and downstream of Three Mile Lane #3 PS.
- Improve capacity at the Three Mile Lane #1 PS.
- Add a local pump station and local gravity conveyance within the Project site to pump flow to the Three Mile Lane Trunk, in the vicinity of the Medical Center.
- RDI/I reductions in the Three Mile Lane service area.

Alternative 1 is presented in Figure 3-3.



Figure 3-3. Alternative 1 Proposed Layout.

### 3.3.3 Alternative 2 - Two Pump Stations + Partial Gravity Trunk through Project Site

Alternative 2 includes the following:



- Decommission Three Mile Lane #3 PS.
- Address gravity conveyance capacity constraints upstream of the decommissioned Three Mile Lane #3 PS and construct a deeper upstream replacement to the gravity system to minimize the regional gravity depths within the Project site.
- Add a combination of local and regional gravity conveyance through the Project site, with a new regional pump station capable of pumping flows generated by both the Project site and the contributing area upstream of the now decommissioned Three Mile Lane #3 PS.
- Improve capacity at the Three Mile Lane #1 PS.

Alternative 2 is presented in Figure 3-4.



Figure 3-4. Alternative 2 Proposed Layout.

### 3.3.4 Alternative 3 - One Pump Station + Full Gravity Trunk through Project Site

Alternative 3 includes the following:

- Decommission Three Mile Lane #3 PS.
- Address gravity conveyance capacity constraints upstream of the decommissioned Three Mile Lane #3 PS and construct a deeper upstream replacement to the gravity system to minimize the regional gravity depths within the Project site.
- Add a combination of local and regional gravity conveyance through the Project site. The new 24-inch trunk sewer will serve the Project site and contributing areas upstream of the now decommissioned Three Mile Lane #3 PS. Construct new 24-inch gravity trunk parallel to existing gravity trunk on Three Mile Lane to the Three Mile Lane #1 PS.
- Improve capacity at the Three Mile Lane #1 PS.

Alternative 3 is presented in Figure 3-5.



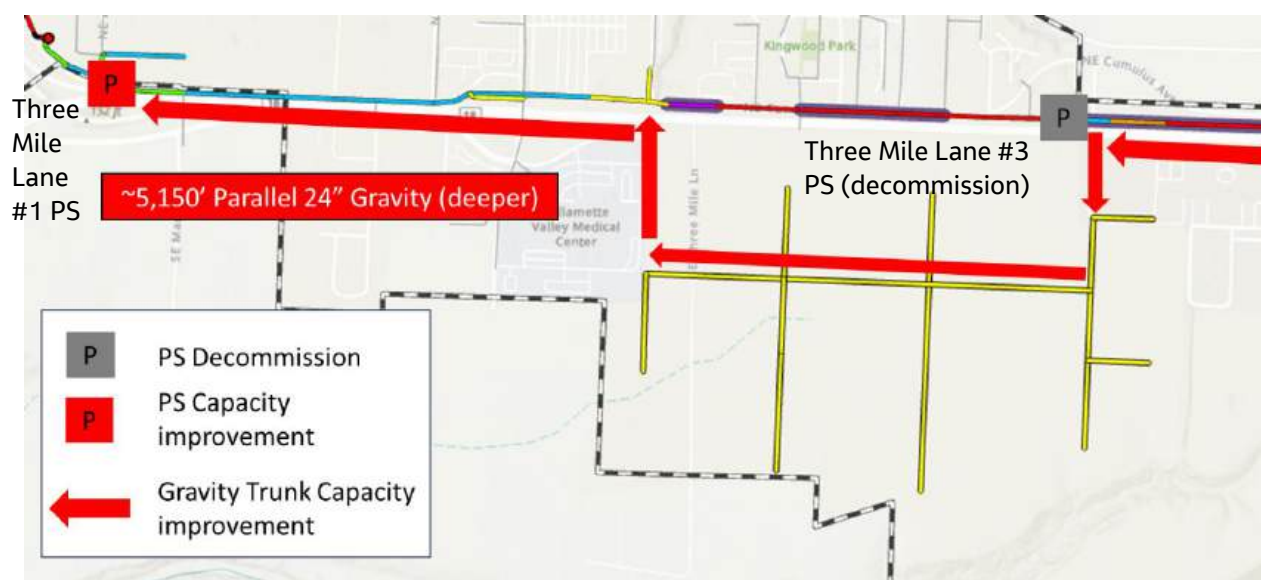


Figure 3-5. Alternative 3 Proposed Layout.

### 3.3.5 Downstream Impacts

The sanitary sewer currently has limited capacity at the manhole along the Three Mile Lane Trunk, adjacent to the Project site. The site buildout of 419 gpm generates capacity deficiencies downstream and upstream of the trunk sewer including surcharge/backwater condition upstream. The sewer system also has capacity limitations in the downstream system including the Three Mile Lane Pump Station #1 and the Raw Sewage Pump Station. These overall system capacity constraints are being addressed in the City's Wastewater Master Plan.

### 3.3.6 Preferred Sewer Alternative

The preferred alternative for the sanitary sewer collection system selected by the City in the Wastewater Master Plan is Alternative 3. The long-term cost of constructing and operating gravity infrastructure is lower than the long-term costs of constructing and operating pump stations. Alternative 3 reduces the number of pump stations that the City will maintain and replace in the future. Gravity infrastructure has a life cycle of 80 to 100 years, while pump station mechanical and electrical equipment require replacement every 20 to 25 years.

During the alternatives analysis, the following items were discussed with City staff in selecting the preferred alternative:

- Existing infrastructure upstream is a source of RDI/I with potential for rehabilitation; however, maximum upstream flow reduction is inadequate to eliminate downstream projects. Alternative 3 does not rely on the success of RDI/I reduction to offset new development flows, but the City may want to consider the RDI/I abatement in addition to the recommended improvements.
- The Three Mile Lane #3 Pump Station is currently under capacity per master plan operating criteria (i.e., deficient at firm capacity, largest pump out of service), as exhibited by flow monitoring time series and projected time series for design storms.
- The Three Mile Lane #1 pump station is near capacity, and the addition of the entire Project site will generate a capacity deficiency requiring additional pumping capacity. Additional investigation is



required to understand the full requirements for improvement of the pump station including review of mechanical, electrical, generator, and instrumentation/control components of the station relative to future flows. The City Engineering Staff prefer pumping capacity improvements that maximize the use of the existing 16-inch force main bridge crossings and avoid an additional river crossing.

- The City Engineering Staff noted interest in decommissioning the pump station at Three Mile Lane #3, in accordance with the Wastewater Master Plan.
- The City Engineering Staff noted a preference to minimize future reliance on pump stations in this area and, rather, a preference for relying on gravity piping where possible. The upper portion of Three Mile Lane (and the Project site) could be conveyed via gravity to Three Mile Lane #1 wet well and pump station. This would reduce the constraints on the gravity conveyance portion of Three Mile Lane downstream of Three Mile Lane #3 pump station.
- Beyond the capacity and surcharge constraints in the Three Mile Lane area, downstream capacity bottlenecks should be coordinated with system wide development including the Project site, particularly at the Raw Sewage Pump Station located off Riverside Dr.

### 3.3.7 Sanitary Sewer Capital Improvements

Sanitary sewer collection system capital projects recommended as a result of the alternatives analysis for the Wastewater Master Plan to serve the Project Site are described below.

- Parallel gravity sewer on Three Mile Lane from Three Mile Lane #3 PS, through the Project site, and along Three Mile Lane to the Three Mile Lane #1 PS (12,500 feet, 24-inch at 20 foot depth, \$14.3 million, 2024 dollars, timing based on development). This project will also allow decommissioning of the upstream Three Mile Lane #3 PS.
- Capacity upgrade to the Three Mile Lane #1 PS (increase firm capacity of station from 6.3 million gallons per day, mgd to 8.5 mgd, \$4.5 million, 2024 dollars, timing TBD and may be development dependent).
- Downstream improvements at the Raw Sewage Pump Station site including screening, storage, and pumping upgrades (project specifics and costs are being refined with the Wastewater Master Plan, timing TBD)

## 4. Conclusions

### 4.1 Water

The water system has adequate capacity for domestic and fire flow demands with improvements including the proposed 8-inch looping to serve the Project site and a new connection to the existing system on the northeast side of the development. The new connection to the existing system includes either replacement of an existing 6-inch piping or constructing a new looped connection to SE Armory Way. At time of development, pipeline sizing and phased looping should be coordinated with MWL. Additionally, MWL will consider oversized looped piping for the broader service area for the connection on the east side.

### 4.2 Sewer

The preferred alternative for the sanitary sewer collection system selected by the City in the Wastewater Master Plan is Alternative 3. Infrastructure requirements for the Project site include at a minimum the new



24-inch gravity trunk through the Project site to Three Mile Lane #1 PS, local gravity mainlines, and capacity upgrades to the Three Mile Lane #1 PS. Additional downstream improvements to the Raw Sewage Pump Station site and associated timing are currently being considered with the Wastewater Master Plan and impact development system-wide.

The capital projects from the Wastewater Master Plan consider cost effective solutions for development throughout the City. Phased development of the Project site is subject to additional review with the City including negotiation of partial improvement requirements in the downstream system and cost sharing for infrastructure serving areas beyond the Project site.

## 5. References

City of McMinnville, Oregon (2022). *Three Mile Lane Area Plan*.

McMinnville Water & Light. (2022). *McMinnville Water & Light Water Specifications & Design Criteria*.

McMinnville Water & Light. (2011). *Water System Master Plan*.

McMinnville Water & Light. (2025). *Water System Master Plan Draft Addendum*.



107



# Appendix



# McMinnville Innovation Campus

## Community Engagement Plan

October 2024



Prepared for:



**City of  
McMinnville**

City of McMinnville

Prepared by:



JLA Public Involvement

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# INTRODUCTION

This Community Engagement Plan (CEP) will guide stakeholder and public involvement during the Innovation Campus planning project. The CEP reflects commitments from the City of McMinnville, Walker Macy, and JLA Public Involvement to carry out community engagement activities designed to keep key community groups and the broader public engaged and informed about the project and its goals. The Innovation Campus presents an opportunity to achieve the community vision identified in the Mac Town 2032 Economic Development Strategic Plan and the Three Mile Lane Area Plan (3MLAP) to create a collaborative space that serves the community's future needs of commercial development and high-density, upwardly mobile employment opportunities.

## PROJECT OVERVIEW

### Project Background

The Innovation Campus Master Plan will serve as the guide for how this 200-acre tract of land on the southside of Highway 18 will grow and develop supporting the community of McMinnville by providing jobs and retail opportunities.

This project will build upon the concept identified in the Mac Town 2032 Economic Development Strategic Plan and the Three Mile Lane Area Plan (3MLAP). These two adopted plans identified a community vision of a Retail Center and Innovation Campus to serve the community's future needs of commercial development and high-density, upwardly mobile employment opportunities. With almost 200 acres, the area is one of Oregon's largest industrial sites. Located on Highway 18 near the McMinnville Municipal Airport, the site presents an opportunity to be developed into a space that will further foster the economic growth of the area. The goal of this work is to help the City and region prepare for development to ensure that the Innovation Campus and Retail Center offer an adequate mix of commercial opportunities and community gathering spaces that serve the community, and create opportunities for employment and business development that achieve the community vision. The project will build on the previous public engagement that informed the MAC Town 2032 Economic Development Strategic Plan and the Three Mile Lane Area Plan, provide opportunities for more public input, and host conversations with property owner groups, residents and businesses in the area, and community members.

This project will encompass both the Retail Center and 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),
- Analyzing the public infrastructure feasibility necessary to support the chosen master plan scenario, including wastewater, water, transportation, electricity, broadband, etc.,
- Writing and adopting design and development standards for the area, and
- Develop professional marketing for the site, which will include branding, communications tools, and a website.



## Innovation Campus Vision Statement

**This Innovation Campus is envisioned to be a collaborative space that supports and nurtures entrepreneurial aspirations and fosters high wage employment opportunities while offering public spaces and green spaces for community members to enjoy.**

The campus is intended to be a high-density employment campus responding to the next generation of industrial and entrepreneurial jobs where research and development are nurtured and supported in a thoughtful and intentional campus design in partnership with product manufacturing. The campus will house a variety of commercial and industrial spaces to serve diverse industrial and entrepreneurial development needs including class "A" office space, flex spaces, spaces that help smaller businesses grow and manufacturing facilities, interconnected with trails and public open spaces as well as a mixed-use retail center.

## Engagement Objectives

The primary engagement objectives of the Project are:

- **Implement a transparent and inclusive process** that incorporates meaningful input from a wide range of community members and interested parties.
- **Create an Innovation Campus plan** that builds on previous efforts and integrates new feedback that clarifies future campus needs, including the right mix of commercial, industrial and public spaces on the Innovation Campus.
- **Carry forward all the above objectives with an equitable, creative and innovative approach** that feels unique and inspiring to the McMinnville communities and provides equal opportunities for all interested to provide meaningful input.
- **Work collaboratively with project and agency partners** to understand their priorities related to the innovation campus to identify aligned opportunities

## Project Area

The site for the Innovation Campus is around 200 acres, one of Oregon's largest industrial sites. It sits on Highway 18 near the McMinnville Municipal Airport. The subject area is located between the Willamette Valley Medical Center and the Springs Living Headquarters. Evergreen Aviation and Space Museums and Event Center are across the highway and Chemeketa Community College is to the west of the site. The location is 3 minutes from McMinnville's historic downtown.

The site itself is flat with stunning views of the Yamhill River riparian corridor and the Oregon mountains and is adjacent to Galen McBee Park.









## Anticipated Project Timeline

This effort is anticipated to take 18 months and will conclude in December 2025.

## PUBLIC INVOLVEMENT GOALS

With every engagement opportunity, the team will measure progress toward meeting these goals for public involvement and communication.

- **Engage the public to:**
  - Educate them on how land-use decisions inform future possibilities for the campus in ways that are understandable, relatable and easy to provide feedback on.
  - Help identify near- and long-term needs and desires for a new employment center and options for sustainable development.
  - Build on the community vision described in adopted plans.
- **Engage diverse communities and those who historically have been left out of public planning,** such as people of color and people surviving with limited resources.
  - Devote energy, scope, and budget to engage them.



- Create welcoming and culturally relevant engagements where questions and new ideas feel welcomed.
- Explicitly reach out to and incorporate feedback from those who are first and worst impacted by land use decisions.
- Elevate these voices and their needs in final decisions.
- **Give the public complete, accurate, understandable and timely information** throughout the project:
  - Explain information in simple, clear terms.
  - Provide all relevant project documentation on the project website.
- **Listen to the public and follow up:**
  - Practice active listening to better understand the lived experiences of community members.
  - Ask questions the public can answer based on real-life needs and goals.
  - Allow everyone to participate at their own level of comfort, to make the best use of their time and energy.
  - Follow up with the public with how and why we did or didn't incorporate what they shared into the plan.
- **Grow the city's relationships with property owners and key participants** to build trust.
- **Collaborate with interagency partners** — the Project Advisory Committee (PAC), Technical Advisory Committee (TAC), Planning Commission, City Council, City staff, Business Oregon and Oregon Department of Transportation (ODOT).
- **Comply with [Civil Rights Act of 1964 Title VI requirements](#):** Ensure that public involvement is:
  - Consistent with applicable state and federal laws and requirements.
  - Sensitive to local policies, goals, and objectives.

## PUBLIC ENGAGEMENT ACTIVITIES

### Project Advisory Committee

The Project Advisory Committee (PAC) is comprised of a Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) that will provide feedback and advice to help build the Innovation Campus Plan. The City will lead the formation of the PAC. Walker Macy and JLA Public Involvement will co-lead the facilitation of meeting conversations and develop meeting materials. PAC members will provide feedback on the proposed plan approaches based on their individual expertise, input they gather from their constituencies, their lived experiences and their understanding of what will work near-term and long-term in McMinnville. Additionally, members will support outreach by connecting the project team with their community groups when opportunities arise.

The committee will meet approximately 6 times for 2 hours each, beginning in September 2024 and ending in fall 2025. Meeting materials will be provided to PAC members approximately seven days prior to each meeting. These meetings will be held hybrid both in-person and online via ZOOM.



**The committee will engage in in-depth discussions to help develop the Innovation Campus into a collaborative space for communities and businesses. The following are some examples of discussion questions:**

- *How can we make this campus attractive and accessible to entrepreneurs and businesses looking to start-up, expand or relocate their business in McMinnville?*
- *How can the City “set the table” for this campus to be successful in terms of infrastructure, public amenities and regulatory support?*
- *What kind of goods and services should be available? What kind of space would the businesses prefer? What should the campus look like in terms of the built environment (buildings, landscaping, lighting, signage, roads)?*
- *How can this development enhance the gateway to McMinnville along Highway 18?*
- *How do we maximize the proximity to the McMinnville airport as a business attraction?*
- *What kinds of green spaces (parks, trails) are needed and how can we ensure equitable access?*
- *Where should transit routes be located? How can we promote alternative transportation modes such as transit, walking and biking?*
- *How should the Innovation Campus connect to neighboring areas in McMinnville?*
- *What resources would be useful to workers looking to grow their skills?*

The 6 meetings will be scheduled to align with technical milestones. The first meeting is planned for September 2024 and will focus on project overview, background, and context. The last meeting is planned for September 2025 and will focus on the final report and training committee members on how to give City Council testimony if they choose to do so.

**Preliminary Schedule and Topics of Discussion** *(Note: dates are subject to change)*

- Recruitment for members began in late July 2024.
- PAC #1 - Project Overview, PAC participation and goal, background information including initial findings and previous studies. (September 25, 2024)
- PAC #2 – Discussion of site and infrastructure analysis and case studies (November 4, 2024)
- PAC #3 – Discuss and review refined, preferred master plan, transportation assessment, infrastructure feasibility, branding platform, draft code concepts, and public input from Open House #1 (March 3, 2025)
- PAC #4 – Discuss and review the draft code (May 5, 2025)
- PAC #5 – Discuss and review final Innovation Campus Plan (June 16, 2025)
- PAC #6 – Joint work session with the City Council and Planning Commission to discuss and review draft Infrastructure Improvement Report (September 23, 2025)

The City and consultants will work to provide support to lower the barriers to participation. This may include translated materials, language interpretation, and transportation support. Equity extends beyond these participation barriers. When possible, the consultant team will work to provide technical knowledge training, incorporate community bonding time into the agendas, and create spaces for open questions and discussion during these meetings.



## Community Involvement: Community Advisory Committee

This project will include a Community Advisory Committee (CAC). The CAC is intended to represent the different interest groups represented in the Three Mile Lane Area and the community, as well as the property owners, and business community. The CAC will provide feedback on all aspects of the Innovation Campus Master Plan.

## Expert Involvement: Technical Advisory Committee

This project will also include a Technical Advisory Committee (TAC). The TAC is scheduled to meet two times during the project duration. The TAC will provide technical feedback on all aspects of the Community Plan. Representatives on the TAC will include staff from the following: City of McMinnville Community Development Department, Public Works, McMinnville Water & Light, and Oregon Department of Transportation.

## Public Engagement Activities

In addition to engagement through the Community Advisory Committee, the project team will utilize the following strategies to engage the property owners and larger McMinnville community:

- **Property Owner Group Interviews** will be held to better understand what property owners want to achieve out of this process. Proprietary information will be kept confidential. City staff and consultants will be present to answer questions and engage in discussions. The interviews will be held virtually. These discussions will build upon previous conversations and engagement with the property owners and include Consultants and City staff. Each interview will be one-hour long.
- **Focus groups** will be designed to reach non-English speakers, marginalized communities and other community members who may not be engaged through traditional outreach avenues who live in or near McMinnville. These meetings will be either topical or community-focused, for example they may focus on transportation, economic development, or focus on engaging a community group. Outreach will use diverse recruitment, by working or partnering with local leaders, community-based organizations, schools (K-12), higher education, and influencers. All meetings will be American Disabilities Act (ADA) accessible and be facilitated in English, with a Spanish-language interpreter and translated materials as needed. Technical information will be explained clearly and simply, broken down for the greatest accessibility of all participants. These meetings may be virtual or hybrid (virtual and in-person) depending on the topic or participant preference. Focus group participants will get follow up communications that allow them to see how their input was integrated and what the next step to participate will be.
- **One In-Person Open House** will be held for community members to review and provide feedback on a refined master plan scenario and branding concepts. This event will directly inform the final plan. The City will provide up to three (3) online information sessions to help community members better understand the information being presented and to share project information. The open house will be a drop-in style event, be held in an accessible venue and provide light refreshments. It will be promoted on the City's website, social media and other platforms.
- **One Online Open House** will share initial code concepts and design standards for the Innovation Campus. It will help the community understand how code and design standards inform what can be



done on a property, what it may mean for the city and ask for feedback. The Online Open House will remain open for two weeks and be hosted on the Consultant team's online open house platform.

- Additional outreach activities led by the City include:
  - Providing community presentations at community meetings and as requested.
  - Providing information about the project at the McMinnville Farmers Market weekly at the City's information tent.
  - Responding promptly to community member calls and emails to address questions.

These meetings and materials will be conducted and developed in English and translated into other languages as requested. When planning these events and designing materials, the team will consider the following factors:

- Accessibility, both digital and in-person, such as location, timing, and screen readability.
- Participation compensation for culturally focused outreach events, especially for focus group meetings.
- Professional interpretation will be provided for non-English speakers as requested.
- Creating a comfortable environment for open conversation and dialogue for all participants.
- Providing childcare at the open house event and focus group meetings to be more inclusive of families.

## Communications

Communication is essential to community engagement and will be led by City staff.

- A **project webpage** is on the City's website located at <https://www.mcminnvilleoregon.gov/innovation-campus-project>.
- **Communication materials** including factsheets, mailers and utility bill inserts will be created to provide project updates and supplement outreach activities.
- **Social media posts** will be used to promote public outreach opportunities.
- **Media releases** will be distributed periodically to local news outlets including the News Register.

## Demographic Considerations

Engagement materials will be translated into Spanish and other languages as needed by the City of McMinnville. The most common languages spoken at home in McMinnville are Spanish, Chinese, and German. The project team will look for opportunities to engage with Hispanic, Latino and other cultural groups.

Most residents in Yamhill County and the City of McMinnville have access to the internet and technology. Outreach activities will be conducted both virtually and in-person.

*Note: The following considerations were informed by data shown in Appendix A, collected from [Census Quick Facts](#) (2018 – 2022), [Oregon Department of Transportation Translation Advisory Council](#) and [Point2Home.com](#).*

## DESIRED COMMUNITY INPUT

The following is a list of the types of input this process will seek out. This list is not comprehensive, nor are these intended to be the exact questions posed to the public. They are the concepts that are essential for the community to weigh in on for a successful Innovation Campus Plan. Engagement will build upon the visions



and goals identified in the previous plans that had been adopted by the City. Discussions will focus on priorities and trade-offs of the different ways to achieve the community's goals.

- *What kind of employment opportunities would you like to see at the Innovation Campus?*
- *What types of spaces are needed for emerging and expanding businesses?*
- *What support and resources do you need as an entrepreneur, worker or business owner and would like to see at the Innovation Campus?*
- *What types of amenities can the campus offer to attract employers and employees?*
- *What types of public space and outdoor amenities should be included in the Innovation Campus?*
- *How can we ensure access and connectivity of the Innovation Campus with the broader McMinnville?*
- *How can we develop the Innovation Campus into something that is uniquely McMinnville?*
- *How do you define a McMinnville's community identity?*

## KEY MESSAGES

Throughout the project, the project team will use these key messages in public communications. These messages will be updated as needed to reflect the project's progress.

### McMinnville Innovation Campus

The project team will use these key messages to build all public communications and update them as needed to reflect progress.

## Basic Parameters

We're planning the McMinnville Innovation Campus — the city's next employment hub.

- The project site is around 200 acres on Highway 18, near the McMinnville Municipal Airport.
- The campus will be a collaborative space with a mix of high-wage, high-density employment with industrial businesses and commercial opportunities that serve the employment district and the community at large with public amenities, including green spaces and trails.

## Value Proposition

Planning the Innovation Campus will:

- Serve future needs for industrial and commercial development.
- Promote high-wage, high density job growth.
- Define a community identity unique for McMinnville.



## Public Call to Action

Over the next year, you can join us and share your thoughts. **Your feedback can:**

- Help us plan an innovative space that reflects McMinnville's identity and serves the city's future employment and commercial needs.
- Inform what businesses need to thrive.
- Help us consider what the campus could be for employers, employees and community members.

Find updates on the project website at: [mcminnvilleoregon.gov/innovation-campus-project](https://mcminnvilleoregon.gov/innovation-campus-project)

## Timeline

We'll complete the Innovation Campus plan in December 2025. Then the City of McMinnville will adopt it as part of their land-use program, including public hearings at the Planning Commission and a final decision by City Council to adopt the Plan at one of their business meetings.

## Background and Details

The Innovation Campus will mix businesses with public space and green space.

We'll plan it with innovation, collaboration and community in mind, providing an inspiring environment for like-minded businesses to grow together.

This project will:

- Build on community visions identified in previously adopted Three Mile Lane Area Plan and Mac Town 2032.
- Develop a master plan with a preferred-growth scenario.
- Complete a public infrastructure feasibility analysis.
- Develop design standards and codes.
- Develop marketing, including branding, communications tools and a website.
- Feature walkable, accessible pockets of nature to invoke a sense of community and foster wellness.
- Support City goals and initiatives:
  - **A thriving McMinnville:** The campus will be uniquely McMinnville and contribute to the city's growing economy. We'll plan it to support and complement existing businesses.
  - **Furthering local businesses and developing opportunities:** The campus will provide resources for local businesses to grow and for entrepreneurs to develop their ideas and create more professional opportunities.







## RELATED PROJECTS AND WORK

The following are plans that identified the Innovation Campus concept and community vision. These plans have been adopted by the City of McMinnville.

- Mac Town 2032 Economic Development Strategic Plan, adopted by Resolution No. 2019-16
- Three Mile Lane Area Plan (3MLAP) adopted by Ordinance No. 5126 on November 8, 2022

## KEY STAKEHOLDERS

The public involvement process will seek to inform and engage the following types of affected and interested people and organizations in the project area:

- City of McMinnville residents
- Yamhill County
- McMinnville Economic Development Partnership
- City of McMinnville Municipal Airport
- Oregon Department of Transportation
- Business Oregon
- Mid-Valley Regional Solutions
- McMinnville elected officials
- Nearby Yamhill County residents
- McMinnville Technical Advisory Committee
- Project Advisory Committee
- Agency partners working on related plans or projects
- Area businesses and business organizations, including downtown
- Property owners
- Beverage industry, including wine and beer makers
- Evergreen Aviation and Space Museum and Event Campus
- Bike and pedestrian interests
- Transit interests, including current or potential passenger transit
- Culturally specific community-based organizations serving residents of the project area
- Freight and industrial interests
- Tech and Advanced Manufacturing employers
- Environmental and land conservation interests
- Tourism and recreation interests
- Developers
- Local event organizers
- Emergency services providers



## PUBLIC INVOLVEMENT STRATEGIES AND SCHEDULE

| Tool/Activity  | Description  | Responsible Party (Lead)  | Anticipated Schedule  |
|--|--|---|---|
| <b>Community Engagement Plan (CEP) and Project Charter</b> | The CEP outlines public involvement goals, activities and key messages for the project. The CEP will also include a demographic analysis of the project area.  | JLA – to research, write draft, and provide revisions<br><br>Walker/Macy – to review and provide feedback<br><br>City – to review and provide feedback.     | First Draft: September 2024<br><br>(ongoing updates)  |
| <b>Property Owner Interviews</b>                           | Three (3) Property Owner Group Interviews will be conducted either virtually or in-person.   | City – to attend and support communication.<br><br>JLA – to schedule, create meeting agenda and summaries, facilitate conversation.                         | September 2024  |
| <b>Communications</b>                                      | Includes website updates, mailers, social media posts and website updates.   | All communications will be led by the City.   | Ongoing   |
| <b>Project Advisory Committee</b>                          | Six (6) Project Advisory Committee meetings will be held with selected community members to engage in in-depth discussions to help develop the Innovation Campus Plan.<br><br>JLA will support up to four (4) meetings. The final meeting will be a joint work session with the Planning Commission and City Council to review the draft Infrastructure Improvements Report. | City – formation, communication;<br><br>Walker/Macy– to create agendas and meeting materials, and summary.<br><br>JLA – to attend and support facilitation. | Meeting #1: September 25, 2024<br><br>Meeting #2: November 4, 2024<br><br>Meeting #3: March 3, 2025<br><br>Meeting #4: May 5, 2025<br><br>Meeting #5: June 16, 2025<br><br>Meeting #6: Sept. 23, 2025 |



| Tool/Activity                              | Description   | Responsible Party (Lead)  | Anticipated Schedule   |
|--|---|---|--|
| <b>Technical Advisory Committee</b>        | Two (2) Technical Advisory Committee meetings will be held with selected topic experts to engage in in-depth discussion to help develop the innovation Campus Plan.   | City – formation, communication<br><br>Walker/Macy – to create agendas and summaries, facilitate.   | Meeting #1: Oct. 24, 2024<br>Meeting #2: TBD                       |
| <b>Focus Groups</b>                        | Two (2) Focus Groups will be conducted virtually.<br><br>Materials will be translated into Spanish or other languages as needed.  | JLA – to develop agendas, schedule meetings, facilitate, and provide a meeting summary  | Focus Group #1: Nov, 14, 2024<br><br>Focus Group #2: February 2025 |
| <b>Open House</b>                          | One (1) open house will be held to provide the broader McMinnville community an opportunity to give feedback on the refined master plan scenario and branding platform.   | City – reserve space and promote the event.<br><br>JLA – develop event plan, event displays, sign-in sheet, comment form and an open house summary.   | Open House: March 2025   |
| <b>Online Open House</b>                   | One (1) virtual open house will be held as a follow-up to the in-person open house to share code concept, discuss design standards and code concepts and gather community feedback. The Online Open House will remain open for two weeks. | City – promote the event and host up to three (3) online information sessions to guide community through the platform.<br><br>JLA – develop materials, online open house platform, and online open house summary. | Online Open House: April 2025                                      |
| <b>Community Engagement Summary Report</b> | At the completion of community engagement and outreach activities a report will be provided summarizing outreach activities, input received, and how the input was used and responded to.   | JLA – to gather data, and draft report in the form of a word document with graphs summarizing quantitative data when appropriate.<br><br>City – to review   | Fall 2025  |



# MEASUREMENTS AND MONITORING OUTREACH ACTIVITIES

The project team will evaluate the public involvement process on an ongoing basis to determine the effectiveness of the outreach effort.

At key milestones, the project team will assess how well the program is meeting the public involvement goals listed in this plan. While evaluation of these goals is necessarily subjective, the team will also consider the following more measurable objectives as the team assesses program effectiveness:

- Number of attendees that participated in the in-person and online events and how many provided comments.
- Number of project comments received (phone, email, comment cards, online); Comments received in public meetings, emails, comment cards and by phone that are relevant to the process and able to influence the plan.
- Number of comments provided in languages other than English.
- Number of people who have signed up for the interested parties list.
- Number of presentations requested and given to interested organizations and stakeholders.
- At the end of the process, the property owners feel well informed. This will be measured through conversations with each property owner and the City at the conclusion of the project to confirm.
- Project Advisory Committee members' participation will be measured by overall attendance, level of consensus on recommendations, and their participation in engagement activities outside of PAC meetings.

If the original outreach approaches prove to be unsuccessful, the project team may discuss new strategies to reach community members more effectively.



## APPENDIX A. DEMOGRAPHIC DATA

The following data is collected from [Census Quick Facts](#) (2018 – 2022), [Oregon Department of Transportation Translation Advisory Council](#) and [Point2Home.com](#).

|  |   |
|--|---|
| <p><b>Demographic in City of McMinnville</b></p> | <p><b>Ethnicity/Racial Identity</b></p> <ul style="list-style-type: none"> <li>• White: 78.4%</li> <li>• Hispanic/Latine: 18.5%</li> <li>• Asian: 1.5%</li> <li>• Black/African American: 0.4%</li> <li>• Native American: 0.5%</li> </ul> <p><b>Housing</b></p> <ul style="list-style-type: none"> <li>• Renters: 38.5%</li> <li>• Owner-occupied housing unit: 61.5%</li> </ul> <p><b>Age</b></p> <ul style="list-style-type: none"> <li>• Youth (under 18 years old): 22.2%</li> <li>• People 65+: 20.2%</li> </ul> <p><b>Languages</b></p> <ul style="list-style-type: none"> <li>• Language other than English spoken at home: 14.9%</li> </ul> <p><b>Technology Access</b></p> <ul style="list-style-type: none"> <li>• Households with a computer: 93.8%</li> <li>• Households with a broadband internet subscription: 87.6%</li> </ul> <p><b>Income</b></p> <ul style="list-style-type: none"> <li>• Persons in poverty: 16.9%</li> </ul>   |
| <p><b>Demographic in Yamhill County</b></p>      | <p><b>Ethnicity/Racial Identity</b></p> <ul style="list-style-type: none"> <li>• White: 90.8%</li> <li>• Hispanic/Latine: 18.0%</li> <li>• Asian: 2.1%</li> <li>• Black/African American: 1.2%</li> <li>• Native American: 2.0%</li> </ul> <p><b>Housing</b></p> <ul style="list-style-type: none"> <li>• Renters: 31.6%</li> <li>• Owner-occupied housing unit: 68.4%</li> </ul> <p><b>Age</b></p> <ul style="list-style-type: none"> <li>• Youth (under 18 years old): 22.2%</li> <li>• People 65+: 20.2%</li> </ul> <p><b>Languages:</b></p> <ul style="list-style-type: none"> <li>• Language other than English spoken at home: 12.9%</li> <li>• Spanish - estimated number of speakers: 4,819</li> <li>• Chinese- estimated number of speakers: 235</li> <li>• German - estimated number of speakers: 139</li> </ul> <p><b>Technology Access</b></p> <ul style="list-style-type: none"> <li>• Households with a computer: 95.3%</li> <li>• Households with a broadband internet subscription: 89.7%</li> </ul> <p><b>Income</b></p> <ul style="list-style-type: none"> <li>• Persons in poverty: 10.7%</li> </ul> |









## ***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'd 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 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 3<sup>rd</sup> 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    | <ul style="list-style-type: none"> <li>Weather protection – canopies on buildings for retail and in plazas.</li> <li>Disability access for sidewalks. (+1 dot)</li> </ul>  |
| Protected bicycle lanes               | 6    | <ul style="list-style-type: none"> <li>Easy to understand and merge at the entrance to I.Campus</li> <li>Access [unsure]</li> <li>Bike lanes take too much space?</li> <li>Bigger bike lanes. (+2 dots)</li> </ul> |
| On-street parking                     | 3    | <ul style="list-style-type: none"> <li>Free street parking (+ 5 dots)</li> </ul>   |
| Transit stops                         | 1    | <ul style="list-style-type: none"> <li>Less cars/promote public transit (+ 3 dots)</li> </ul>  |
| Street Trees                          | 10   | <ul style="list-style-type: none"> <li>[unsure]</li> <li>For every tree removed, add one to the build plan. (+1 dot)</li> <li>Street trees to match downtown. (+ 2 dots)</li> </ul>                                |
| Accessible trails through open spaces | 3    | <ul style="list-style-type: none"> <li>Cohesion, trails, signage.</li> </ul>   |
| Multi-use paths (asphalt)             | 8    |  |
| Soft surface forest trails            | 4    | <ul style="list-style-type: none"> <li>Wheel chair accessible trails for open space and soft surface forest trails</li> <li>Trails need to be safe</li> </ul>  |
| Multi-use paths (concrete)            | 7    | <ul style="list-style-type: none"> <li>Permeable pavement, carbon [unsure] (+1 dot)</li> </ul>   |






## 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   | <ul style="list-style-type: none"> <li>• More trees (+1 dot)</li> </ul>                  |
|  | 13   | <ul style="list-style-type: none"> <li>• Bees and pollinators good! (+2 dots)</li> </ul> |




|   |   |  |
|---|---|--|
|  | 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    | <ul style="list-style-type: none"> <li>How about a soundwall for residents?</li> <li>[unsure: Public use gathering spaces or greenways, and stores.]</li> </ul> |



|   |    |  |
|---|----|--|
|     | 2  |  |
|    | 0  | <ul style="list-style-type: none"> <li>• Daycare facilities</li> <li>• Day care, clinics, Target</li> </ul>  |
|   | 5  | <ul style="list-style-type: none"> <li>• Local businesses, no big box stores (+3 dots)</li> <li>• Keep local and small business downtown. This is big scale, go big regional. (+1 dot)</li> <li>• Not too tall (+1 dot)</li> </ul> |
|  | 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!**

---



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:

- |   |   |
|---|---|
| <input type="checkbox"/> 1. Wide sidewalks (with seating) | <input type="checkbox"/> 2. Protected bicycle lanes               |
| <input type="checkbox"/> 3. On-street parking             | <input type="checkbox"/> 4. Transit stops                         |
| <input type="checkbox"/> 5. Street trees                  | <input type="checkbox"/> 6. Accessible trails through open spaces |
| <input type="checkbox"/> 7. Multi-use paths (asphalt)     | <input type="checkbox"/> 8. Soft surface forest trails            |
| <input type="checkbox"/> 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)

- |   |  |
|---|--|
| <input type="checkbox"/> 1. Conifer forests forming field edges | <input type="checkbox"/> 2. Rural roadways |
| <input type="checkbox"/> 3. Native prairie                      | <input type="checkbox"/> 4. Views          |
| <input type="checkbox"/> 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)



- |  |  |
|--|--|
| <input type="checkbox"/> 1. Rugged and simple materials  | <input type="checkbox"/> 2. Functional agricultural and industrial buildings |
| <input type="checkbox"/> 3. Open views to the landscape  | <input type="checkbox"/> 4. Simple office buildings                          |
| <input type="checkbox"/> 5. Roof forms and materials inspired by local agricultural structures | <input type="checkbox"/> 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



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.



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

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## (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





## Innovation Campus Open House and Survey

- **Project:** Innovation Campus
- **Period:** July 14 – August 16, 2025
- **Project manager:** Jody Christensen

## Innovation Campus Open House and Design & Development Standards Survey

The City of McMinnville launched the McMinnville Landing (formerly known as the Innovation Campus) Open House and Design & Development Standards Survey from July 14 to August 16, 2025.

## Open House/Survey Results

### Participants timeline

Total participants

129

Participation rate ⓘ







25%





Hwy 18 Edge


131/131 - Image choice - choose many - required

|   |  |                    |
|---|--|--------------------|
|    | Multi-use path with a large, planted buffer from Highway 18  | 24.1% (84 choices) |
|    | Pedestrian connections with landscaping between buildings leading into and through the development | 21% (73 choices)   |
|    | Artwork on buildings and/or in the landscape   | 16.7% (58 choices) |
|    | Prominent and well-designed entry features to the site   | 14.9% (52 choices) |
|   | Landscape and plantings that reflect local agriculture   | 14.4% (50 choices) |
|  | Celebrate agricultural architecture near the site entry  | 8.9% (31 choices)  |




## Relationships between Buildings and the Street


131/131 - Image choice - choose many - required

 Encourage courtyards, plazas, and other public spaces along the sidewalk 26.4% (91 choices)




 Provide weather protection along building edges 23.2% (80 choices)




 Place parking lots behind the buildings instead of next to the street 19.7% (68 choices)




 Provide windows and doors along the street and avoid blank walls 14.8% (51 choices)



 Place public entries and signage on buildings facing intersections 8.7% (30 choices)









 Locate buildings near the street 7.2% (25 choices)





Character of the McMinnville Landing Commons

131/131 - Image choice - choose many - required

|   |   |                     |
|---|---|---------------------|
|    | Large shade trees and/or a shade pavilion   | 30.7% (104 choices) |
|    | Plaza space with seating for gathering and events   | 29.5% (100 choices) |
|    | Water feature   | 14.2% (48 choices)  |
|    | Buildings with active uses like windows, entrances, and seating facing the edges of the Commons | 12.4% (42 choices)  |
|   | Art or other central feature that gives the space a unique identity                             | 9.4% (32 choices)   |
|  | Public streets at the edges of the Commons  | 3.8% (13 choices)   |



## Parking Lot Design

131/131 - Image choice - choose many - required



Shade trees

28.6% (92 choices)



Sidewalks and planting areas to break up the parking lot into smaller areas

26.4% (85 choices)



Landscaping and planting to capture rainwater from parking areas

26.4% (85 choices)



Screening from streets, drive aisles, and pedestrian zones

9.9% (32 choices)



Limit the overall size of individual parking lots that is allowed

8.7% (28 choices)



## Relationship between Retail and Employment buildings

131/131 - Image choice - choose many - required



Shared public spaces between buildings

31.5% (96 choices)



Similar materials and building style

25.2% (77 choices)



Landscape buffers between buildings

19.3% (59 choices)



Shared parking areas to reduce the overall amount of parking and to allow buildings to be placed closer together

15.7% (48 choices)



Similar sizes and heights of buildings

8.2% (25 choices)



English



## Character of the Green Connections

131/131 - Image choice - choose many - required



Clear signage and visibility

22.6% (77 choices)



Seating and gathering spaces for workers and shoppers

20.6% (70 choices)



Places for rainwater to filter into the ground

19.4% (66 choices)



Bike infrastructure like pathways and storage shelters

13.8% (47 choices)



Sense of enclosure with buildings close to the sidewalk and shade trees

12.4% (42 choices)



Active use/recreational opportunities along corridor

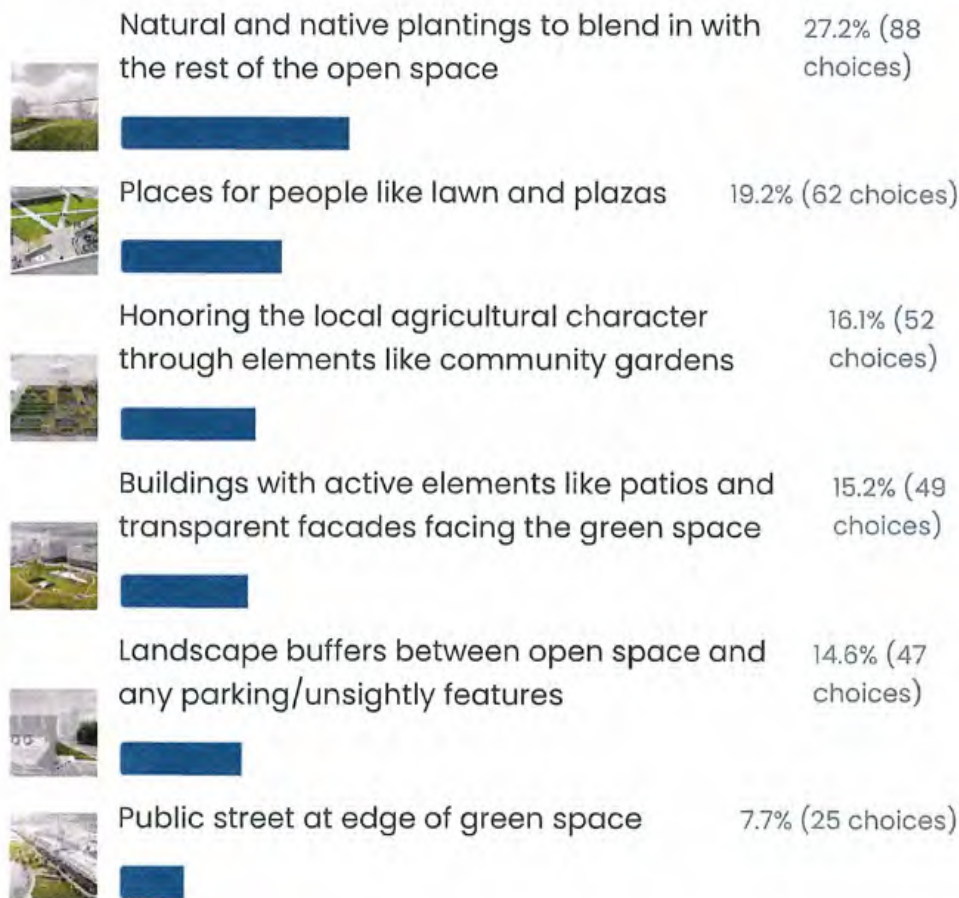
11.2% (38 choices)





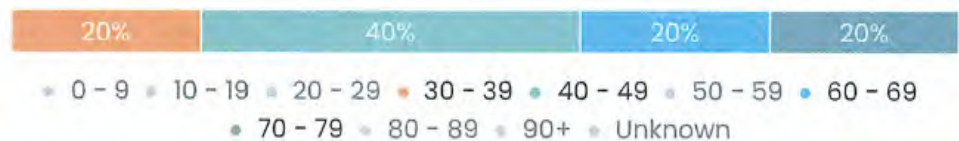
## Character of the Southern Green Edge

131/131 - Image choice - choose many - required



## Participants

### Year of birth



## Visitors



Visitor timeline

Visitors ⓘ  
731

Visits ⓘ  
1032

Visit duration  
00:01:31

Pageviews per visit  
1.84





Survey form.

## Personal data

We will submit your input to City of McMinnville's online participation platform. If you want to receive updates relevant to your input by email, please fill out the following fields on this page and we will create an account for you. Your data will not be public and will only be used by City of McMinnville. If you do not agree for us to use your personal data in this way, you can leave them empty.

**First name(s)** (optional)

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**Last name** (optional)

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**Email address** (optional)

---



## Innovation Campus Virtual Open House and Design & Development Standards Survey

**Thank you for participating in this Online Open House and Survey for the McMinnville Innovation Campus.**

We are excited for your participation and to hear your feedback. As you scroll through this online open house, we'll give you a refresher on the **history of the project**, you'll learn some exciting news about the **project's new name and where its headed** (*\*hint\* what we're calling the "McMinnville Landing"*) and you'll also have the opportunity to weigh in on some **important design questions** that we have for different areas of the site. (Scroll down)



As a refresher, this project is creating a vision for **190 acres of privately owned land** on the south side of Highway 18 between the airport and the Willamette Valley Medical Center. It's owned by three different property owners with whom we have engaged to create a **cohesive and community-driven plan**. We have worked closely with the community throughout this process and look forward to hearing **your** input!

### It all started with the Three Mile Lane Area Plan

This project all started with the **Three Mile Lane Area Plan (TMLAP)**. The TMLAP looked at a variety of aspects related to this part of the city to make sure that future development meets the community's goals and vision. The plan established goals of creating a **walkable, mixed-use retail and employment district with** ample access to **open space** along the Yamhill River.

Since then, we've been focusing on 190 acres of land on the south side of Highway 18 as the centerpiece of the TMLAP. This "Innovation Campus" – is now called the **McMinnville Landing**. (Scroll down)





Located at the entrance to McMinnville, the **McMinnville Landing** is envisioned as an innovation district built to shape what's next. It will be a space that cultivates the next generation of **homegrown ingenuity and workforce development** for McMinnville. Rooted in the creative, industrious spirit and entrepreneurial nature of McMinnville, this purpose-built campus aspires to achieve meaningful **innovation, connected growth, and positive impact**.

## Preferred Development Scenario

We've also been working with the site's property owners to further refine what the McMinnville Landing will start to look like. Below, you can see the **"Preferred Development Scenario"** which was workshopped through many meetings and iterations with the landowners and input from community members. (Scroll down)





## Design & Development Standards Survey!

With all this exciting progress, we wanted to check in with you and get your feedback on how we can make McMinnville Landing the best it can possibly be for our community. Our next step is to create **Design and Development Standards**. These standards give more specific guidance on what the development should look and feel like. **The standards can regulate things like the shape and size of buildings and blocks, how development relates to the street, and what features like open space and parking look like.** And we want your input on all of these!

The following survey, made up of **eight questions**, will help us identify the **most important design factors for you** and where we can work to create guidelines for future developers to meet the community's priorities and needs. Each of the following questions focuses on a different area of the site. Each one will present various strategies, and you can **select up to three favorites** that you think are the most important. Thank you for helping us shape McMinnville Landing!

### 1. Hwy 18 Edge

The Highway 18 edge will be the **first impression** that visitors and those passing by will have of the site. We want to better understand how you would like future buildings to interact with this edge. The Three Mile Lane Area Plan created requirements for **landscape buffers** along Highway 18 and created guidelines to **prevent blank walls** and **require buildings to have variation and transparency** on their exteriors. **What additional features are most important for consideration for the Highway 18 frontage?** (Select your top three)

*\*Choose between 1 and 3 options*



- ☐ Prominent and well-designed entry features to the site



- ☐ Landscape and plantings that reflect local agriculture



- ☐ Celebrate agricultural architecture near the site entry



- ☐ Multi-use path with a large, planted buffer from Highway 18



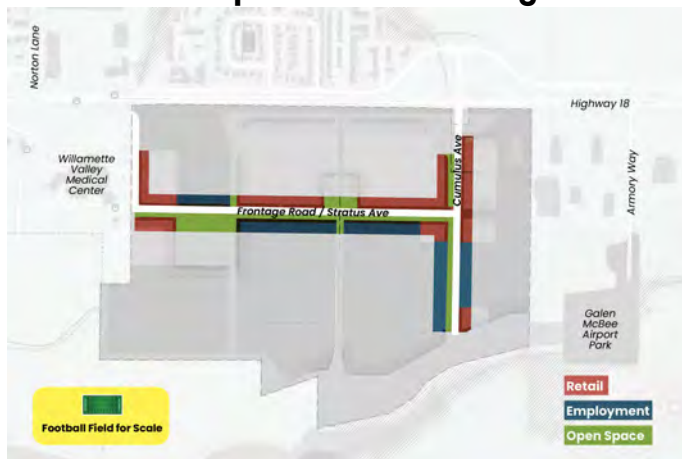
- ☐ Pedestrian connections with landscaping between buildings leading into and through the development



- ☐ Artwork on buildings and/or in the landscape



## 2. Relationships between Buildings and the Street



Two main roads have been identified to pass through the site. These will become the **"Main Streets"** for the development. Because of this, it's important to make sure that future buildings help create a ***pleasant street to walk and shop along***. The Three Mile Lane Area Plan created requirements for building sizes and parking lot locations to encourage ***walkable, human-scale development***. It requires buildings to include pedestrian shelter covers and ***main entrances along the street***. It also sets standards for building facade materials like transparency, materials, and variation.

***What additional features are most important for consideration in the relationship between buildings and the street?***

*\*Choose between 1 and 3 options*



☐ Locate buildings near the street



☐ Provide windows and doors along the street and avoid blank walls



☐ Encourage courtyards, plazas, and other public spaces along the sidewalk



☐ Provide weather protection along building edges



☐ Place public entries and signage on buildings facing intersections



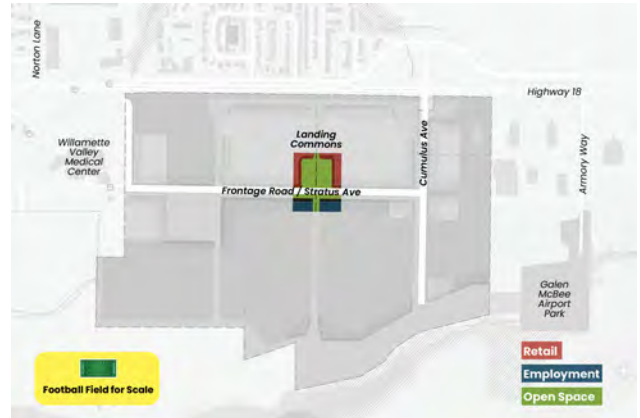
☐ Place parking lots behind the buildings instead of next to the street



### 3. Character of the McMinnville Landing Commons

The McMinnville Landing Commons is envisioned as a **central gathering space** connecting the commercial area with the employment center that serves as a **common space for visitors and workers alike**. This kind of public gathering space was identified as a priority in the Three Mile Lane Area Plan. It encourages gathering spaces to incorporate views and to connect with the pedestrian network. We want to understand more details about the type of central gathering space that you would enjoy using. **What additional features are most important for consideration in the design of the Landing Commons?** (Select your top three)

*\*Choose between 1 and 3 options*



- ☐ Buildings with active uses like windows, entrances, and seating facing the edges of the Commons



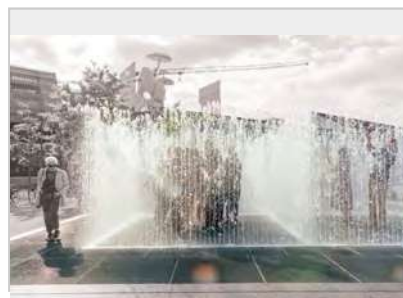
- ☐ Public streets at the edges of the Commons



- ☐ Plaza space with seating for gathering and events



- ☐ Large shade trees and/or a shade pavilion



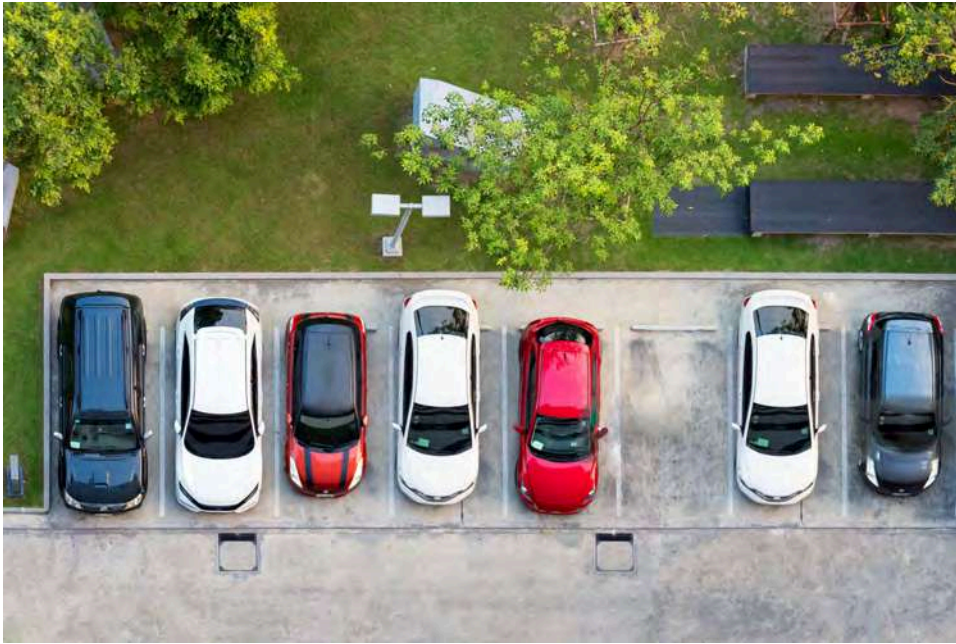
- ☐ Water feature



- ☐ Art or other central feature that gives the space a unique identity



#### 4. Parking Lot Design



Parking is an important part of any development as it allows people to conveniently get to work or go shopping. Parking also can be unsightly, spread buildings further away from each other, and create hot, unsafe and uncomfortable spaces. The Three Mile Lane Area Plan created requirements for ***parking lot locations behind buildings*** and allows ***on-street parking*** to be used in an attempt to reduce the overall amount of parking needed.

***In addition to this, what other features are most important for consideration in the design of parking areas?*** (Select your top three)

*\*Choose between 1 and 3 options*



☐ Shade trees



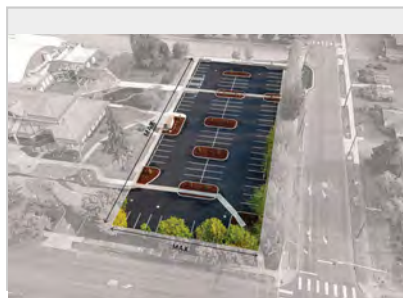
☐ Sidewalks and planting areas to break up the parking lot into smaller areas



☐ Screening from streets, drive aisles, and pedestrian zones



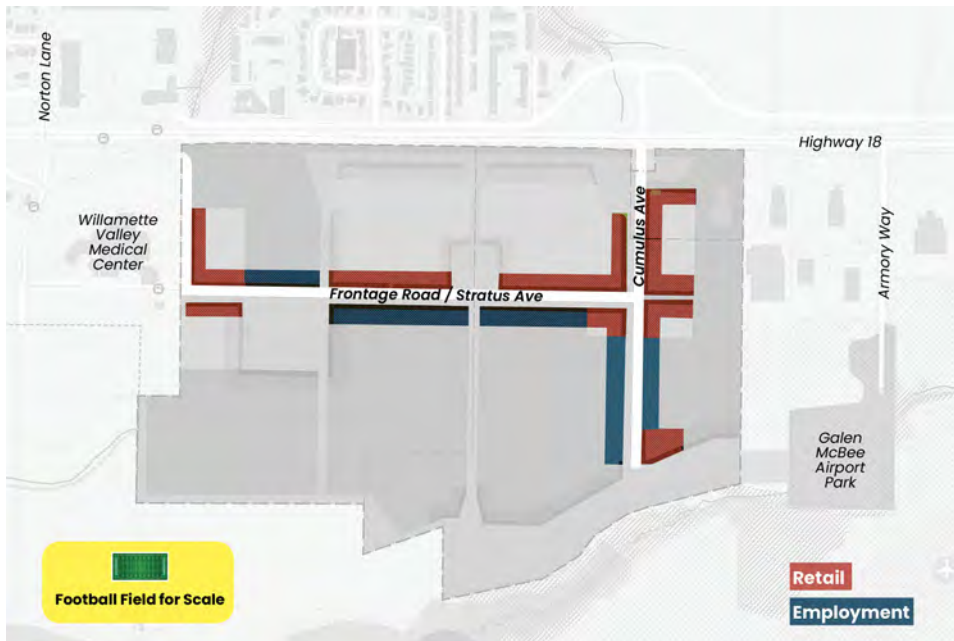
☐ Landscaping and planting to capture rainwater from parking areas



☐ Limit the overall size of individual parking lots that is allowed



## 5. Relationship between Retail and Employment buildings



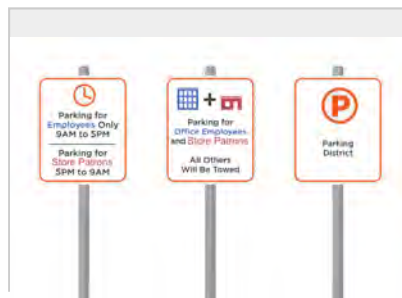
The Landing has been zoned for two uses: **retail (shown in red)** and **office/industrial (shown in blue)**. While these two land uses have very different users and types of buildings, it's important to think about **how the buildings interact** with each other to create a sense of cohesion and place across the site. The Three Mile Lane Area Plan created requirements for commercial building sizes and shapes to be **human-scaled**. It called for the creation of architectural standards for **simple roof forms** and **cohesive building character and materials** along the corridor. It ensures that no incompatible heavy industrial uses will be allowed as part of the development.

**In addition to these factors, what other things should we consider for the relationship between these two different building types?** (Select your top three)

*\*Choose between 1 and 3 options*



☐ Landscape buffers between buildings



☐ Shared parking areas to reduce the overall amount of parking and to allow buildings to be placed closer together



☐ Shared public spaces between buildings



☐ Similar sizes and heights of buildings



☐ Similar materials and building style



## 6. Character of the Green Connections



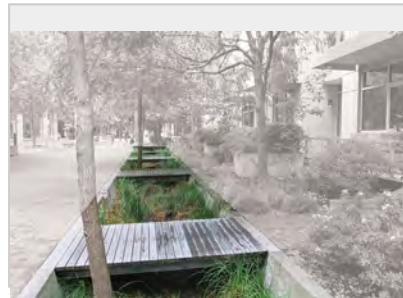
The Three Mile Lane Area Plan requires a **network of sidewalks and trails** to connect people with key locations within the development. It also requires transportation improvements for **bicycle routes**. One of the ways these goals can be accomplished is through **greenways** and **green streets**. These corridors, shown in green on the map, are opportunities to connect the north open space to the river in the south and to provide convenient access to businesses nearby.

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

*\*Choose between 1 and 3 options*



☐ Seating and gathering spaces for workers and shoppers



☐ Places for rainwater to filter into the ground



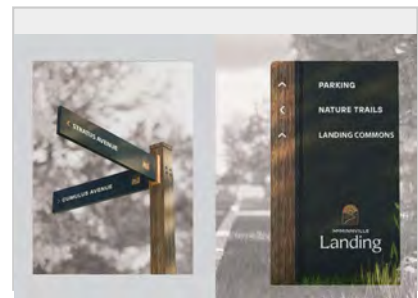
☐ Sense of enclosure with buildings close to the sidewalk and shade trees



☐ Active use/recreational opportunities along corridor



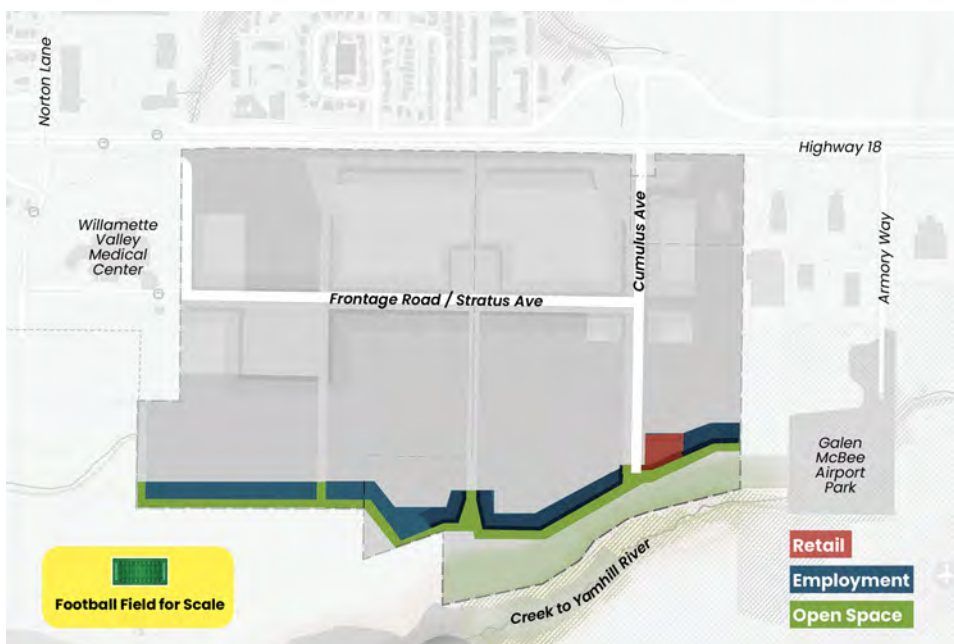
☐ Bike infrastructure like pathways and storage shelters



☐ Clear signage and visibility



## 7. Character of the Southern Green Edge



The southern green space creates a **buffer between the development and the natural wooded areas near the Yamhill River**. The Three Mile Lane Area Plan creates protection for the stream corridor and tree groves and calls for trail connections and re-vegetation with native plants in this zone. This protected green area holds great opportunity not only as a future open space and recreation amenity, but also for the businesses that are **built along its edge**. We want to make sure that this edge is something that the **community can enjoy** and that **complements** the rest of the open space.

**What are the most important factors for you in thinking about the edge between the development and the southern green space?** (Select your top three)

*\*Choose between 1 and 3 options*



- ☐ Buildings with active elements like patios and transparent facades facing the green space



- ☐ Public street at edge of green space



- ☐ Landscape buffers between open space and any parking/unsightly features



- ☐ Natural and native plantings to blend in with the rest of the open space



- ☐ Places for people like lawn and plazas



- ☐ Honoring the local agricultural character through elements like community gardens



February 2025

# McMinnville Innovation Campus

Brand Discovery Insights & Recommendations

Presented by **FINE**





**01** Learning & Insights

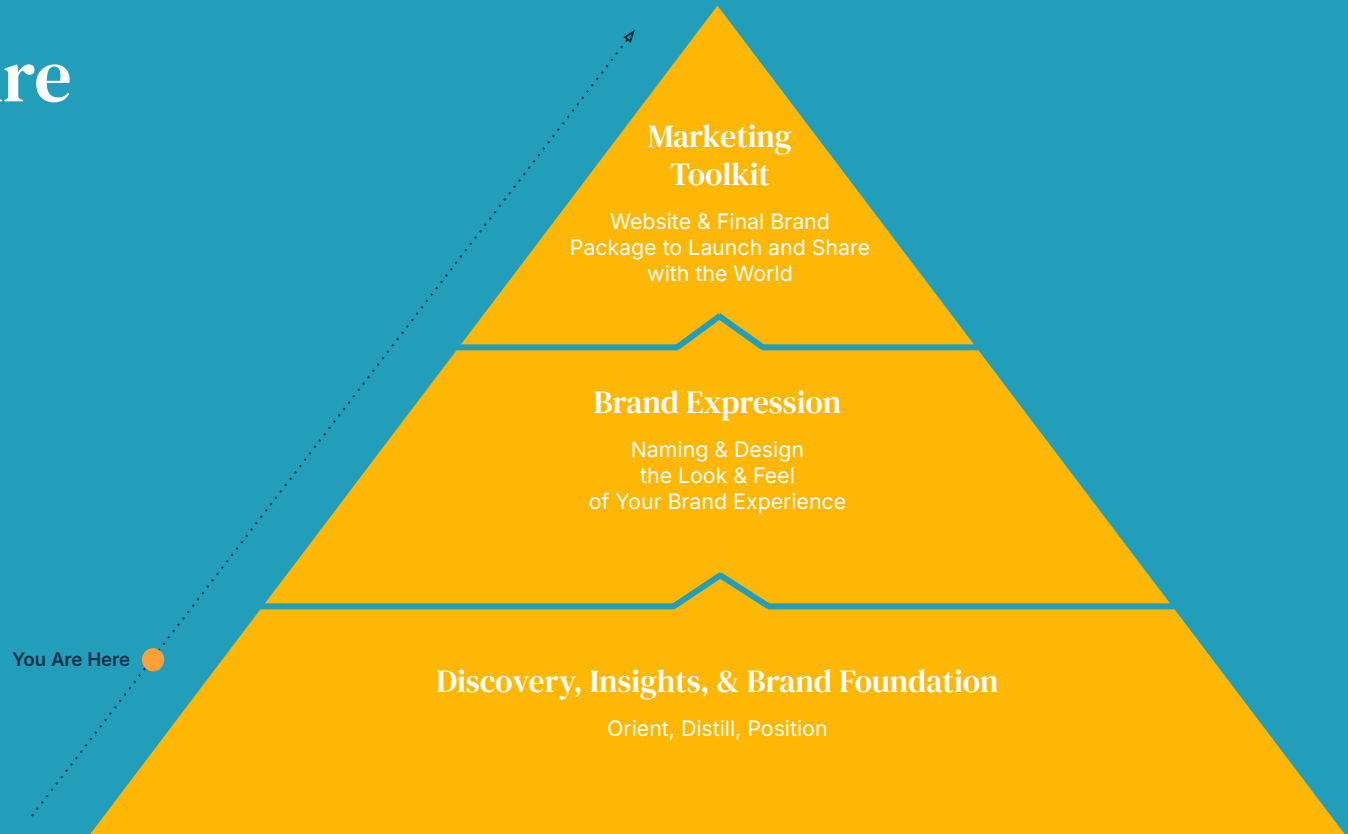
**02** Brand Pathway

**03** Next Steps





# Where We Are





# What We've Done

We've distilled all that we heard, read, and found into insights and recommendations to help shape the brand foundation and positioning for the McMinnville Innovation Campus.

- 01 Site Visit & Owner Workshop
- 02 Assets & Materials Review
- 03 Interviews & Discussions with WM + City
- 04 Owner & Developer Interviews Review
- 05 Review of Land Use Scenarios
- 06 Synthesize Findings
- 07 Discovery Work Session





# Project Goals

The McMinnville Innovation Campus is a 200-acre mixed use site aimed to foster economic growth, bringing high-wage employment with next generation industrial and entrepreneurial jobs.

Our brand work will be support by:

1. **Develop a compelling story** that highlights the unique value proposition and selling points for future tenants and companies.
2. **Build a solid foundation** of understanding with a shared story that helps inform decision-making for future phases.
3. **Rally a varied group of stakeholders** with a hardworking brand narrative that connects to a large array of interests.





# Learnings & Insights



# Uniquely Primed for Development

As one of the largest non-industrial site in the state of Oregon, this 200-acre mixed use Innovation Campus perfectly abuts an airport, major thoroughfare, hospital, university, recreational areas, and more, with ideal zoning flexibility that provides a “blank” canvas for development.

- A large 200 acre mixed use site provides a new destination for McMinnville.
- Situated on flat land with beautiful views of Mt Hood, Mt Jefferson, and Amity Hill, flanked by the South Yamhill River next to Galen McBee Park.
- Tucked in between the McMinnville Municipal Airport & Willamette Valley Medical Center and close to Evergreen Aviation and Space Museum, Chemeketa Community College (CCC) Yamhill Valley campus.
- Positioned on OR Hwy 18 as part of the gateway to McMinnville, 1.5 miles from Downtown McMinnville.
- Developable as office, industrial, and manufacturing on affordable land with good access, and high-wage employment driving its success.

## INSIGHT

**Turn easy access and prime location into a turnkey value proposition for developers and companies.**

“The campus must be developed in the right way, serving the community well and not detracting from the success of the historic downtown. This should be much more of a destination than a typical, generic piece of property.”

IC STAKEHOLDER



# An Ongoing, Collaborative Endeavor

This project has been thoughtfully developed over a long period of time, with a solid foundation of engagement and support from the community, ownership, and civic institutions with an entrenched sense of pride.

- This project has garnered deep public interest, and the City is carefully facilitating and documenting the process, making it available for others to follow.
- This property has been in city zone for 40+ years with many attempts to develop.
- Retail is critical for financial viability. While opposition remains against strip mall or big box feel, retail is a generally accepted needed asset filling a gap in the market.
- There is strong interest in greenspace, parks, and trails for a pedestrian-friendly, human scale approach that facilitates transit in and out of the campus.
- “Innovation Campus” as an initial name provides a positive springboard for the project, already uniting multiple players around a shared vision.
- There is shared desire for clean technology, a mix of diverse industries, and alignment with the existing identity and character of McMinnville.

## INSIGHT

**Solidify foundational brand pillars that enhance understanding, generate excitement, and reinforce decision-making.**

“The Innovation Campus development process is the next step in the 3 mile area plan. We’re building on past efforts, not starting anew.”



# Flexible Land Use & Approach

Land use scenario development carefully integrates commercial, medical, office, and light industrial in a flexible framework that takes an “all of the above” approach to accommodate a variety of potential uses.

- Commercial, retail, and smaller-scale industrial uses are most feasible. Office uses are challenging in the current market.
- Medical-related uses align nicely next to the hospital and provide a pathway for a larger wellness story.
- Green space is a core component, with each scenario reserving and preserving open land and green spaces connecting to adjacent parks.
- While housing is not part of the plan, there is openness to lodging opportunities such as senior living, and connectivity to existing/planned housing outside of the site.
- Development of commercial spaces will help kick start the project and welcome the community with retail, restaurants, and other amenities.

## INSIGHT

**Create an engaging, flexible,  
and inclusive story that grows  
with the project and appeals to  
a broad audience.**

“A flexible, patient approach is recommended, emphasizing a final framework plan with less specific detail, land use allocations and key street connections.”



# Incubating the Next Generation

McMinnville is home to a unique collection of existing innovative businesses, with a successful track record of bringing in new industry. This site is an investment in the future of McMinnville innovation.

- McMinnville has a history of multifaceted innovation including aviation, medical, educational, and industrial growth.
- Beyond wine & fruit, McMinnville houses diverse manufacturing and innovative job shops that plug into the supply chains for bigger, national companies.
- Today many companies face challenges remaining in the community as they grow.
- The Innovation Campus is primed to welcome future companies across advanced manufacturing, aviation, clean tech, bioscience, semiconductors, R&D, and more.
- The goal is to bring together a higher-wage workforce into a new kind of testing lab for startups, small businesses, and national companies alike.

## INSIGHT

**Define McMinnville's unique innovation style to welcome a new generation of trailblazers working and living on the edge.**

"This should be a forward-looking project and encourage a new, modern idea of what employment looks like."



# A Charming Collision

McMinnville is a unique city that brings together a rural way of life with dynamic arts, culture, industry—and its own quirky flair. Here, the agricultural meets the aeronautical, small town charm meets expansive creativity, and a cherished past meets a forward-thinking future.

- In the Heart of Oregon wine country, McMinnville is lauded for its thriving wine scene, and has invested a great deal in telling a broader story.
- Unexpected accolades include the world's second largest UFO festival, home to the Spruce Goose, and the Wings and Waves Waterpark.
- A quaint downtown features art galleries, tasting rooms, and local restaurants with award-winning wine and culinary experiences (including James Beard Best Chef nominees at Humble Spirit and Hayward)
- Situated outside of the Portland fray, providing a lower cost of living and slower pace of life.
- Rooted in agricultural history, McMinnville is home to local vineyards, produce, and more, and host to Yamhill County's annual Farm Fest.

## INSIGHT

**Reflect and expand on the dynamic ethos of McMinnville, helping to write a new chapter for the city.**

"Make this an identifiable center; because this site is on the 'edge' it doesn't have the draw of downtown McMinnville." / "Be clear that this is not competition with downtown McMinnville."



# A Sustainable Development

This project has started with a focus on sustainability—with equal attention to the health of the people, the land, and the greater community—and a desire to build thoughtfully and responsibly.

- The Great Neighborhood Principles include guidelines for developing with the landscape, community, aesthetic, and environmental concerns in mind.
- A regenerative design/green cities study was performed on the site in 2017, providing comprehensive principles and recommendations.
- Strong interest expressed in high quality architectural spaces, sustainability, and artistic connection to the community and landscape, including designing to incorporate and maximize surrounding views.
- Commitment to design for pedestrian access with community feedback indicating a priority to connect to existing trails, open spaces, and public greenway.
- Proximity to hospital provides opportunity to develop a complimentary wellness village & story.
- Refusal to partner with “dirty” industries that will bring pollution and disturb the health of the area.

## INSIGHT

**Create a multifaceted story of sustainable wellbeing that connects to McMinnville’s values and the site itself.**

“Design standards will be important to help create that identity; developers are supportive of such standards”



# A New Facet for McMinnville

While more business oriented than downtown, the Innovation Campus will serve as an extension and expansion of McMinnville, with a new set of amenities that accommodate employees during the day and the greater community during evenings and weekends.

- The commercial retail will be especially important to attract locals. A retail anchor is critical to its success to set the tone and create the initial draw.
- Green and public spaces should be designed for both meandering and gathering, passive and active use, so it can flex into a new gathering space for the community.
- In-between moments of community engagement such as public art can connect the campus together, create a sense of place, and build fresh opportunities for discovery.
- High-quality, sustainable design and architecture standards will complete the brand story, facilitate follow-through, and ensure its long term success.

## INSIGHT

**Put design and experience standards into place that fulfill on the brand promise and help create a new energy center.**

"Because there is very little on site now, it will be important to create a 'place' that helps identify the campus and create amenities for the future tenants and owners."



# A Multifaceted Audience

This project must speak to a wide variety of interests, attracting developers and tenants, while also engaging the community.



## Thoughtful Developers

ENVISION: PARTNER ACROSS A SHARED VISION

**The foundational builders of the campus developing from the ground up with a future-forward mindset.**

Multiple partners who come together to invest in and build the site. They must believe in the vision of the place and see the financial value enough to begin to create it. They seek obstacle-free pathways, clear standards, and flexibility to adjust to the market.



## Visionary Employers

CREATE: SHAPE PLACE ON THE GROUND

**The core of the campus who make the place go round, from retail to manufacturing to tech.**

They are the foundational players and primary draws of the new site. They shape everything from the day-to-day operations to its long-term success, contributing to an authentic sense of place. The vision must align with both their values, individual brands, and business objectives.



## Lifestyle-First Employees

MAKE: EMPLOY AND UPLIFT PLACE

**The community of makers, doers, shapers, and helpers who work, build, and thrive here.**

They seek a place and company that provides meaningful work, competitive wages, and outsized opportunity in a deeply-rooted community that prioritizes wellbeing and creativity over burnout and quotas. They want an inspiring, energizing setting surrounded by nature, and plentiful outdoor recreation.



## Engaged Locals & Visitors

ENJOY: VISIT THE PLACE

**The visitors eager to experience the place and all it has to offer.**

They seek enjoyment and creativity alongside daily necessities. They live in and around McMinnville and are deeply invested in their community. Or they are tourists looking to be immersed in wine country, small-town Oregon, and all that it has to offer, enjoying campus amenities, events, and experiences.



# Brand Pathway



**Brand Platform**

The McMinnville Innovation Campus cultivates the next generation of homegrown ingenuity for positive impact. Rooted in the industrious spirit and thoughtful nature of McMinnville, this purpose-built campus **inspires innovation, connection, and meaningful progress.**



# Values

Our values are the core tenets that guide all we do.



## Local authenticity expands reach.

We are dedicated to creating space for what is authentically McMinnville. By supporting the local, we expand what's already here while attracting partners and investors to co-create a strong future for our community.



## Connection creates opportunity.

We believe in diversity, creating welcoming spaces for everyone while connecting a variety of industries. Through collaboration with our community and our partners we generate great things.



## Responsible growth brings meaningful progress.

We are committed to growing responsibly, building toward a future of wellness for humans and our world.



## Aesthetics inspire innovation.

We create places designed to bring out potential in harmony with the land. By bringing people into contact with the inspirational, we help them to create new ideas.



# Brand Attributes

Our brand attributes describe how we look and feel to our audiences.



## Enduring

We are thoughtful designers, planners, and stewards, dedicated to creating for the long haul. We inspire trust and are rooted in the communities of McMinnville.



## Harmonizing

We are approachable, listening to many stakeholders in order to synthesize, distill, and incorporate a wide variety of ideas and industries. We bring it all together to make the whole sing.



## Dynamic

We're energetic makers, bringing the enthusiasm and diverse ideas needed to propel things forward. Our brand helps to galvanize our audiences.



## Inspiring

We bring people and ideas together to foster the sparks of innovation. Our brand, from the way we look to the stories we tell, is made to inspire.



# Brand Distinctions

Our unique story & position in the marketplace



# Made for Inspiring Intersections

Purpose-built for flexibility and diversity of use, the Innovation Campus is one of the largest non-industrial mixed use campus in Oregon made to support a dynamic intersection of professional, commercial, industrial, medical, and recreational pursuits. We welcome a new era of industry and employment in a first-of-its-kind destination rooted in the industrious spirit and natural landscape of McMinnville.

A flexible mix of office, light-industrial, medical, and commercial space intersperse the 200-acre site, providing a launch pad for businesses getting off the ground or taking off. Here, there is space to settle, experiment, and grow for a large array of industries, from advanced manufacturing and clean technology, to bioscience and aviation systems. An open campus that opens a word of possibility where diverse perspectives, ideas, and industries come together to usher in a new era of growth.

Situated on a beautiful stretch of bucolic land with uninterrupted views of Mt Hood, Mt Jefferson, the Amity Hills, and the Coast Range, and flanked by the South Yamhill River, the campus celebrates the gorgeous natural landscape, stretching out with intersecting trails and parks that connect people to place.

The campus is thriving with retail shops—large and small—and places for convenience and recreation. It's a new hub for the community to eat, shop, and play, with multiple reasons to visit, gather, and linger.



## Room to Grow

An expansive 200-acre site with flexible land use, ready to grow to house a variety of industries, amenities, and exciting developments.



## Connected Open Spaces

Interconnected trails, paths, and sidewalks create a pedestrian-friendly environments that includes open spaces and parks.



## A New Commercial Town Square

A 40-60 acre parcel with easy highway access will become a dedicated retail destination drawing shoppers from surrounding neighborhoods and the greater area.



## Flexible Space for Mixed Use

Research and development, incubators, entrepreneurs, and manufacturers join together across 200 acres.



# An Innovative Gateway to McMinnville

Getting here is easy. Fly in. Drive in. Walk in. Bike In. Right off of Highway 18 and adjacent to the McMinnville Municipal Airport, the Innovation Campus stands at the edge of McMinnville to welcome the world.

At the crossroads of our warmhearted city in the heart of the Willamette Valley, close to and far enough from the bustling cities of Portland and Salem, the campus provides rare access for businesses to stand apart and stay connected.

Only 1.5 miles from McMinnville's beloved downtown, the Campus is the gateway to our charming community. Adjacent to the Willamette Valley Medical Center, Clackamas Community College's Yamhill Campus, and the Aviation Museum, opportunities for innovative partnerships abound. The McMinnville Municipal Airport provides easy fly in and out access for national or growing companies to conduct business near and far.

In the heart of Oregon wine country with thriving farmers markets, art galleries and "kitschy antiques," farm-to-fork dining, an extensive network of hiking and biking trails, and so much more, the Innovation Campus is within reach of a multitude of attractions, and brings a new crop of amenities through this multifaceted center.



## A Momentous Landmark

An attractive, eye-catching monument signals your arrival to McMinnville and to this new, vibrant campus.



## Airport Adjacent for Private Aviation

Two paved runways ideal for private jet aircraft for business execs getting in and out quickly supporting year-round business travel.



## An Abundance of Recreation

At the heart of wine country and a short drive to the coast. From aviation to education, shopping to hiking, there's something for everyone to enjoy.



## A New Commercial Heartbeat

Retail draws locals for shopping and provides sought after amenities for campus employees.



# Nurturing Industrious Wellbeing

The Innovation Campus embraces the more sustainable lifestyle cherished in McMinnville—where the reverence of nature and a zest for life come together. We carry this legacy forward to the next generation of companies to nurture a fuller sense of wellbeing. Here, professional milestones meet moments of inspiration and breakthroughs occur on a lunch time trail run as much as they do in the lab. Here, industrious spirit means a life well lived.

Adjacent to the Willamette Medical Center and tucked into a peaceful natural landscape with sweeping views, a new wellness center emerges with health-focused businesses and amenities alongside trails and parks. Undeveloped green space and an interconnected trail system create opportunities for recreation, fitness, and mindfulness. With roots in the agricultural legacy of McMinnville and respect for the land, it's an ideal place to build with intention. Thoughtful development aligns view corridors with inspiring glimpses of the surrounding mountain ranges.

Here, we activate our senses with art, creating uplifting moments to generate inspiration and encourage the instances of pause and social connection that seed new ideas. A central plaza and other event spaces invite pop ups from local restaurants, wineries, and artists, and nearby coffee shops, juice and wine bars provide daily opportunities to refresh, focus, unwind, and get inspired.



## Natural Reverence

Pause to enjoy the spectacular views, amplified through thoughtful design.



## Whole Person Wellness

Lifestyle F&B amenities, wellness-oriented practices (chiro, yoga), and natural grocers bring wellbeing to the forefront.



## Outside for Everyone

A natural playground, walking trails, fitness stations, and a dog park bring people together of all ages for outdoor recreation.



## Artistic Activations

Art installations across campus invite moments of pause while partnerships with local artists draw the community for viewings and workshops.



# Cultivating the Next Generation of Innovators

We're here to foster McMinnville's next generation of entrepreneurs, boundary-pushers, do-ers, makers, and creators. Built for collaboration and growth, our diverse and dynamic campus is McMinnville's new hotbed of ideas and activities. It's the perfect place to find clean tech collaborating with fitness, art meeting science, and multifaceted industries coming together to think differently and make something new.

From small incubator spaces and programs ideal for startups and small businesses, to central meeting points like the plaza, we encourage collaboration, chance run-ins, and intentional community programs and events.

We seed an environment of mutual inspiration by inviting the greater McMinnville community to join us here, providing opportunities for the campus community and local communities to benefit from these spaces and to influence the path forward.

Here, local industries have room to grow and new industries have the space to take root. Partnerships form across sectors, ideas are exchanged freely, and human interactions flourish organically, creating the interconnected webs that foster real, lasting growth.



## Incubator Spaces & Programs

Space and programs for local businesses, entrepreneurs, and small start-ups to come together, share ideas, and support one another.



## Central Meeting Points

Town-square style plaza space encourages casual meetings and run-ins as well as scheduled events and meetups across industries.



## Cross-Industry Synergy

Here, where the airport meets the aviation museum, commerce and education collide, creating interdisciplinary approaches to areas of focus.



## Community-Wide Activations

Campus-wide activation through events, programming, installation artwork, and design.



# Responsible from the Ground Up

The McMinnville Innovation Campus is a future-proofed development thoughtfully created to advance care for our people, environment, and responsible business. Abiding by the Great Neighborhood Principles and carefully considering our overall environmental impact, we build healthy spaces to welcome clean industries and embrace sustainability as a social and economic responsibility.

We are dedicated to caring for our environment while creating high wage jobs, now and for decades to come. Our intention is to create a campus with lasting relevance and positive impact for all.

Our campus features sustainable amenities like rain gardens, native and biodynamic landscaping, and buildings created with energy conservation in mind. An abundance of green spaces preserves and creates wildlife habitats while contributing to the wellness of our human communities.

We invite the local community into our sustainable practices through events and activations that tell the story of ecological impact, responsible business, and better living. And we support charitable organizations through campus-wide community outreach events taking part in local clean-up projects, workforce development initiatives, and more.



## Sustainable Structures & Practices

A natural grocery store with a green roof. Clean tech powered by solar panels. Passive heating/cooling. Recycling gray water through irrigation. Sustainable building standards.



## A Local Retail Destination

The opportunity to shop in town, rather than driving for goods, mitigating the environmental impacts of retail leakage, with electric charging stations.



## An Abundance of Green Spaces

Parks, trails, edge spaces, a community garden, rain garden, and preserved wetlands and mature trees provide recreational spaces to pause and enjoy nature while preserving wildlife habitats.



## Community Engagement & Outreach

Events, classes, and activities rally and educate the community around sustainable practices, and community outreach events support and uplift the greater community.



# Brand Platform Summary

The McMinnville Innovation Campus cultivates the next generation of homegrown ingenuity for positive impact. Rooted in the industrious spirit and thoughtful nature of McMinnville, this purpose-built campus inspires innovation, connection, and meaningful progress.

|              |   |   |
|--------------|---|---|
| DISTINCTIONS | <p><b>Made for Inspiring Intersections</b></p> <p>Purpose-built for flexibility and diversity of use, our expansive 200-acre site is made to support a dynamic intersection of professional, commercial, industrial, medical, and recreational pursuits.</p>                        | VALUES  |
|              | <p><b>An Innovative Gateway to McMinnville</b></p> <p>Fly in. Drive in. Walk in. Bike In. Right off of Highway 18 and adjacent to the Airport, the Innovation Campus stands at the edge of town—at the crossroads of our warmhearted city—to welcome the world.</p>                 |   |
|              | <p><b>Nurturing Industrious Wellbeing</b></p> <p>Embracing a more sustainable lifestyle cherished in McMinnville—reverence of nature and a zest for life. We invite companies to nurture a fuller sense of wellbeing. Here, industrious spirit means a life well lived.</p>         |   |
|              | <p><b>Cultivating the Next Generation of Innovators</b></p> <p>Fostering McMinnville's next generation of entrepreneurs, boundary-pushers, do-ers, makers, and creators, our dynamic campus is McMinnville's new hotbed of ideas and activities to foster real, lasting growth.</p> | ATTRIBUTES  |
|              | <p><b>Responsible from the Ground Up</b></p> <p>A future-proofed development thoughtfully created to advance care for our people, environment, and responsible business.</p>  |   |
|              |   | <p>Local authenticity expands reach.</p> <p>Connection creates opportunity.</p> <p>Responsible growth brings meaningful progress.</p> <p>Aesthetics inspire innovation.</p> |



# Next Steps

- 2/7** Brand Platform Feedback Due  
Brand Platform Refinements (FINE)
- 2/14** Brand Platform Refinements
- 2/18** Brand Platform Refinements Feedback Due
- 2/21** Brand Platform Presentation with Owners
- 2/25** Brand Platform Feedback Due  
Brand Platform Refinements (FINE)
- 3/3** Brand Platform PAC Presentation





# Thank You, McMinnville!

We Are **FINE**





April 2025

# McMinnville Innovation Campus

Brand Positioning Refinements + Naming Presentation

Presented by **FINE**





- 01** Refined Brand Positioning
- 02** Naming Exploration
- 03** Next Steps





# Refined Positioning



**Brand Position + Vision**

The McMinnville Innovation Campus cultivates the next generation of homegrown ingenuity and workforce development.

Rooted in the creative, industrious spirit and entrepreneurial nature of McMinnville, this purpose-built campus **inspires meaningful innovation, connective growth, and positive impact.**



BRAND DISTINCTIONS

# Our distinctions describe the unique story and position that set us apart in the marketplace.

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WHAT

The opportunity for business, industry, and community.

WHERE

The value and access the place and location provides.

HOW

The experience and amenities that shape the way of life.



# Build Business & Grow Community

Thoughtfully designed and built for many uses, the 200-acre Innovation Campus will welcome in a new era of industry, employment, and local convenience. With new places for the community to eat, shop, work, and play everyday, the Innovation Campus is a center for economic growth, job opportunity, and community engagement.

- **One of the largest mixed use campuses** in Oregon across 200 acres
- A **new center of gravity** integrates offices, commercial space, research and development, entrepreneurs, and manufacturers.
- A **dedicated retail center** for the community keeps consumers spending local, providing multiple reasons to visit.
- Interconnected trails, paths, and sidewalks create a **pedestrian-friendly environment** with open spaces and parks.
- Proximity to Willamette Valley Medical Center, Chemeketa Community College's Yamhill Campus, and the Aviation Museum **supports innovation and partnerships.**
- From national companies to startups, **local industries have room to grow** and new industries have the space to take root.
- Small incubator spaces and programs ideal for small businesses provide **opportunities for collaboration and support.**





# An Innovative McMinnville Gateway

In the heart of Oregon wine country, the Innovation Campus embraces the small town ease, charm, and creative spirit of McMinnville with easy access to nearby cities. Right off of Highway 18 and adjacent to the airport, this site provides rare access for businesses to stand apart and stay connected.

- **Entrypoint to McMinnville** off of Highway 18, 1.5 miles from downtown, with a future eye-catching monument to signal arrival to McMinnville and this new campus
- Space for a **diversity of industries**, from advanced manufacturing and cutting-edge technology, to bioscience and aviation systems
- **Airport adjacent for businesses**, allowing execs to get in and out quickly and supporting year-round business travel
- **Situated on flat land with uninterrupted views** of Mt Hood, Mt Jefferson, Amity Hills, and Coast Range, by the South Yamhill River and next to Galen McBee Park
- **Within reach of a multitude of attractions**, from downtown art galleries, antique shops, and farm-to-fork dining, to hiking and biking, and much more
- **Planned improvements to pedestrian walkways and bicycle lanes** in the Three Mile Lane area, increasing access to and from the Innovation Campus over time
- **Close to and far enough from the cities** of Portland (40 miles) and Salem (25 miles)





# Opportunity Comes Together

The Innovation Campus lives at the intersection of opportunity and local connection. Where meetings can happen in a conference room or on a trail. Where nature, commerce, and community bring us together to serve the greater McMinnville. Here, business grows and the community lives well.

- **A new retail center** brings a new crop of amenities, coffee shops, juice and wine bars that provide daily opportunities to refresh, focus, and unwind.
- **A central plaza and other event spaces** invite pop ups from local restaurants, wineries, and artists.
- **Central meeting points** encourage casual meetings and run-ins as well as scheduled events and meetups across industries.
- Parks, green space, walking trails, and view corridors create opportunities for **recreation, fitness, and mindfulness**.
- Partnerships with local organizations, like Linfield University and the Arts Alliance of Yamhill County **support and uplift the greater community**.
- **Abiding by the Great Neighborhood Principles**, development carefully considers environmental, social, and economic responsibilities, building sustainability whenever possible.





# Brand Position + Vision

The McMinnville Innovation Campus cultivates the next generation of homegrown ingenuity and workforce development. Rooted in the creative, industrious spirit and entrepreneurial nature of McMinnville, this purpose-built campus inspires meaningful innovation, connected growth, and positive impact.

|              |   |  |
|--------------|---|--|
| DISTINCTIONS | <div><div>What   Build Business &amp; Grow Community</div><div>Thoughtfully designed and built for many uses, the 200-acre Innovation Campus will welcome in a new era of industry, employment, and local convenience. With new places for the community to eat, shop, work, and play everyday, the Innovation Campus is a center for economic growth, job opportunity, and community engagement.</div></div> | <div>VALUES</div> <div>Local authenticity expands reach.</div> <div>Connection creates opportunity.</div> <div>Responsible development brings meaningful growth.</div> <div>Aesthetics inspire innovation.</div> |
|              | <div><div>Where   An Innovative McMinnville Gateway</div><div>In the heart of Oregon wine country, the Innovation Campus embraces the small town ease, charm, and creative spirit of McMinnville with easy access to nearby cities. Right off of Highway 18 and adjacent to the airport, this site provides rare access for businesses to stand apart and stay connected.</div></div>                         | <div>ATTRIBUTES</div> <div>Enduring</div> <div>Harmonizing</div> <div>Dynamic</div> <div>Inspiring</div>   |
|              | <div><div>How   Opportunity Comes Together</div><div>The Innovation Campus lives at the intersection of opportunity and local connection. Where meetings can happen in a conference room or on a trail. Where nature, commerce, and community bring us together to serve the greater McMinnville. Here, business grows and the community lives well.</div></div>  |  |



# Naming Exploration



# Considerations & Criteria

Rooted in positioning, the following criteria provide a strategic approach for evaluating names that reflect the place, perspective, and promise of the McMinnville Innovation Campus.

The name should...

1. **Highlight innovation and connection**, positioning the property as vital to sustaining and growing McMinnville community.
2. **Evoke a strong sense of place**, celebrating the distinct the city's heritage, character, and spirit while projecting a shared vision for growth.
3. **Fit with the local landscape**, working alongside rather than competing with other centers of gravity, like Downtown McMinnville or Granary District.
4. **Demonstrate ownability** locally and beyond, supporting a distinct and memorable identity that can be protected by trademark.
5. **Support adoption** by being easy to pronounce, spell, and recall, ideally with a strong moniker.
6. **Appeal to a mixed-use audience**, reflecting diverse offerings/opportunities that cater to the aspirations and expectations of locals, visitors, and businesses.
7. **Work well across applications**, supporting a range of different form factors and contexts.
8. **Accommodate evolution and growth**, ensuring relevance and adaptability as the development expands to include new spaces, amenities, and possibly, sub-brands.





# McMinnville Access Center

also known as **The MAC Row**

---

## VARIATIONS

**McMinnville Area Crossing**

**McMinnville Area Collective**

Direct and functional, **McMinnville Access Center** works to describe an access point or physical gateway to the city as well as a destination designed to connect locals and visitors to opportunity. As a homonym with “macro,” **The MAC Row** serves as an unofficial local moniker, connecting the site to McMinnville (aka Mac) while reinforcing the property’s vast size and promise.

**McMinnville Area Crossing** and **McMinnville Area Collective** maintain the moniker while orienting the story toward collaboration and shared growth.

## CONSIDERATIONS

- No clear conflicts for full-length names or “The MAC Row”
- Local orgs: [Mac’s People Collective](#), [McMinnville Area Community Foundation](#), [MacHub](#), [We Are MAC](#)
- Some may associate “The MAC” with Multnomah Athletic Club (they own [themac.com](#))
- Existing trademarks in unrelated industries (Apple, MAC Cosmetics, etc.)



# The MAC Addition

also known as **The McMinnville Area Crossroads Addition**

---

## The Origin of “Addition”

Commonly used in the late 19th and early 20th centuries to describe areas added to expanding cities, the term “addition” now instills a sense of continuity and belonging.

Straightforward, impactful, and instantly recognizable, **The MAC Addition** communicates the property’s role in McMinnville, seamlessly connecting to and expanding upon the city’s existing fabric. The term “addition” clearly defines the development as additive while also connoting longevity and heritage. The full name, **McMinnville Area Crossroads Addition** further emphasizes that the site sits at a central intersection of industry, commerce, and community—marking the development as an integral part of McMinnville's growth and future.

## CONSIDERATIONS

- No conflicts for “The MAC Addition” or full name
- Small demographic may associate MAC with Multnomah Athletic Club
- Existing trademarks in unrelated industries (Apple, MAC Cosmetics, etc.)



# Skyfield Center

also known as **Skyfield**

---

## VARIATION

### Skyfield Junction

**Skyfield Center** connects directly to the property's location next to the airport and its history as an open field. Combined into a single ownable word, "Skyfield" symbolizes a place where anything is possible (i.e., the sky's the limit). "Center" positions the destination as a local hub, while **Skyfield Junction** communicates a point where paths and people meet. Both names pay homage to McMinnville's roots, offering a fresh take on an expansive space that's poised for new heights and new horizons.

## CONSIDERATIONS

- No conflicts with "Skyfield Center" or "Skyfield Junction"
- Three existing trademarks for "Skyfield" in unrelated industries



# The McMinnville Lift

also known as **The Lift**

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## VARIATION

### **The Lift at McMinnville**

**The McMinnville Lift** pays homage to the historic silo/elevator on the property and the agricultural legacy of the surrounding land. It also provides a subtle nod to the adjacent airport, positioning the new development as a place where businesses take flight. The full name conveys the project's vast scope, purpose, and promise: helping McMinnville reach new heights. Simple and inspiring, **The Lift** becomes a shorthand moniker for a destination that can elevate ideas, businesses, and the greater community.

## CONSIDERATIONS

- A few USPTO conflicts with "The Lift" alone, none for "The McMinnville Lift"
- The LIFT is a meeting facility in Abilene, TX
- LIFT is a paratransit shared-ride service for people with disabilities
- Local Innovation and Fast Track (LIFT) Program to expand OR affordable housing
- The Lift Bar & Grill in Boise; The Lift Off Lounge and Lift UP in Portland



# Rivernest Forge

also known as **The Forge**

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## VARIATIONS

### Rivernest Forge at McMinnville

**Rivernest Forge** tells a story of balance, integrating nature and industry where ideas are born and built together. While “River” is an reference to the property’s adjacent waterway, “nest” adds a distinctive quality to the name, evoking a nurturing environment for growth. “Forge” completes the narrative, describing a place designed for collaboration and innovation. **The Forge** becomes a natural moniker for this thriving destination where people and businesses forge new connections and lasting growth.

## CONSIDERATIONS

- No conflicts for “Rivernest Forge”



# Twinberry Crossing

also known as **The Twinberry**

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## VARIATIONS

**Twinberry Row**

**Twinberry Mills**

**Twinberry McMinnville**

Inspired by black twinberry, a native plant that thrives in local forests and wetlands, **Twinberry Crossing** or **The Twinberry** for short describes a place that belongs to its surroundings. It pairs with “crossing” to convey a spirit of abundance where roads, rivers, and industry meet. Variations of the name maintain the message with subtle shifts in emphasis. In all forms, the “nn” spelling subtly mirrors that of McMinnville, positioning the destination as a twin center of gravity with downtown. Twinberry Crossing honors a deep connection between nature and community.

## CONSIDERATIONS

- No conflicts for full names (spelled as “Twinberry” or “Twinberry”)
- No trademarks for “Twinberry”
- Existing trademark for “Twinberry” in apparel
- Javarr’s Twinberry Inn in The Bahamas



# Riverworks District

also known as **Riverworks**

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## VARIATIONS

**Riverworks at McMinnville**

**McMinnville Riverworks**

Tapping into the natural landscape that has shaped the region, **Riverworks District** blends the symbolism of a water source that nourishes the land with the energy and force of the current that fuels it. "Works" infuses the name with the spirit of industry, ideal for a project focused on economic development, while "District" adds a sense of scale to property designed and designated for growth. Combining nature's vitality with the flow of progress, Riverworks District is a conduit for opportunity.

## CONSIDERATIONS

- No conflicts with "Riverworks District"
- River District in Portland; Rivergrove city in OR
- Riverworks Development Corp in WI, Riverworks Art Center in MD, Riverworks Apartments in Savannah, GA, River Oaks District in Houston, TX



# Modern Assembly

also known as **The Mod**

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## VARIATIONS

### Modern Assembly McMinnville

Tradition gives way to innovation in **Modern Assembly**, a name that signals the emergence of a promising new era for the city of McMinnville. Full of an old-school appeal and a spirit that feels authentic to McMinnville, “assembly” references McMinnville’s industrial roots and the idea of bringing various pieces and people together. Modified by “modern,” the name becomes forward-looking, a welcoming call to action for the next generation of ideas and industries. Approachable and confident, **The Mod** works as a natural abbreviation for a destination that models a prosperous future.

## CONSIDERATIONS

- No conflicts with “Modern Assembly”
- Many orgs and trademarks using “Assembly” (e.g., Assembly Brewing in Portland, Assembly Row in Massachusetts)
- No local conflicts with “The Mod”



# Wheelhouse Commons

also known as **The Wheelhouse**

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## VARIATIONS

**The Wheelhouse at McMinnville**

**Wheelhouse West**

Straightforward yet full of meaning, **Wheelhouse Commons**, or **The Wheelhouse** for short, connects McMinnville's agricultural roots to the promise of an innovative, industrious future. While "wheel" alone suggests production and motion, "wheelhouse" plays to the property's position at the "helm" of town or area of expertise ("in your wheelhouse"). Combined with "commons," the name highlights the goal of bringing people and industries together.

**Wheelhouse West** emphasizes the orientation toward McMinnville while positioning the campus as a waypoint, charting a course for the future.

## CONSIDERATIONS

- No conflicts with "Wheelhouse Commons" or "Wheelhouse West"
- Many trademarks with "Wheelhouse"
- Several local orgs use "Wheelhouse" in name: Wheel House Lofts in Portland, The Wheelhouse and Crowsnest in Bandon; Wheelhouse vacation rental in Yachats
- Some instances beyond PNW (e.g., Wheelhouse Credit Union in San Diego)



# McMinnville Landing

also known as **The Landing**

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## VARIATION

### **The Landing at McMinnville**

Playing off of the property's proximity to aviation and its position at the entrance to town, the word "landing" offers a powerful angle for storytelling. **McMinnville Landing** anchors the property's narrative in place and spirit. It represented a literal and figurative arrival to McMinnville and all it has to offer. 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.

## CONSIDERATIONS

- No conflicts with the full name
- Many destinations use "The Landing" in PNW and beyond (e.g., a neighborhood in Oregon City, OR; a mixed-use campus in Renton, WA)
- Local modifier strengthens recognition and ownability



## ~~McMinnville Access Center~~

The MAC Row

## ~~The MAC Addition~~

The McMinnville Area Crossroads Addition

## ~~Skyfield Center~~

Skyfield

## ~~The McMinnville Lift~~

The Lift

## ~~Rivernest Forge~~

The Forge

## ~~Twinnberry Crossing~~

The Twinnberry

## ~~Riverworks District~~

Riverworks

## ~~Modern Assembly~~

The Mod

## ~~Wheelhouse Commons~~

The Wheelhouse

## ~~McMinnville Landing~~

The Landing



# Next Steps

- 4/7** Short List Names submitted for Legal Clearance
- 4/21** Visual Territories Presentation with City
- 4/23** Visual Territories Feedback
- 5/2** Visual Territories Presentation with Property Owners\*
- 5/5** PAC 4

\* May need to reschedule to allow for refinements ahead of PAC 4





May 2025

# McMinnville Landing

Visual Identity & Web Requirements

Presented by **FINE**





- 01** Brand Recap
- 02** Visual Identity Concepts
- 03** Website Content Requirements
- 04** Next Steps





# Brand Recap



# Brand Positioning

McMinnville Landing cultivates the next generation of homegrown ingenuity and workforce development for McMinnville. Rooted in the creative, industrious spirit and entrepreneurial nature of McMinnville, this purpose-built campus inspires meaningful innovation, connected growth, and positive impact.

|              |   |   |
|--------------|---|---|
| DISTINCTIONS | <div><div><div>What</div><div>Build Business &amp; Grow Community</div></div><div>Thoughtfully designed and built for many uses across 200 acres, McMinnville Landing welcomes in a new era of industry, employment, and local convenience. With new places for the community to eat, shop, work, and play every day, McMinnville Landing is a center for economic growth, job opportunity, and community engagement.</div></div> | <div><div>VALUES</div><div>Local authenticity expands reach.</div><div>Connection creates opportunity.</div><div>Responsible development brings meaningful growth.</div><div>Aesthetics inspire innovation.</div></div> |
|              | <div><div><div>Where</div><div>An Innovative McMinnville Gateway</div></div><div>In the heart of Oregon wine country, McMinnville Landing embraces the small town ease, charm, and creative spirit of McMinnville with easy access to nearby cities. Right off of Highway 18 and adjacent to the airport, this site provides rare access for businesses to stand apart and stay connected.</div></div>                            | <div><div>ATTRIBUTES</div><div>Enduring</div><div>Harmonizing</div><div>Dynamic</div><div>Inspiring</div></div>   |
|              | <div><div><div>How</div><div>Opportunity Comes Together</div></div><div>McMinnville Landing lives at the intersection of opportunity and local connection. Where meetings can happen in a conference room or on a trail. Where nature, commerce, and community bring us together to serve the greater McMinnville. Here, business grows and the community lives well.</div></div>   |   |



# Visual Identity Concepts



# Direction 1









McMINNVILLE

M  
A  
C

Landing

O  
R  
E



INNOVATION DISTRICT





McMINNVILLE

M  
A  
C

Landing

O  
R  
E



INNOVATION DISTRICT

McMINNVILLE  
Landing





BODY COPY - TT HOVES PRO

# BUILD. GROW. BELONG.

BODY COPY - REWORK

Set across 190 acres in the heart of Willamette Valley, McMinnville Landing is an innovation campus purpose-built to usher in a new era of industry, employment, and local convenience for the City of McMinnville. With new places for the community to eat, shop, work, and play everyday, McMinnville Landing supports a dynamic intersection of professional, commercial, industrial, medical, academic, and recreational pursuits.







McMINNVILLE

MAC

Landing

ORE



INNOVATION DISTRICT



PROJECT

PARTNER

MCMINNVILLE  
Landing

NEWS

CONTACT



M  
A  
C

MAKE IT HERE.  
MAKE IT MCMINNVILLE.

O  
R  
E

EXPERIENCE MCMINNVILLE LANDING  
IN THE HEART OF WILLAMETTE VALLEY







MAKE IT  
HERE.  
MAKE IT  
MCMINNVILLE.



Set across 160 acres in the heart of  
Anderson Valley, McMinnville Landing is an  
innovation business park designed to attract a  
major mix of industry, employment, and  
local investment for the City of  
McMinnville.

With some places for the community to eat,  
shop, work, and play everyday, McMinnville  
Landing supports a vibrant, interconnected  
environment, economic, industrial,  
medical, residential, and recreational  
destinies.

PERMISSION REQUIRED  
10000 S. Highway 101, Suite 100  
McMinnville, OR 97128  
(503) 835-1000

  
**McMINNVILLE**  
**Landing**  
A COMMUNITY DEVELOPMENT

LANDING OFFICE  
10000 S. Highway 101, Suite 100  
McMinnville, OR 97128  
(503) 835-1000

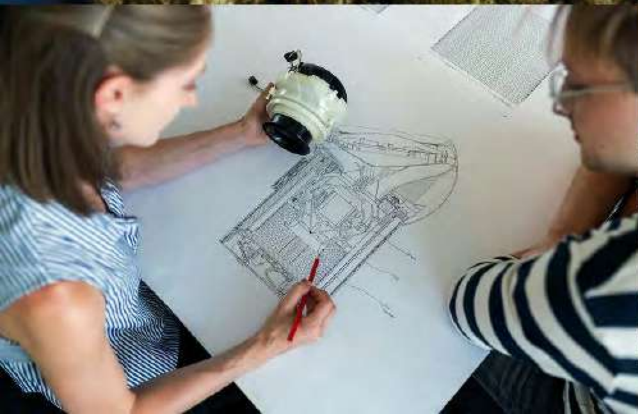














# Direction 2







M  
A  
C

MC MINNVILLE  
LANDING

O  
R  
E



# M<sup>c</sup>MINNVILLE LANDING



45°11'54.6"N, 123°09'27.0"W



BODY COPY - GT ULTRA MEDIAN LIGHT

# Connect. Craft. Cultivate.

BODY COPY - LAUSANNE 250

Set across 190 acres in the heart of Willamette Valley, McMinnville Landing is an innovation campus purpose-built to usher in a new era of industry, employment, and local convenience for the City of McMinnville. With new places for the community to eat, shop, work, and play everyday, McMinnville Landing supports a dynamic intersection of professional, commercial, industrial, medical, academic, and recreational pursuits.









PROJECT

PARTNER



NEWS

CONTACT



# Commerce & Community, Connected.



45°11'54.6"N, 123°09'27.0"W

MacBook Pro





# Commerce & Community, Connected.

We welcome in a new era of industry, employment, and local convenience across 190 acres in the heart of Willametta Valley.

**LEASING OFFICE**  
2880 E. Salmon River Hwy  
Suite 300  
McMinnville, OR 97128  
503-456-7800

**BUSINESS INQUIRIES**  
2880 E. Salmon River Hwy  
Suite 400  
McMinnville, OR 97128  
503-456-7800

**McMINNVILLE LANDING**

45°11'54.6"N, 123°09'27.0"W





McMINNVILLE  
LANDING



Cumulus  
Avenue

0.2 MILES



Innovation  
Green

0.15 MILES



Amity Hills



0.2  
MILES











# Direction 3









# McMinnville Landing





# McMinnville Landing



McMinnville  
Landing



BODY COPY - SEASON MIX SEMIBOLD

# Ideas. Innovation. Impact.

BODY COPY - CIRCULAR

Set across 190 acres in the heart of Willamette Valley, McMinnville Landing is an innovation campus purpose-built to usher in a new era of industry, employment, and local convenience for the City of McMinnville. With new places for the community to eat, shop, work, and play everyday, McMinnville Landing supports a dynamic intersection of professional, commercial, industrial, medical, academic, and recreational pursuits.





























## Direction 1



## Direction 2



## Direction 3













# Website Content Requirements



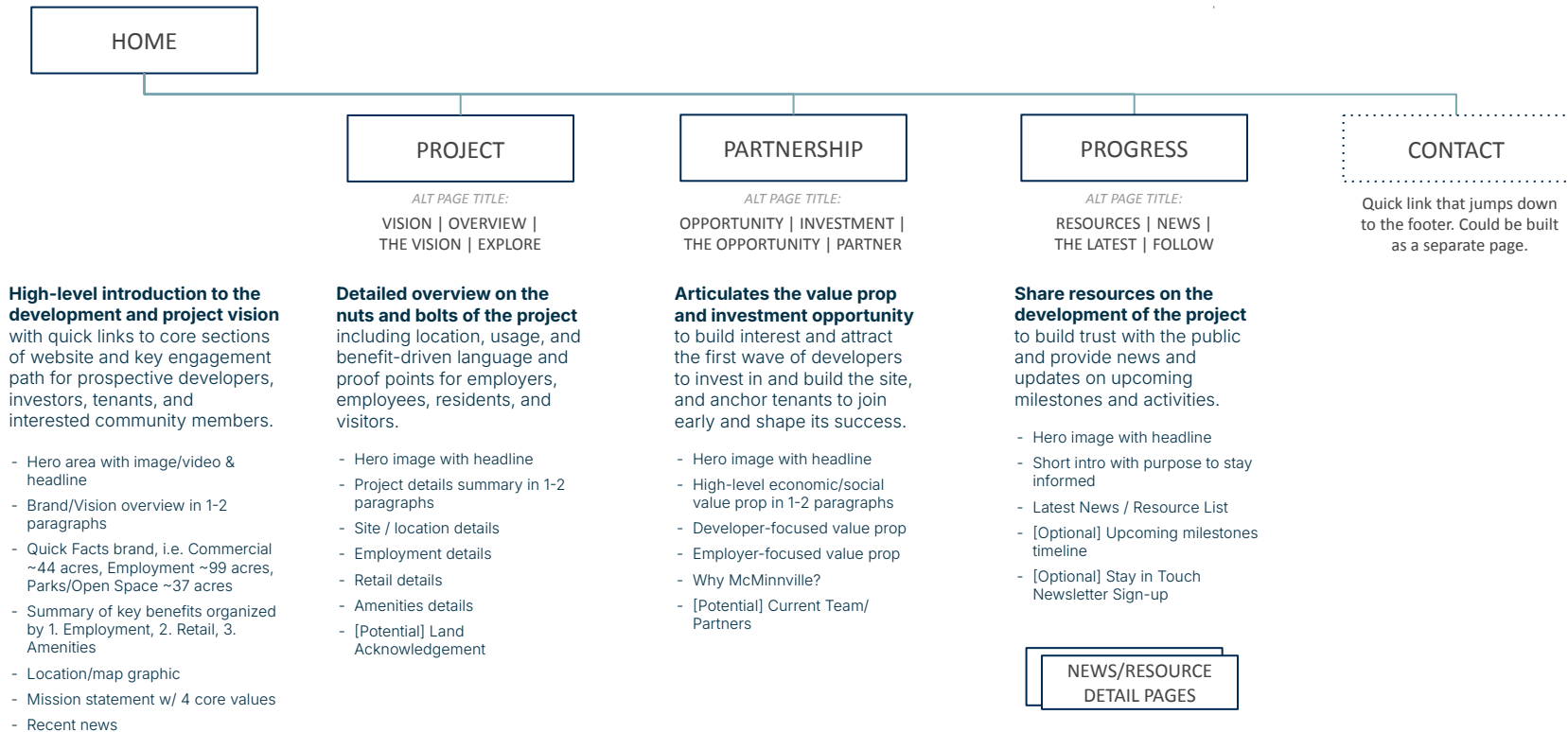
# Website Objectives

FINE will design and build a website on a flexible platform (Squarespace) to support the introductory phase of the project, providing awareness, education, and ongoing updates to build interest with prospective developers and tenants, and engage the greater community.

1. **Introduce the project at a high-level** and build awareness and understanding of the project's scale, purpose, and community value—laying the foundation for long-term interest and investment.
2. **Highlight economic and commercial potential** by presenting the site's employment, commercial, and investment opportunities to attract prospective developers, tenants, and partners.
3. **Showcase the brand promise through story and design** in a dynamic, visually compelling digital experience that captures the unique character of McMinnville and establishes a distinct sense of place.
4. **Drive partnership and engagement** with clear, actionable paths for investors, developers, and tenants to request information, express interest, and participate in shaping the project's future.
5. **Establish a hub for public access to project information** with an area for project updates, announcements, and timeline milestones—keeping the community and stakeholders informed.
6. **Support long-term scalability and ownership transition** with a flexible, easy-to-manage Squarespace site that can be updated by City staff and evolve with the project, including a future transfer of ownership and expansion as needs grow.







## Footer

Contact: City of McMinnville, Community Development, Name, Email, Phone #  
3310 SE Three Mile Lane | McMinnville, OR 97128

Stay in touch newsletter sign-up

Copyright | Sitemap | Legal | Privacy

## Not in Nav

UTILITY PAGES:  
SITEMAP, 404, 500

TERMS &  
COMPLIANCE



# Next Steps

- 5/19** Feedback Due / Design Direction Chosen
- 5/28** Visual ID Refinements & Website Design Presentation
- 5/30** Feedback Due
- 6/6** Full Website Design Presentation
- 6/10** Feedback Due
- 6/16** PAC 5





# Appendix



# Home

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High-level Introduction to the development and project vision with quick links to core sections of website and key engagement path for prospective developers, investors, tenants, and interested community members.

## ASSET SUMMARY

- 1-3 Hero image/video sequence
- 3 Images in benefits summary
- 1 Location/map/land use overlay graphic
- 1-3 McMinnville area/town image

## CONTENT REQUIREMENTS

- **Hero area with image** or video sequence and short/punchy tagline to capture interest
- **Brand and vision overview in 1-2 paragraphs** establishing place, opportunity, and value prop
- **Quick facts** band with big, bold type highlighting key figures of project:
  - 44 acres for Commercial
  - 99 acres for Employment
  - 37 acres for Parks/Open Space
- **Summary of key benefits** with paragraph introducing overall value, and separate bands that include a short paragraph, image, and CTA for the following (links to Project page):
  - Employment
  - Retail
  - Amenities
- **Location/map graphic** showing location (Google map integration) with short paragraph (links to Project page)
- **Mission/values** area with short paragraph that articulates the mission to invest in the future of McMinnville, along with **4 core brand values** and short paragraph for each. CTA to invest in future links to Partnership page.
- **Recent news** band with top 3 latest news articles from Progress page.



# Project

Alts: Vision, Overview, The Vision, Explore

---

More detailed overview on the nuts and bolts of the project including location, usage/zones, and benefit-driven language and proof points for employers, employees, residents, and visitors.

## ASSET SUMMARY

- 1 Hero image
- 3 Images in benefits summary
- 1 Location/map/land use overlay graphic
- 1-2 McMinnville area shots to demonstrate location
- 3-6 stock images to show conceptual benefits of Employment, Retail, Amenities

## CONTENT REQUIREMENTS

- **Hero area with image** with headline or short intro
- **Project summary in 1-2 paragraphs** describing the key components of the site & benefits
- **Site / location section** with map / land use overlay graphic, intro paragraph describing key access points and location drivers, and bullet list of additional proof points. *Example topics:*
  - Entry point to McMinnville, off of HWY 18, 1.5 miles from downtown, adjacent to airport & hospital, etc.
  - On flat land with views of mountain ranges by the South Yamhill River, next to Galen McBee Park
  - 200 total acres with 99 acres reserved for employment, 44 for retail, 37 for parks and open spaces
- **Employment section** detailing key benefits and offerings for prospective tenants and employees. Mix of 1-2 short paragraphs, stock images, bullets list. *Example topics:*
  - Diverse mix of industries integrates offices, commercial space, R&D, start-ups, manufacturers
  - Partnership and innovation opportunities close to Medical Center, Lindfield University, etc.
  - Spurs economic growth, job diversity, workforce development, with high-density living wage jobs
  - Local businesses can grow, headquarters for new industries, incubator spaces & programs for startups
- **Retail section** with key benefits of new retail center. Similar content type. *Example topics:*
  - ~44 of dedicated retail space keeps consumers spending local, providing multiple reasons to visit
  - Conveniences like grocery store & gas station with new crop of amenities like restaurants, coffee shops, juice & wine bars, and shopping provide daily opportunities to refresh, focus, and unwind.
- **Amenities section** capturing shared amenities that enhance value. Similar content type. *Example:*
  - Interconnected trails, paths, sidewalks create a pedestrian-friendly environment
  - Parks, walking trails, and view corridors create opportunities for recreation, fitness, and mindfulness
  - A central plaza and other event spaces invite community meetups and large industry/cultural events
- **[Optional] Land acknowledgement section**



# Partnership

Alts: Opportunity, Investment, The Opportunity, Partner

---

Articulates the value proposition and investment opportunity to build interest and attract the first wave of developers to invest in and build the site, and anchor tenants to join early and shape its success.

## ASSET SUMMARY

- 1 Hero image
- 1-2 Images to accompany eco/social value prop
- Potential logos of current team/partners

## CONTENT REQUIREMENTS

- **Hero area with image** and headline or short intro
- **Economic & social value prop** in a few paragraphs outlining overarching value prop of innovation hub and audience-focused sections/messaging and CTA to get in touch.
  - Higher commercial rents, higher-wage job opportunity, supporting next era of economic growth
  - Healthier, more balanced, diverse, and connected community
  - Diverse mix of industries across manufacturing, aviation & bioscience spur collaboration and innovation
  - Balance of start-ups & mature companies support partnership & growth, spanning full innovation funnel
  - **For Developers/investors**
    - Strong brand and placemaking vision and values
    - Ongoing, collaborative project with a foundational sense of pride and support
    - Flexible land use in Planned Overlay District and greenfield with freedom to envision Master Plan
    - Small incubator spaces and programs for start-ups help catalyze VC funding and more innovation
    - Established blueprint and guideposts in Great Neighborhood Principles of McMinnville
    - Existing & thriving culture, identity, and offerings of McMinnville support and enhance vision
  - **For Employers/Tenants**
    - Ideal location for national or regional headquarters for growing or mature companies
    - Airport adjacent for businesses, allowing execs to get in and out quickly, year-round
    - Start-up spaces and incubator programs support small businesses
    - Diversity of industries & proximity to hospital & university support collaboration, feed talent pool
    - Sense of place & identity with parks and trails for healthier work-life balance attract & retain talent
    - Retail center enhances day-to-day with moments to refresh, focus, and unwind
- **Why McMinnville band** with image(s) and paragraph that captures the benefits of working and living in McMinnville. Could link to *Visit McMinnville* or *McMinnville Business* sites.
- **Current Team/Partners**, including summary of 3 ownership groups, City of McMinnville, Walker Macy, etc. with CTA for general inquiries.



# Progress

Alts: Resources, News, The Latest, Follow

---

Share resources on the development of the project to build trust with the public and provide news and updates on upcoming milestones and activities.

## ASSET SUMMARY

- 1 Hero image
- Optional images attached to news articles

## CONTENT REQUIREMENTS

- **Hero area with image** and headline that speaks to the contents of the page
- **Introduction paragraph** stating goal/purpose of page with primary contact for all inquiries
- **Latest news/resource list** organized by most recent to host 2 categories of information: 1) News "Blog" articles and 2) Resource PDFs or image assets. Links to article/resource detail. Includes:
  - Thumbnail
  - Image (optional)
  - Article/Resource Name
  - Category Type: News, Resources
  - Date
- **News/Resource Article Detail** page includes:
  - Article/Resource Title
  - Introduction
  - Date
  - Image (optional)
  - Body Copy
  - PDF/image upload (optional)
  - Ability to Share (email/twitter) and Download
- **(Optional) What to expect** section with past & upcoming milestones in timeline format. Includes date and short paragraph detailing milestone
- **(Optional) Stay in touch** newsletter sign-up capturing email address (for future email updates)



# Narrative Preview

A sneak peak of the copy being crafted for the website...

## **Make It Here. Make It McMinnville.**

Great ideas deserve great ground. Located at the entrance to McMinnville, in the heart of Oregon's Willamette Valley, McMinnville Landing is an 190-acre innovation district built to shape what's next. Designed for visionaries, builders, and makers, the all-new hub presents 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.





# Values

Our values are the core tenets that guide all we do.



## Local authenticity expands reach.

We are dedicated to creating space for what is authentically McMinnville. By supporting the local, we expand what's already here while attracting partners and investors to co-create a strong future for our community.



## Connection creates opportunity.

We believe in diversity, creating welcoming spaces for everyone while connecting a variety of industries. Through collaboration with our community and our partners we generate great things.



## Responsible development brings meaningful growth.

We are committed to growing responsibly, building toward a future of wellness for humans and our world.



## Aesthetics inspire innovation.

We create places designed to bring out potential in harmony with the land. By bringing people into contact with the inspirational, we help them to create new ideas.



# 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

STYLE GUIDE

JUNE 2025 | VERSION 1.0



# CONTENTS

## 01 Visual Identity

Full Lock-up

Primary Logo

Wordmark

Seal

## 02 Typography

Headlines

Subheads

Body Copy

## 03 Color

Brand Palette

## 04 Brand Applications

Merch

Print

Signage

Website



01

# VISUAL IDENTITY

Our visual identity captures the essence of what makes McMinnville iconic. From the rolling vineyards and fertile earth that fuel its thriving agriculture, to the charming quirkiness of the UFO Festival that brings out every shade of eccentric—this is a place where open spaces make for boundless opportunity. And through it all, the winding Yamhill River threads its way through town, connecting people, place, and purpose with every bend.



# Full Lock-up

Our full logo lock-up showcases all the elements within our graphic system. The McMinnville Landing wordmark acts as a grounding industrial base.

Key location markers and district qualifiers surround the wordmark, providing greater context to what McMinnville Landing represents and its location.

Atop our typographic elements sits an emblematic icon—McMinnville Landing's crest—representing all that makes this place one-of-a-kind.

## Usage

The full lock-up may be prominently used on merchandise and swag, signage, print materials, and other touchpoints that are many people's first interaction with the brand.

There are two-color versions of the full lock-up, as well as an all-black and all-white version for when single-color logos are required. The Cream/Bronze lock-up is best suited for dark backgrounds, while the Charcoal/Bronze lock-up is best suited for light backgrounds. The icon has been knocked out on the Cream/Bronze lock-up for better visual balance against a dark background.

## Cream/Bronze Lock-up



## Charcoal/Bronze Lock-up





# Full Lock-up

## Clear Space

Keep the clear space around the lock-up free of other graphic elements. The minimum clear space is defined as equal to the width of the “L” in Landing, which should be applied uniformly around the lock-up’s outermost perimeter.

## Minimum Size

To maintain legibility, the lock-up should not be scaled smaller than 2.5 inches in width. Do not change the proportions of the lock-up in any way when scaling.





# Primary Logo

Our primary logo celebrates the core elements of our identity, showcasing industrial typography and our iconic McMinnville-inspired emblem.

## Usage

As the public becomes more familiar with the brand, the primary logo will take center stage on swag, on-campus signage, print and digital materials, and the website.

There are two-color versions of the primary logo, as well as an all-black and all-white version for when single-color logos are required. The Cream/Bronze primary logo is best suited for dark backgrounds, while the Charcoal/Bronze primary logo is best suited for light backgrounds. The icon has been knocked out on the Cream/Bronze primary logo for better visual balance against a dark background.

## Cream/Bronze Primary Logo



McMINNVILLE  
Landing

## Charcoal/Bronze Primary Logo



McMINNVILLE  
Landing



# Primary Logo

## Clear Space

Keep the clear space around the lock-up free of other graphic elements. The minimum clear space is defined as equal to the width of the “L” in Landing, which should be applied uniformly around the logo’s outermost perimeter.

## Minimum Size

To maintain legibility, the logo should not be scaled smaller than 2 inches in width. Do not change the proportions of the logo in any way when scaling.





# Wordmark

Our wordmark is a secondary mark to use when vertical height is limited or when the primary logo has already been introduced.

## Usage

Once someone is familiar with the brand, vertical space is limited, or the emblem is present elsewhere, the wordmark may be seen on swag, signage, print and digital materials, and the website.

The wordmark is available in Cream and Charcoal, as well as in black and white for when it is required by vendors. The Cream wordmark is best suited for dark backgrounds, while the Charcoal wordmark is best suited for light backgrounds.

## Cream Wordmark

McMINNVILLE  
Landing

## Charcoal Wordmark

McMINNVILLE  
Landing



# Wordmark

## Clear Space

Keep the clear space around the wordmark free of other graphic elements. The minimum clear space is defined as equal to the width of the “L” in Landing, which should be applied uniformly around the wordmark’s outermost perimeter.



## Minimum Size

To maintain legibility, the wordmark should not be scaled smaller than 1.35 inches in width. Do not change the proportions of the wordmark in any way when scaling.





# Seal

Our seal is a graphic element that can add visual interest to both print and digital compositions.

## Usage

The seal should be used as a graphic element when the logo is already present within a piece. The seal may complement the brand on swag, signage, print and digital materials, and the website.

The seal is available in Cream, Charcoal, Bronze Filled, and Bronze Knockout, as well as black and white for when it is required by vendors. The Cream and Bronze Knockout seal are best suited for dark backgrounds, while the Charcoal and Bronze seal are best suited for light backgrounds.

Cream Seal



Charcoal Seal



Bronze Filled Seal



Bronze Knockout Seal





# Seal

## Clear Space

Keep the clear space around the seal free of other graphic elements. The minimum clear space is defined as equal to the height of a ray of light radiating from the lightbulb which should be applied uniformly around the seal's outermost perimeter.

## Minimum Size

To maintain legibility, the seal should not be scaled smaller than 0.5 inches in width. Do not change the proportions of the seal in any way when scaling.



0.5"



02

# TYPOGRAPHY

Our typography system speaks with clarity and confidence. A bold, all caps sans serif header establishes a self-assured and approachable tone, complemented by a hearty body copy font with wide proportions and clean lines.



# Headlines

Our headlines use a mix of TT Hoves Pro Bold and Bold Outline in all caps. TT Hoves combines filled and outlined font treatments to introduce dynamism and depth to our headlines.

TT Hoves Pro is a Scandinavian sans serif that balances neutrality with character. It combines utility, style, and aesthetic refinement for a variety of diverse applications.

TT Hoves may be purchased at <https://typetype.org/fonts/tt-hoves>.

MAKE IT  
HERE.  
MAKE IT  
MCMINNVILLE.

HEADLINE 1 - TT HOVES PRO BOLD OUTLINE, ALL CAPS

ABCDEFGHIJKLMNO  
PQRSTUVWXYZ  
1234567890!@#\$%^&\*()

HEADLINE 2 - TT HOVES PRO BOLD, ALL CAPS

ABCDEFGHIJKLMNO  
PQRSTUVWXYZ  
1234567890!@#\$%^&\*()



# Subheads

Our subheadings use a combination of Rework Headline Bold in all caps and TT Hoves Pro Demibold.

Rework Headline offers a balance of practicality and attitude. Tighter spacing, slightly condensed proportions, and reduced ascenders and descenders allow the font family to be set tight for use in pull quotes, headers and subheads.

Rework may be purchased at [socio-type.com/purchase/rework](https://socio-type.com/purchase/rework).

TT Hoves may be purchased at [typetype.org/fonts/tt-hoves](https://typetype.org/fonts/tt-hoves).

## IT ALL STARTS HERE

SUBHEAD 1 - REWORK HEADLINE BOLD, ALL CAPS

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
UVWXYZ

1234567890!@#\$%^&\*()

## Great Ideas Deserve Great Ground

SUBHEAD 2 - REWORK HEADLINE DEMIBOLD

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj  
Kk Ll Mm Nn Oo Pp Qq Rr Ss  
Tt Uu Vv Ww Xx Yy Zz

1234567890!@#\$%^&\*()



# Body Copy

Our body copy uses Rework Text Regular and Semibold.

Rework Text is designed to offer enhanced legibility for extended passages of body copy in print or on screen. Rework Text is optimized for use between 8pt and 30pt.

Rework may be purchased at [socio-type.com/purchase/rework](https://socio-type.com/purchase/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.

## BODY COPY - REWORK TEXT REGULAR

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn  
Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz  
1234567890!@#\$%^&\*()

## BODY COPY - REWORK TEXT SEMIBOLD

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn  
Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz  
1234567890!@#\$%^&\*()



# 03 COLOR

Our color palette is pulled straight from McMinnville's natural soul—deep vineyard reds, golden sunlit yellows, fertile greens, and grounding earth tones all work together to paint an authentic picture of the experience.



# Brand Palette

Our color palette pulls from the natural setting of McMinnville. Our primary palette focuses on neutral tones—Cream, Bronze, and Charcoal.

Our secondary palette complements our neutral primary palette with tones that are warm, welcoming, and familiar.

## CREAM

CMYK 2 2 5 0  
PMS WARM GRAY 1C @ 30%  
RGB 246 244 238  
HEX F6F4EE

## VINEYARD

CMYK 31 89 92 38  
PMS 7628C  
RGB 123 42 30  
HEX 7B2A1E

## TWILIGHT

CMYK 92 78 52 58  
PMS 534C  
RGB 13 29 48  
HEX 0D1D30

## BRONZE

CMYK 33 56 78 16  
PMS 729C  
RGB 155 108 69  
HEX 9B6C45

## SUNLIGHT

CMYK 20 40 100 0  
PMS 110C  
RGB 199 149 42  
HEX C7952A

## QUARTZ

CMYK 10 10 22 0  
PMS WARM GRAY 1C  
RGB 224 218 198  
HEX E0DAC6

## CHARCOAL

CMYK 70 65 65 70  
PMS BLACK 7C  
RGB 39 39 39  
HEX 272727

## GRAPEVINE

CMYK 66 38 90 20  
PMS 2279C  
RGB 86 108 57  
HEX 566C39

## WHITE

CMYK 0 0 0 0  
RGB 255 255 255  
HEX FFFFFFFF



04

# BRAND APPLICATIONS

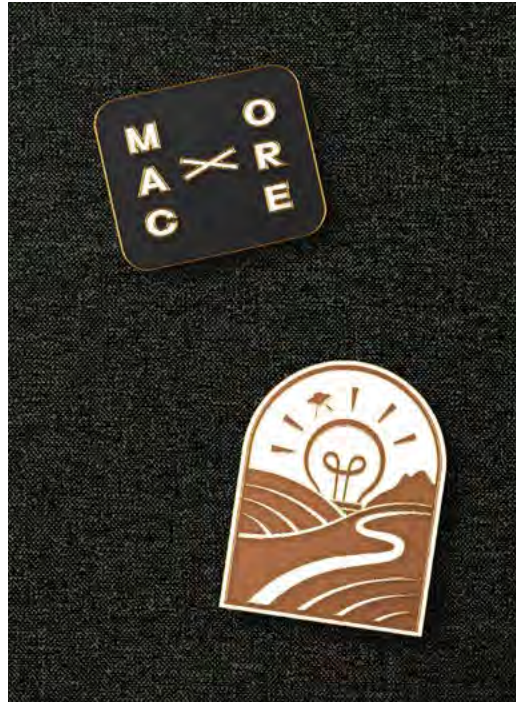
Print and digital applications display our brand in a way that is grounded, open, and full of promise. Our system is built to scale, flex, and adapt—rooted in place but ready to travel. Whether displaying our full lock-up or distilled to its core components, the McMinnville Landing identity doesn't just represent a place, it represents an ongoing story.



# Merch

Our merchandise celebrates the brand in all its forms, adorned by supporters, admirers, and workers alike.

Merchandise can take on a more playful tone, experimenting with color distribution and graphic elements.





# Print

Print ads and OOH placements feature the potential of place, speaking to local business owners and industry leaders alike. Editorial advertisements promote the unique lifestyle and economic opportunities through clean compositions and a key eye on photographic selections.

Our color palette remains neutral in these instances, allowing others to see their brand and business potential in McMinnville Landing.





# Signage

Clean signage brings elegance and structure to public spaces through finely crafted materialization, such as custom cut, raised metal letters in a satin finish.





# Website

Throughout our website, voice and visuals unite to create something that feels bold, alive, and distinctly McMinnville. With aerial views of the region anchoring the layout, we highlight the open spaces that inspire the innovation as we plant our flag with a statement of intent: “Make it here. Make it McMinnville.”

Our navigation leads with clarity and confidence, outlining the most important content to our website visitors—the project, the opportunity we provide, our progress, and how to get in touch.





MAKE IT HERE.  
MAKE IT  
MCMINNVILLE.

GREAT IDEAS DESERVE  
GREAT GROUND



McMINNVILLE

M A C

Landing

O R E

INNOVATION DISTRICT

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.

COMMERCE &  
COMMUNITY,  
CONNECTED

McMinnville Landing is an open campus thoughtfully planned to open up a world of possibility. Purpose-built to nurture people and their endeavors in work and life, this is where community comes together and the spirit of innovation and quality of life go hand in hand.



INSPIRE INDUSTRY

With room to scale, infrastructure to inspire, and amenities to attract top talent, The Landing is a place for new and established companies to grow. From manufacturing to R&D, the innovation district generates new opportunity and spurs new jobs.



SHOP LOCAL

The Landing is a new retail destination for regional businesses and national brands. With shops, dining, services, and entertainment in one walkable district, this vibrant local hub keeps spending in town while enhancing the ease and energy of everyday life.



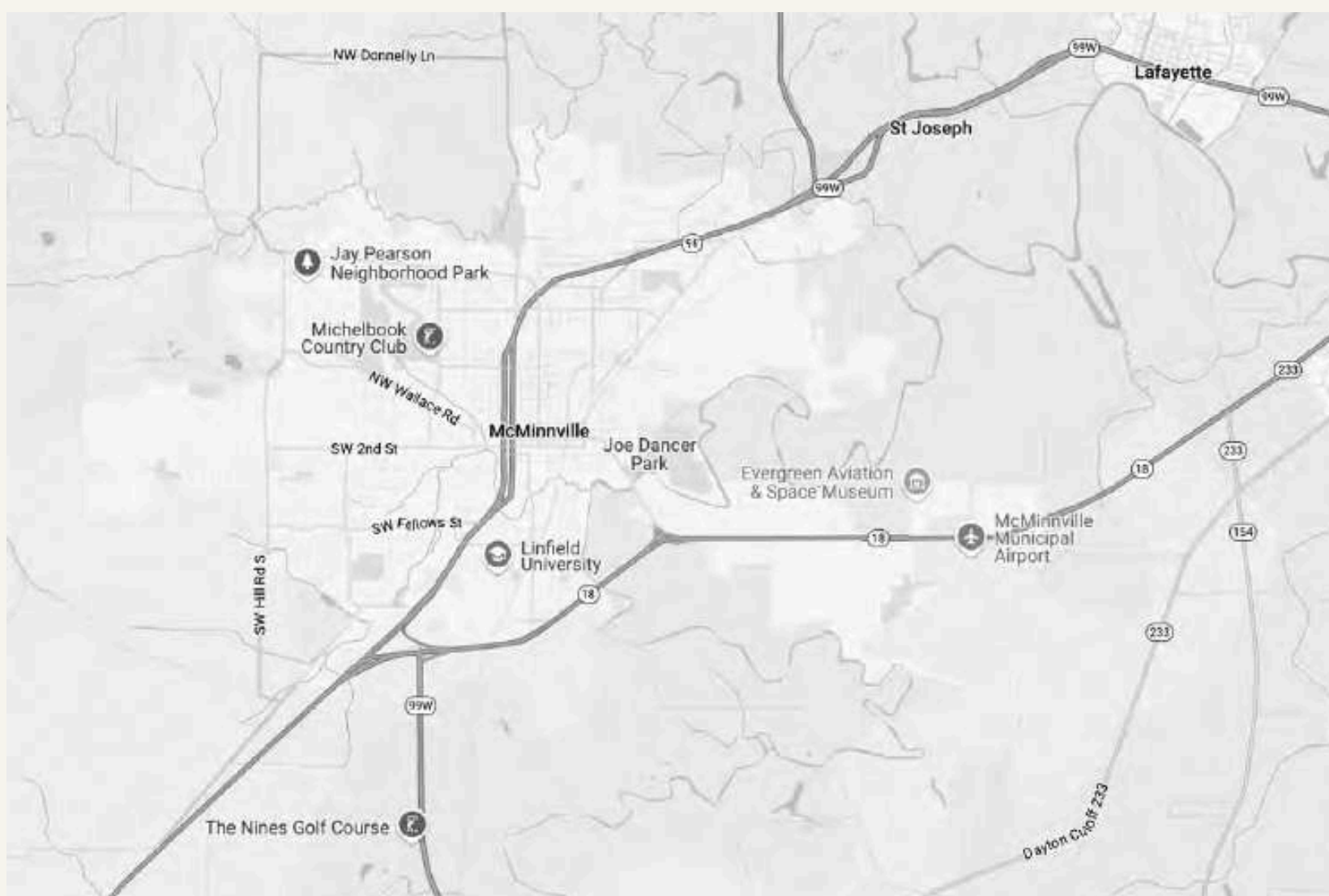
BUILD COMMUNITY

At The Landing, people come together for work, wellness, and play. Open parks, integrated trails, natural surroundings, and an abundance of amenities invite the community to visit, gather, and linger—supporting a stronger and more connected McMinnville.

LEARN MORE

A GATEWAY  
TO GROWTH

Set on Highway 18 and next to the municipal airport, McMinnville Landing is a welcoming landmark, signaling your arrival to town. With easy access and prime visibility, The Landing gives businesses the space to stand apart, stay connected, and grow with purpose.



190  
MASTER-  
PLANNED  
ACRES

COMMERCIAL

Retail, restaurants, and services supporting daily life, workers, and visitors

ENTERPRISE

Flexible space for R&D, advanced manufacturing, and job-creating businesses

RECREATIONAL

Open parks, nature trails, and greenspaces connecting people and ideas

OUR MISSION

McMinnville Landing is designed to spark innovation, strengthen community, and honor the city we call home. Our approach is grounded in care, fueled by purpose, and guided by core values that prioritize community wellbeing, economic vitality, and responsible development—because doing right is the foundation of everything we do.

SHAPE WHAT’S NEXT →



Local Authenticity  
Expands Reach



Connection Creates  
Opportunity



Grow with Intention



Aesthetics Inspire  
Innovation



THE LATEST

NEWS & UPDATES →

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Reach Out

General Inquiries

info@mcminnvillelanding.com

Business & Property Inquiries

info@mcminnvillebusiness.com

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# A VISION FOR SHARED GROWTH

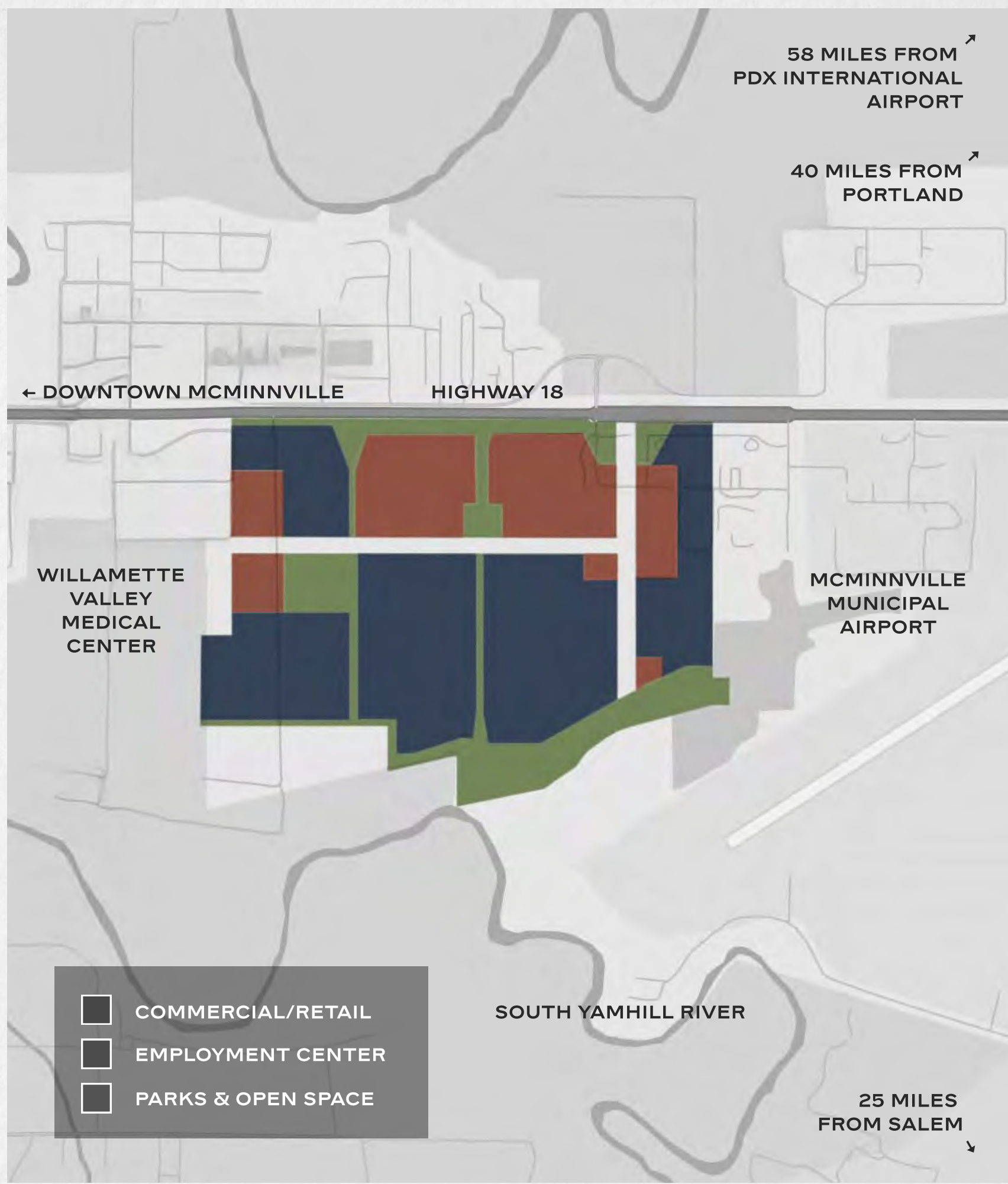


McMinnville Landing is a next-generation innovation district designed to power the region's next era of industry. Minutes from downtown and adjacent to the airport, this 190-acre site offers unmatched flexibility for advanced manufacturing, R&D, services, healthcare, and retail—with the infrastructure, vision, and momentum to support long-term economic vitality. More than a place to land, it's a launchpad where ideas scale, companies thrive, and community comes naturally.

## IT ALL STARTS HERE

Strategically placed at the entrance to town, McMinnville Landing offers the kind of access, visibility, and proximity that turns location into lasting advantage. Just 1.5 miles from McMinnville's historic downtown and directly off Highway 18, the 190-acre district connects people, businesses, and ideas with ease. With open land, big views, and master-planned infrastructure, The Landing is positioned to grow with McMinnville—creating a dynamic gateway that welcomes opportunity in every form.

- A new landmark at the entrance to town, just off Highway 18 and 29 miles from I-5
- Adjacent to McMinnville Municipal Airport, 58 miles to PDX International Airport
- Next to Willamette Valley Medical Center
- Views of Mt. Hood, Amity Hills, and the Coast Range
- Bordered by the South Yamhill River and Galen McBee Park
- 1.5 miles to downtown, 5 miles to Linfield University
- 1 mile from Chemeketa Community College's Yamhill Campus
- Surrounded by scenic agricultural landscape, with 220+ wineries in 20 miles
- 25 miles from Salem, 40 miles from Portland



## BUILDING BUSINESS & BELONGING

### A HUB FOR IDEAS & INNOVATION

McMinnville Landing is designed to drive regional prosperity by attracting a diversity of businesses and expanding access to living-wage jobs. As a new center of gravity for industry and innovation, the district integrates offices, advanced manufacturing, and research space with public amenities that support a vibrant, healthy workforce.

From startups and local enterprises to established companies and national headquarters, The Landing offers space and support for businesses to grow—while connecting them to talent, partners, and a community invested in what comes next.

[EXPLORE BUSINESS BENEFITS →](#)

## KEEPING SPENDING LOCAL

### A REGIONAL RETAIL DESTINATION

From everyday essentials to special services, McMinnville Landing brings sought-after retail to the region, anchoring it all in one accessible destination. Significant acreage for commercial use promises a balance of practical conveniences and fresh experiences for dining, shopping, and gathering. It's a vibrant hub for retail, designed to boost the local economy, enhance daily life, and give the community more reasons to stay close to home.

- **Everyday essentials**, like grocery stores and healthcare clinics, to add convenience for residents and visitors.
- **Diverse food and beverage**, from lunch cafés to local breweries, to serve every mood and moment of the day.
- A mix of **local shops and national brands** to preserve the town's character while meeting growing needs.
- **Flexible retail space** to enable offerings to grow and evolve with the community.
- All connected by a **network of walkways** to encourage shoppers to explore and linger.

[EXPLORE RETAIL BENEFITS →](#)



## DESIGNING FOR COMMUNITY

### AMENITIES IN ABUNDANCE

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, greenspaces, and naturescapes offer everyday opportunities for recreation, fitness, and mindfulness.

At the heart of the district, a central plaza and other event spaces invite spontaneous meetups, cultural gatherings, and large-scale community or industry events. These shared spaces go beyond convenience to cultivate a sense of belonging, fueling productivity and connection.

We acknowledge 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.



McMINNVILLE  
Landing  
INNOVATION DISTRICT

## START UP. SCALE UP. MAKE IT HERE.

Sign Up for Updates

[email@email.com](mailto:email@email.com)



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General Inquiries

[info@mcminnvillemlanding.com](mailto:info@mcminnvillemlanding.com)

Business & Property Inquiries

[info@mcminnvillebusiness.com](mailto:info@mcminnvillebusiness.com)

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# LAND. LAUNCH. THRIVE.

## SHAPE WHAT'S NEXT



ORE

More than space, McMinnville Landing offers tenants a stake in the future. As one of Oregon's most ambitious innovation districts, with dedicated acreage for industry, enterprise, and retail, it's the perfect platform for businesses ready to lead—and a rare chance for early tenants to define the trajectory.

At The Landing, companies and retailers and companies will find the infrastructure, visibility, and environment to flourish—backed by the access and amenities for enduring success. With connected trails, open parks, and ample amenities, The Landing is where livelihood and livability connect, driving long-term value for all.

## SPACE TO SETTLE. ROOM TO GROW.

190 ACRES OF POSSIBILITY



## BUILT FOR BUSINESS

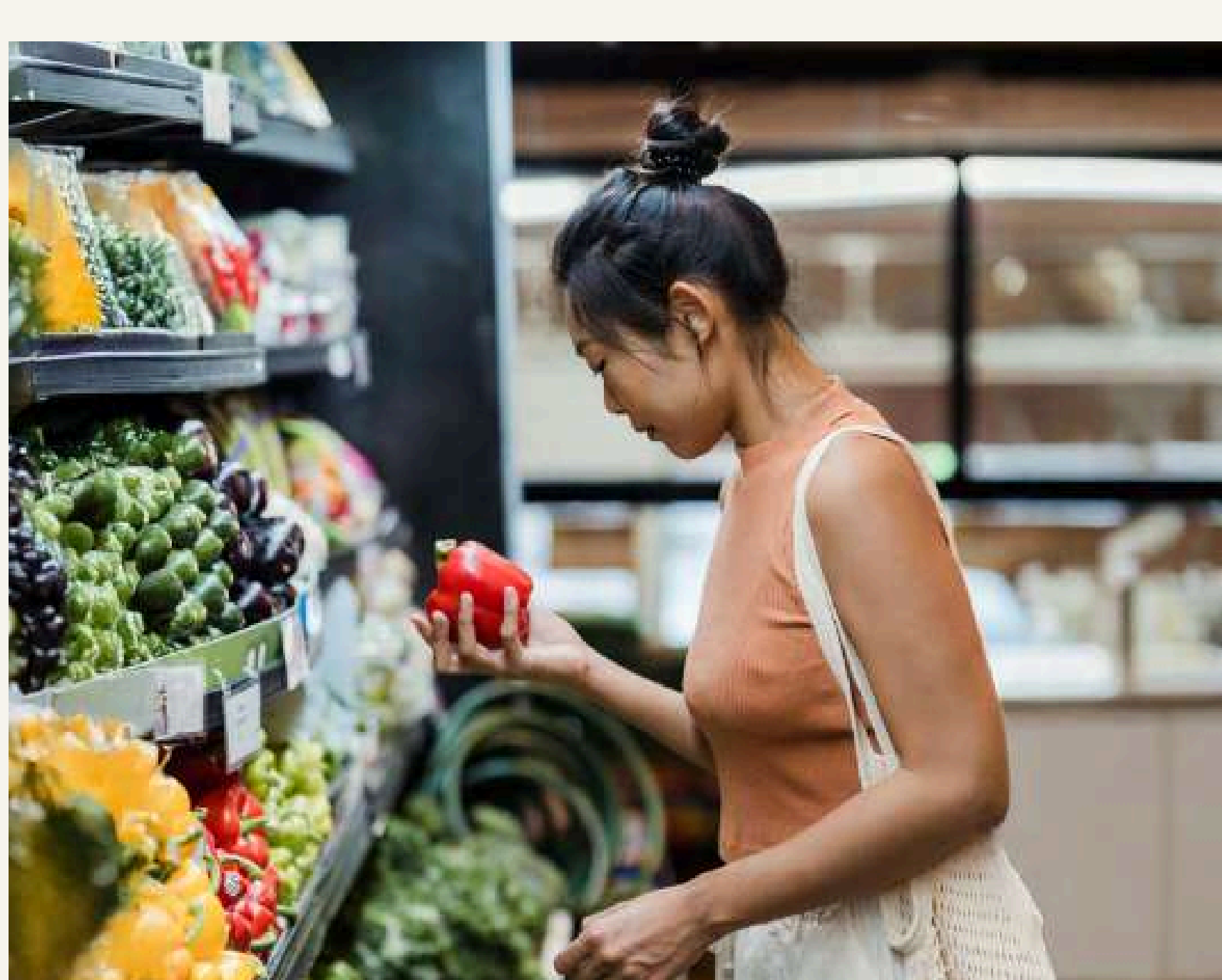
Whether you're expanding operations or launching something new, McMinnville Landing offers the flexibility and proximity for businesses of all sizes and stages to land, grow, and lead. With more than half of the property allocated to office, industrial, and R&D use, The Landing is designed to support enterprises and endeavors across industries. Nearby universities and healthcare centers help to power your progress, expanding access to talent and opportunities for research and collaboration.

**IDEAL FOR** Advanced Manufacturing, Natural Resources, High Tech, Agriculture, Aviation and Aerial Systems, Bioscience, Clean Tech, Edtech and Services, Semiconductors, Electronic Components, Software and more.

## RIPE FOR RETAIL

McMinnville Landing fills a long-standing retail gap with a large portion of the campus dedicated for local shops, regional stores, and national brands. With strong demand, high visibility, and a vision for curated commerce, The Landing offers retailers of all sizes the opportunity to enter an untapped market in a high-impact location.

From essential services to experiential retail, The Landing is master-planned to capture customers and spur local spending, becoming a new center for connection and commerce. Retailers benefit from the region's expanding employment base, the district's walkable design, and Highway 18's steady flow of traffic—all while contributing to the character and vibrancy of a thriving community.



## FULL OF PROMISE

Rooted in a strong brand and vision, McMinnville Landing offers a unique opportunity built on collaboration, community pride, and thoughtful planning. Guided by the Three Mile Area Plan and the Great Neighborhood Principles, the project balances flexibility in land use with a clear framework to support sustainable growth and innovation. With dedicated incubator spaces to fuel startups and attract venture, the district benefits from an established foundation and a vibrant local culture, setting the stage for long-term success.

## WHY MCMINNVILLE?

Nestled in the heart of Oregon wine country, McMinnville offers a unique blend of small-town charm and bold creativity. From farmers markets and art galleries to farm-to-fork dining and miles of hiking and biking trails, the city provides a rich lifestyle for residents and workers alike. A hub where agriculture meets aeronautics and history blends with innovation, McMinnville supports a thriving business community and a forward-thinking culture. Discover why McMinnville is the perfect place to live, work, and grow.

[VISIT MCMINNVILLE →](#)



## COLLABORATIVE PARTNERS

McMinnville Landing is a privately held development led by three ownership groups, designed to foster innovation, connection, and long-term economic growth in the region. If you're a prospective owner, developer, or retail partner interested in learning more about opportunities within the district, we invite you to get in touch.

[START THE CONVERSATION →](#)



McMINNVILLE

MAC **Landing** ORE

INNOVATION DISTRICT

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# BUILDING MOMENTUM

## THE LATEST

ALLNEWSRESOURCES

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RESOURCE | 8.20.25

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NEWS | 7.29.25

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RESOURCE | 6.9.25

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LOAD MORE



NEWS | 8.19.25

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RESOURCE | 7.22.25

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NEWS | 6.7.25

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## PROJECT TIMELINE

MARCH 2025  
COMPLETED

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JUNE 2025  
IN-PROGRESS

Milestone Title  
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AUGUST 2025  
COMPLETED

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SEPTEMBER 2025  
IN-PROGRESS

Milestone Title  
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OCTOBER 2025  
IN-PROGRESS

Milestone Title  
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NEWS | 7.22.25

# News Header Goes Here Lorem Ipsum

Published by Lorem Ipsum-Dolor



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[Resource Link](#)

[Another Resource Link](#)



RESOURCE | 7.22.25

News Header Goes Here Lorem Ipsum

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Resource Link



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# 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





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# 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.







McMINNVILLE

MAC **Landing** ORE

INNOVATION DISTRICT



# MAKE IT HERE. MAKE IT MCMINNVILLE.

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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**  
2860 E Salmon River Hwy, Suite 300  
McMinville, OR 97128  
123-456-7890









**CITY OF MCMINNVILLE**  
**PLANNING DIVISION**  
231 NE FIFTH STREET  
MCMINNVILLE, OR 97128  
503-434-7311  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE ADOPTION OF THE MCMINNVILLE LANDING PLANNED DEVELOPMENT OVERLAY, A LEGISLATIVE INITIATIVE BY THE CITY OF MCMINNVILLE**

- DOCKETS:** G 1 - 25
- REQUEST:** The City of McMinnville is proposing a planned development overlay consisting of a Master Plan and Design and Development Standards for tax lots R4427 00100, R4426 00700 and R4426 00600.
- LOCATION:** Tax Lots R4427 00100, R4426 00700, and R4426 00600.
- ZONING:** Planned Development Overlay
- APPLICANT:** City of McMinnville
- STAFF:** Heather Richards, Community Development Director
- HEARINGS BODY:** McMinnville Planning Commission
- DATE & TIME:** December 18, 2025, 200 NE Second Street, Kent Taylor Civic Hall, 6:30 PM.  
Zoom, Meeting ID 831 2090 5124, Passcode 288880
- DECISION-MAKING BODY:** McMinnville City Council
- DATE & TIME:** January 13, 2026, 200 NE Second Street, Kent Taylor Civic Hall, 6:30 PM.  
Zoom, Meeting ID [REDACTED], Passcode [REDACTED].
- PROCEDURE:** The application is subject to the legislative land use procedures specified in Sections 17.72.120 - 17.72.160 of the McMinnville Municipal Code.
- CRITERIA:** A Planned Development Overlay without a specific development proposal is subject to McMinnville Municipal Code 17.51.010(B) and must be consistent with Oregon State Regulations (ORS) governing Oregon land use goals, the Goals and Policies in Volume II of the Comprehensive Plan, and the Purpose of the Zoning Ordinance.
- APPEAL:** The City Council's decision on this legislative amendment will be submitted to the Department of Land Conservation and Development for consideration pursuant to the post-acknowledgment plan amendment process in ORS 197.610 et seq. The City Council's decision on a legislative amendment may be appealed to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date written notice of the City Council's decision is mailed to parties who participated in the



local proceedings and entitled to notice and as provided in ORS 197.620 and ORS 197.830, and Section 17.72.190 of the McMinnville Municipal Code.

## DECISION

Based on the findings and conclusions, the McMinnville City Council **APPROVES** the McMinnville Landing Planned Development Overlay, Docket G 1-25.

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**DECISION: APPROVAL**

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City Council: \_\_\_\_\_  
Kim Morris, Mayor of McMinnville

Date: \_\_\_\_\_

Planning Commission: \_\_\_\_\_  
Sidonie Winfield, Chair of the McMinnville Planning Commission

Date: \_\_\_\_\_

Planning Department: \_\_\_\_\_  
Heather Richards, Community Development Director

Date: \_\_\_\_\_



## **I. Application Summary:**

The City of McMinnville is proposing to adopt a Planned Development Overlay for approximately 190 acres of industrially zoned land. The planned development overlay includes a Master Plan meeting the requirements of the McMinnville Municipal Code, proposed design and development standards, transportation and infrastructure assessments, a public engagement summary and a branding proposal for the overlay. The overlay is entitled the McMinnville Landing overlay and is a master plan to support a future high-density employment innovation campus. 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.

Located on approximately 190 acres, it is one of Oregon's largest industrial sites and is strategically located on HWY 18 between the Willamette Valley Medical Center to the east and the McMinnville Municipal Airport to the west. The site has three property owner groups who were actively engaged in the Innovation Campus discussions and the 3MLAP.

The 3MLAP identified a community vision of an Innovation Campus with a Retail Center and Business District that served the community's future needs of commercial development and high-density, upwardly mobile employment opportunities in a campus setting.

In 2024, the City of McMinnville initiated a master planning effort for this site utilizing a consultant team, a Project Advisory Committee, and significant community outreach.

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 draft of the McMinnville Landing Planned Development Overlay.

Community Outreach, 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 reported that the social media post on July 2, 2025, announcing the new name McMinnville Landing received 50,759 views, which made it the top performing social media post year-to-date.

The master planning effort had 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 ([McMinnville Landing](#)).



## The McMinnville Landing Master Plan Report

The 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 (Figure 2) summarize the vision for future development.



*McMinnville Landing Concept Drawing*

McMinnville Landing Plan objectives adhere to the adopted Great Neighborhood Principles and adopted Three Mile Lane Area Plan (3MLAP) 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 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**

|   |   |
|---|---|
| <span style="color: red;">■</span> Commercial/Retail      | <span style="color: brown;">■</span> Active Edge            |
| <span style="color: blue;">■</span> Employment            | <span style="color: orange;">⊙</span> Active Corner         |
| <span style="color: green;">■</span> Parks and Open Space | <span style="color: black;">▬</span> Framework Streets      |
| ① The Landing Commons                                     | <span style="color: grey;">▬</span> Potential Local Streets |
| ② Neighborhood Park                                       | <span style="color: yellow;">▬</span> Trails                |
| ③ South Open Edge   |   |

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

\*Gross acres (local streets to be deducted)

Figure 2: Master Plan Land Use Diagram

The land use diagram includes these components:

- Two zones consisting of Commercial and Industrial.
- 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.

### **McMinnville Landing Overlay Zone Site and Design Development Standards**

The design and development standards are proposed to be part of the McMinnville Landing Planned Development 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, (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 the size and feel of large parking areas.
- Review procedures – options for administrative review meeting standards for the 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 respond to community needs.

The design and development standards industrial area of the McMinnville Landing planned development overlay remain similar to the underlying industrial zoning, except that the allowed uses deliberately focus on higher-density job developments.

## **II. ATTACHMENTS:** *(On file with the Planning Department)*

- McMinnville Landing Planned Development Overlay (with Attachments and Appendices), December 2025

## **iii. GENERAL FINDINGS:**

The City Council finds, that based on the findings of fact and the conclusionary findings contained in this findings report, that the McMinnville Landing Planned Development Overlay is consistent with all of the applicable state and local regulations.

Generally, these findings summarize the more detailed analysis found in the McMinnville Landing Master Plan Report, Appendices and Attachments.

This findings document provides conclusionary findings regarding consistency with applicable provisions of state and local law. Supporting these is a factual basis upon which the conclusory findings rest.

## **IV. FINDINGS OF FACT:**

1. **Location:**
  - **Map & Tax Lot:** R4427 00100
  - **Map & Tax Lot:** R4426 00700
  - **Map & Tax Lot:** R4426 00600
2. **Size:** 190.00 acres



3. **Comprehensive Plan Map Designation:** Industrial
4. **Current Zoning:** M-L (Limited Light Industrial) and M-1 (Light Industrial)
5. **Overlay Zones/Special Districts:** Three Mile Lane Overlay
6. **Current Development:** The DRS Land property (89.9 acres) is vacant. There is an abandoned grain silo on the Kimco Property (90.4 acres) and a Class A office building on the 3330 TML LLC property (9.6 acres).
7. **Inventoried Significant Resources:** None
8. **Transportation and Access:** Access to Highway 18 at Cumulus Avenue intersection.

## **V. FINDINGS OF FACT - PROCEDURAL**

The fact base includes the data referenced in the McMinnville Planned Development Overlay, its attachments, and its appendices, as well as the information provided in the record.

- 1 On March 12, 2019, the City of McMinnville approved Resolution No. 2019-16, adopting the MAC Town 2032 Economic Development Strategic Plan which identified the need for a high-density jobs innovation campus south of Highway 18.
- 2 On November 8, 2022, the City of McMinnville adopted Ordinance No. 5126 approving the Three Mile Lane Area Plan as a supplemental document to the McMinnville Comprehensive Plan, which identified the location of the Innovation Campus on the subject site.
- 3 In 2023, City staff worked with a consultant team and a Project Advisory Team developing a Master Plan, Infrastructure Feasibility Analysis and Site and Design Development Standards for the Innovation Campus, renaming it McMinnville Landing.
- 4 On November 12, 2025, the City notified the Department of Land Conservation and Development of their intent to adopt the McMinnville Landing Planned Development Overlay with a first evidentiary public hearing scheduled for December 18, 2025. (DLCD File #: 003-25).
- 5 On December 8 and December 12, 2025, the City published a public hearing notice in the News Register.
- 6 On December 18, 2025, the McMinnville Planning Commission opened the public hearing, heard public testimony and closed the public hearing.
- 7 On December 18, 2025, the McMinnville Planning Commission deliberated and voted to recommend adoption of the proposed comprehensive plan amendments to the City Council.
- 8 On January 13, 2026, staff presented the Planning Commission's recommendation to the McMinnville City Council.
- 9 On January 13, 2026, the McMinnville City Council considered the public record and voted to approve the proposed McMinnville Landing Planned Development Overlay by adopting Ordinance No. 5168.



**VI. COMMENTS RECEIVED:** *(On file with the Planning Department)***Agency Comments:**

- Memorandum from McMinnville Water and Light, December 8, 2025

**Public Comments:**

- Letter from McMinnville Economic Development Partnership, 12.15.25
- Letter from UFCW Local 555, 12.15.25
- Letter from Protect Our Valley Alliance (POVA), 12.17.25
- Letter from 1000 Friends of Oregon, Friends of Yamhill County, 12.17.25
- Letter from DRS Land, The Springs Living and Kimco McMinnville LLC, 12.18.25

**VII. CONCLUSIONARY FINDINGS:**

The Conclusionary Findings are the findings regarding consistency with the applicable criteria for the application.

These findings explain how the City finds that the adoption of the Airport Master Plan as amendments to the McMinnville Comprehensive Plan satisfies applicable state and local land use regulations.

**Alignment with Oregon's Statewide Planning Goals and Administrative Rules:**

The applicable state land use laws are those identified in either the Oregon Revised Statutes (ORS) or the Oregon Administrative Rules (OARs),

**Oregon Land Use Goal #1, *(Citizen Involvement)***

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

The governing body charged with preparing and adopting a comprehensive plan shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land-use planning process.

The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.

Federal, state and regional agencies and special-purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.

The citizen involvement program shall incorporate the following components: 1. Citizen Involvement -- To provide for widespread citizen involvement. The citizen involvement program shall involve a cross-section of affected citizens in all phases of the planning process. As a component, the program for citizen involvement shall include an officially recognized committee for citizen involvement (CCI) broadly representative of geographic areas and interests related to land use and land-use decisions. Committee members shall be selected by an open, well-publicized public process. The committee for citizen involvement shall be responsible for assisting the governing body with the development of a program that promotes and enhances citizen involvement in land-use planning, assisting in the implementation of the citizen involvement program, and evaluating the process being used for citizen involvement. If the governing body wishes to assume the responsibility for, development as well as adoption and implementation of the citizen involvement program or to assign such responsibilities to a planning commission, a letter shall be submitted to the Land Conservation and Development Commission for the state Citizen Involvement Advisory Committee's review and recommendation stating the rationale for



selecting this option, as well as indicating the mechanism to be used for an evaluation of the citizen involvement program. If the planning commission is to be used in lieu of an independent CCI, its members shall be selected by an open, well-publicized public process.

**FINDING - SATISFIED:** Chapter X of the McMinnville Comprehensive Plan outlines compliance with Oregon State Land-Use Goal #1. The Planning Commission has been identified as the Committee for Citizen Involvement for the City of McMinnville per McMinnville Comprehensive Plan Policy #190.00. The Planning Commission held a public hearing on December 18, 2025, to consider this proposed amendment.

Appendix A of the McMinnville Landing Planned Development Master Plan Report provides a summary of all of the public engagement that occurred in the development of the Planned Development Overlay.

The City finds Goal 1 satisfied.

### **Oregon Land Use Goal #2, (*Land Use Planning*)**

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

**FINDING - SATISFIED:** The City of McMinnville has an acknowledged adopted Comprehensive Plan that provides a land use planning process and policy framework for all decisions and actions related to the use of land. The Comprehensive Plan is implemented through the McMinnville Municipal Code.

This action does not change the comprehensive plan designation or the underlying zoning of the subject site.

The City finds Goal 2 satisfied.

### **Oregon Land Use Goal #5 (*Natural Resources, Scenic and Historic Areas, and Open Spaces*)**

Goal 5 requires the City to “protect natural resources and conserve scenic and historic areas and open spaces.” Appendix A of the Airport Master Plan is the Cultural Resources Survey. And the Airport will be held to the same natural resource protection standards as other property within the city limits, and additionally must comply with federal environmental standards for natural resources.

**FINDING – SATISFIED:** The significant resource inventory can be found on page 47 of the McMinnville Landing Planned Development Master Plan Report.

The City finds Goal 5 satisfied.

### **Oregon Land Use Goal #6 (*Air, Water and Land Resources Quality*)**

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations. By complying with applicable air, water and land resource quality policies in the McMinnville Comprehensive Plan, Goal 6 will be properly addressed. No further analysis is required.

**FINDING – SATISFIED:** No further analysis is required.



***Oregon Land Use Goal #7 (Areas Subject to Natural Disasters and Hazards)***

Goal 7 requires that jurisdictions apply appropriate safeguards when planning development in areas that are subject to natural hazards such as flood hazards.

The identified natural hazards in McMinnville are flooding, steep slopes, wildfire, liquefaction and landslide soils. Per McMinnville's Comprehensive Plan and Zoning Ordinance, no building improvements are allowed in the FEMA acknowledged floodway

**FINDING – SATISFIED:** The findings for Natural Hazards Areas can be found on page 49 of the McMinnville Landing Planned Development Master Plan Report.

The City finds Goal 7 satisfied.

***Oregon Land Use Goal #9 (Economy of the State)***

The purpose of Goal 9 is to provide adequate opportunities for economic growth and development for commercial and industrial development. This project was identified as a strategic action in the City's MAC Town 2032 Economic Development Strategic Plan.

**FINDING – SATISFIED:** The City finds that Goal #9 is satisfied.

***Oregon Land Use Goal #10 (Housing)***

The purpose of Goal 10 is to provide adequate opportunities for housing development to support McMinnville's future growth needs. Due to its adjacency to the McMinnville Airport and the direct air routes above this subject site, no housing is planned in this development.

**FINDING – NOT APPLICABLE**

***Oregon Land Use Goal #11 (Public Facilities and Services)***

Goal 11 requires cities to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

**FINDING – SATISFIED:** Pages 59 – 76 and Attachments C of the McMinnville Landing Planned Development Master Plan Report provide an analysis of how to provide timely, orderly and efficient public facilities for the subject site.

The City finds Goal 11 satisfied.

***Oregon Land Use Goal #12 (Transportation)***

Goal 12 encourages the provision of a safe, convenient and economic transportation system. This goal also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in coordination with urban and rural development (OAR 660-012-0000(1)), including airports.

**FINDING – SATISFIED.** Pages 63 – 64 and Attachment C of the McMinnville Landing Planned Development Master Plan Report provide a transportation analysis that is compliant with Oregon Land Use Goal #12.

The City finds Goal 12 satisfied.



### **Alignment with McMinnville's Comprehensive Plan**

As described in the Comprehensive Plan, the Goals and Policies of the Comprehensive Plan serve as criteria for land use decisions. The following Goals and Policies from Volume II of the McMinnville Comprehensive Plan are applicable to this request:

## **CHAPTER IV. ECONOMY OF MCMINNVILLE**

### **INDUSTRIAL DEVELOPMENT**

**GOAL IV 5: TO CONTINUE THE GROWTH AND DIVERSIFICATION OF McMINNVILLE'S INDUSTRIAL BASE THROUGH THE PROVISION OF AN ADEQUATE AMOUNT OF PROPERLY DESIGNATED LANDS.**

**GOAL IV 6: TO INSURE INDUSTRIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USES, THAT IS APPROPRIATELY LOCATED IN RELATION TO SURROUNDING LAND USES, AND THAT MEETS NECESSARY ENVIRONMENTAL STANDARDS.**

- 48.00 *The City of McMinnville shall encourage the development of new industries and expansion of existing industries that provide jobs for the local (McMinnville and Yamhill County) labor pools.*
- 49.01 *The City shall designate an adequate supply of suitable sites to meet identified needs for a variety of different parcel sizes at locations which have direct access to an arterial or collector street without having to pass through residential neighborhoods. (Ord. 4961, January 8, 2013)*
- 49.02 *The location, type, and amount of industrial activity within the Urban Growth Boundary shall be based on community needs as identified in the Economic Opportunities Analysis. (Ord. 4961, January 8, 2013)*
- 50.00 *The City of McMinnville shall encourage industrial uses to locate adjacent to the airport and south of Three Mile Lane, adjacent to the existing Riverside Drive industrial area, and in existing industrial areas through the proper designation of lands on the comprehensive plan and zoning maps. Comprehensive plan and/or zoning map changes to industrial designations in other areas may be granted if all the applicable goals and policies of the plan can be met.*
- 54.00 *The City of McMinnville shall establish industrial planned development ordinances which shall be placed over the future industrial areas designated on the McMinnville Comprehensive Plan Map, the industrial reserve area, and certain existing industrially designated areas within the city limits. The overlay shall also be applied to any areas which are in the future designated for future industrial use through an amendment to the comprehensive plan map. The overlays shall provide standards to control the nuisance and negative environmental effects of industries. These controls shall cover, but not be limited to, the following areas:*
  - 1. *Landscaping and screening*
  - 2. *Noise suppression*
  - 3. *Light and heat suppression*
  - 4. *Pollution control for air, water, and land*
  - 5. *Energy impacts*
  - 6. *Traffic impacts*



57.00 *Agricultural activities shall be encouraged on industrially designated lands until such time as the lands are utilized for industrial purposes.*

**FINDING – SATISFIED** The City finds that the proposed amendment to this policy meets the intention of this Comprehensive Plan, Volume II goal and policy.

## CHAPTER VI. TRANSPORTATION

### AIR

114.00 *The City of McMinnville shall support future planning efforts involving the airport to incorporate changes to federal, state, and city aviation and land use laws and policies.*

115.00 *The City of McMinnville shall encourage the development of compatible land uses in the vicinity of the airport as identified in current and future airport and comprehensive plans.*

**FINDING – SATISFIED** The City finds that the proposed amendment to this policy meets the intention of this Comprehensive Plan, Volume II goal and policy.

### Alignment with McMinnville's Municipal Code:

#### Chapter 17.03, General Provisions

##### 17.03.020 Purpose.

*The purpose of the ordinance codified in Chapters 17.03 (General Provisions) through 17.74 (Review Criteria) of this title is to encourage appropriate and orderly physical development in the city through standards designed to protect residential, commercial, industrial, and civic areas from the intrusions of incompatible uses; to provide opportunities for establishments to concentrate for efficient operation in mutually beneficial relationship to each other and to shared services; to provide adequate open space, desired levels of population densities, workable relationships between land uses and the transportation system, adequate community facilities; and to provide assurance of opportunities for effective utilization of the land resources; and to promote in other ways public health, safety, convenience, and general welfare. (Ord. 4920, §2, 2010; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).*

**FINDING:** The purpose of the McMinnville Landing Planned Development Overlay is to proactively master plan 190 acres of vacant industrial land for a high-density jobs and innovation campus to support McMinnville's next generation of businesses and employment.

##### 17.03.025 Consistency with Plan and Laws.

*Each development and use application and other procedure initiated under this title shall be consistent with the adopted Comprehensive Plan of the City of McMinnville, the provisions of this title, and all other applicable local ordinance, State laws and regulations.*

**FINDING:** As demonstrated in this decision document, the McMinnville Landing Planned Development Overlay is consistent with the adopted *McMinnville Comprehensive Plan*, the provisions of Title 17 of the McMinnville Municipal Code and all other applicable local ordinances, State laws and regulations.

#### Chapter 17.10, Area and Master Planning Process

##### 17.10.020 Applicability.

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

##### 17.10.030 Procedures.



- A. *Area Plan Requirement.* Prior to annexation or comprehensive plan map amendment, zone change, or development of any land in Urban Holding (UH) Comprehensive Plan Map designations, the City must review and adopt an Area Plan, if applicable.
- B. *Master Plan Requirement.*
  - 1. *Concept Master Plan.* A Concept Master Plan is required as a component of an annexation application to annex property into the city limits of any land in a Urban Holding (UH) Comprehensive Plan Map designation. A Concept Master Plan is not binding and is an advisory document to help inform the annexation agreement. (See Title 16 of the McMinnville Municipal Code for the city's annexation process.)
  - 2. *Master Plan.* The development and approval of a Master Plan is required prior to a zone change, or development of any land in Urban Holding (UH) Comprehensive Plan Map designations and the UH Zone.
- C. *Properties Exempt from Area Planning Requirements.* The following properties are exempt from the Area Planning Requirements:
  - 1. *Properties Not Designated UH on the Comprehensive Plan Map.*
  - 2. *Properties that are partially in the city limits and partially in the urban growth boundary, whereby the amount of property in the urban growth boundary is less than 2 acres. If the remnant property in the urban growth boundary that is less than 2 acres designated as UH on the Comprehensive Plan Map, the properties are subject to the McMinnville Municipal Code provisions for a Comprehensive Plan Map Amendment and Zoning Map Amendment in order to be annexed into the city limits. (Ord. 5106 §2, 2021)*

#### 17.10.060 Master Plans.

Master Plans are required for annexation into the City of McMinnville, urbanization into City of McMinnville zones and development, for all properties 10 acres or more.

- A. *Applicability.* This section applies to all properties 10 acres or more proposed for annexation and/or rezoning from the UH zone to a city development zone.
  - 1. *Master Plans shall be required for all lands 10 acres or greater in size.*
  - 2. *Lands less than 10 acres in size may be annexed into the city, and subsequently developed.*
- B. *Purpose.* The purpose of a Master Plan is to provide:
  - 1. *Orderly and efficient development of the City consistent with the City's Framework Plans and adopted Area Plans.*
  - 2. *Compatibility and/or transition with adjacent developments and the character of the area.*
  - 3. *A complementary mix of uses and activities to achieve the Principles of the McMinnville Growth Management and Urbanization Plan.*
  - 4. *An interconnected transportation network – streets, bicycle routes, and pedestrian trails – with the master plan area and to existing and planned City streets, routes and trails.*
  - 5. *A range of housing choices for areas planned to have residential components.*
  - 6. *A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan, adopted Area Plan and Parks and Recreation Facility Plan.*
  - 7. *Public and semi-public facilities and services.*
  - 8. *Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.*
  - 9. *Transitions or buffers between urban development and rural areas.*
  - 10. *Implementation of McMinnville's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles.*

#### 17.10.065 Master Plan Process.

- A. *Concept Master Plan.* For the conceptual plan review process, there is no need for the post acknowledgement plan amendments (PAPAs) to the Oregon Department of Land Conservation and Development, or local Measure 56 notice, as it is an advisory document to help inform the annexation agreement and is a required element of an annexation application. (See Title 16 of the McMinnville Municipal Code). However, the



*Concept Master Plan should consider all of the same elements and factors as the Master Plan described below.*

- B. Master Plan. For the final master plan approval, legislative review and approval is required as part of a quasi-judicial land-use decision as it will be an amendment to the McMinnville Comprehensive Land Use Plan and Zoning Map. Following the City Council's adoption of an Area Plan, but prior to the annexation, comprehensive plan map amendment, zone change, or development of any land within the subject Area Plan, property owners shall submit a Master Plan for review and approval by the City Council.*
  - 1. Applications and requests for the approval of a Master Plan shall be reviewed under the review process described in MMC Section 17.72.120 (Applications – Public Hearing). (Ord. 5106 §2, 2021)*

#### **17.10.070 Master Plan Submittal Requirements.**

*Applications for the review and approval of a Concept Master Plan and Master Plan shall include the following elements:*

- A. Plan Objectives. A narrative shall set forth the goals and objectives of the Master Plan and how it achieves McMinnville's MGMUP and adopted Great Neighborhood Principles.*
- B. Plan Area and Context. A map of the plan area and surrounding vicinity shall set the context for the Master Plan.*
- C. Land Use Diagram. The land use diagram shall indicate the distribution and location of planned land uses for the Master Plan, including plans for park and open space and community facilities. The plan shall identify proposed comprehensive plan and zoning designations.*
- D. Significant Resources Inventory. An inventory of significant natural resources, scenic and historic resources, and open space areas. When significant resources are present, the Master Plan shall include a management plan to protect resource sites.*
- E. Natural Hazard Areas. Inventory and identify areas subject to natural hazards.*
- F. Mixed Use Areas. Identify areas planned for mixed uses, which may also include Neighborhood Activity Centers if identified in the applicable Area Plan.*
- G. Commercial Areas. Identify areas planned for commercial use, which may also include Neighborhood Activity Centers if identified in the applicable Area Plan.*
- H. Residential Areas. Identify areas planned for housing development. The housing plan must identify a mix of housing types and densities so that the overall density in the area meets the housing density objectives for the area that are identified in the applicable Framework Plan and Area Plan. The applicable Framework Plan and Area Plan are based on a UGB expansion plan that includes findings that specify the housing types and densities that need to be achieved in order to meet future housing needs. Great Neighborhood Principle #11 also requires that "A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations."*
- I. Parks and Open Space. Identify land suitable for park and recreation use in accordance with the needs in the applicable Framework Plan and Area Plan, and the standards in the McMinnville Parks, Recreation, and Open Space Master Plan.*
- J. 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.*
- K. Public Facilities Analysis and Plan. The plan must include a conceptual layout of public facilities (including at a minimum sanitary sewer, power, water, and storm drainage) needed to support the land use diagram. The Public Facilities Analysis should address overall capacities and must be consistent with the City's adopted facility master plans. Where necessary, the analysis shall identify improvements that may require amending the adopted facility master plans.*
- L. Site Design and Development Standards. If unique or innovative development standards are proposed for any area within the Master Plan area that differ from the City's normal development standards, these may be identified in the Master Plan and requested through a Planned Development process.*



**17.10.080 Master Plan Review Criteria.**

**A. In the review of an application for a Master Plan, the Planning Commission and City Council shall consider the following:**

1. 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.
2. 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.
3. Whether the proposed Master Plan is integrated with existing developed or planned areas.
4. Whether the Master Plan is consistent with the City's adopted Great Neighborhood Principles, which include:
  - a. **Natural Feature Preservation.** Great Neighborhoods are sensitive to the natural conditions and features of the land.
    1. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.
    - b. **Scenic Views.** Great Neighborhoods preserve scenic views in areas that everyone can access.
      2. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.
      - c. **Parks and Open Spaces.** Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.
        1. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.
        2. Central parks and plazas shall be used to create public gathering spaces where appropriate.
        3. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.
        - d. **Pedestrian Friendly.** Great Neighborhoods are pedestrian friendly for people of all ages and abilities.
          1. Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.
          2. Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).
          - e. **Bike Friendly.** Great Neighborhoods are bike friendly for people of all ages and abilities.
            1. Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.
            2. Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.
            - f. **Connected Streets.** Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.
              1. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.



2. *Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.*
  - g. *Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.*
1. *To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.*
2. *Design practices should strive for best practices and not minimum practices.*
  - h. *Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.*
1. *The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.*
2. *Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle-oriented uses in less prominent locations.*
3. *Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).*
  - i. *Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.*
    1. *Neighborhood destinations including, but not limited to, neighborhood-serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.*
    2. *Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.*
    3. *Neighborhoods are designed such that owning a vehicle can be optional.*
  - j. *Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.*
    1. *Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.*
  - k. *Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.*
    1. *A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.*
  - l. *Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.*
    1. *Neighborhoods shall have several different housing types.*
    2. *Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.*
  - m. *Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:*
    1. *Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.*
    2. *Opportunities for public art provided in private and public spaces.*
    3. *Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood.*

**FINDING:** Although a Master Plan was not required for this project as it is already within the city limits and properly zoned, the City elected to follow a Master Plan process for the planned development



overlay components. Pages 21 – 58 provide the findings on how the McMinnville Landing Planned Development Overlay meets the requirements of a Master Plan submittal.

## **Chapter 17.51, Planned Development Overlay**

### 17.51.010 Purpose.

*The purpose of a planned development is to provide greater flexibility and greater freedom of design in the development of land than may be possible under strict interpretation of the provisions of the zoning ordinance. Further, the purpose of a planned development is to encourage a variety in the development pattern of the community; encourage mixed uses in a planned area; encourage developers to use a creative approach and apply new technology in land development; preserve significant man-made and natural features; facilitate a desirable aesthetic and efficient use of open space; and create public and private common open spaces. A planned development is not intended to be simply a guise to circumvent the intent of the zoning ordinance.*

*In approving a planned development, the Council and the Planning Commission shall also take into consideration those purposes set forth in Section 17.03.020 of this ordinance. A planned development shall be considered as an overlay to an existing zone, and the development of said property shall be in accordance with that zone's requirements, except as may be specifically allowed by the Planning Commission. For purposes of implementing these objectives, two means are available:*

- A. *The property owner or his representative may apply for a planned development to overlay an existing zone and shall submit an acceptable plan and satisfactory assurances it will be carried out in accordance with Section 17.51.030. Such plan should accomplish substantially the same general objectives as proposed by the comprehensive plan and zoning ordinance for the area; (The fee charged for processing such an application shall be equal to the one charged for zone changes.)*
- B. *The Council, the Commission, or the property owner of a particular parcel may apply for a planned development designation to overlay an existing zone without submitting any development plans; however, no development of any kind may occur until a final plan has been submitted and approved. (The Planning Director shall note such properties and direct that no building permit be issued in respect thereto.)*
  1. *A planned development overlay may be approved under these circumstances for a property which has unique characteristics (e.g., geological, ecological, location, or the nature of the surrounding property) and the development of which may have an impact upon the surrounding area or the city as a whole. A planned development overlay initiated by the Council or the Planning Commission shall address itself to the purposes set forth herein.*
  2. *The Council and Planning Commission shall set forth the reasons for approval and the areas of concern that must be addressed when final plan are submitted;*
- C. *The Council and Planning Commission, with the assistance of the Planning Director, shall ensure that no planned development overlay granted under Section A or B above which is merely a guise to circumvent the intent of the zoning ordinance shall be approved. A denial of such a zone request based upon this principle shall be enunciated in the findings of fact adopted by the Planning Commission;*
- D. *A planned development overlay shall be heard and approved under the public hearing procedures set forth in Chapter 17.72 (Applications and Review Process) of this ordinance. (A planned development overlay and change of the underlying zone may be processed simultaneously.)*
- E. *A planned development overlay proposed by the Council, the Planning Commission, or the property owner under subsection B above shall be subject to all of the hearing requirements again at such time as the final plans under Section 17.51.030 are submitted, unless those requirements have been specifically changed in the planned development approval;*
- F. *A property owner shall not be required to pay an additional fee when the planned development overlay was originally initiated by the Council or Planning Commission. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).*



**FINDING:** The McMinnville Landing Planned Development Overlay meets the requirements of 17.51.010(B), (C), (D) and (E) and is determined not to be a merely a guise to circumvent the intent of the zoning ordinance per 17.51.010(C). Docket G 1 -25 was initiated by the City and does not include a specific development plan at this time. All future development plans will need to be reviewed by the Planning Commission and will need to be submitted in increments no smaller than 5 acres for the retail development and no smaller than 10 acres for the industrial development. The Planning Commission hosted a public hearing on December 18, 2025 to hear any public testimony relative to Docket G 1 – 25 prior to voting a recommendation for the City Council.

**17.51.020 Standards and requirements.**

*The following standards and requirements shall govern the application of a planned development in a zone in which it is permitted:*

- A. *The principal use of land in a planned development shall reflect the type of use indicated on the comprehensive plan or zoning map for the area. Accessory uses within the development may include uses permitted in any zone, except uses permitted only in the M-2 zone are excluded from all other zones. Accessory uses shall not occupy more than twenty-five percent of the lot area of the principal use;*
- B. *Density for residential planned development shall be determined by the underlying zone designations. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).*

**FINDING:** Per the Master Plan Diagram found on page 7 of the McMinnville Landing Planned Development Master Plan Report, 23% of the overall land area is dedicated to commercial development meeting the requirement of 17.51.020(A). There is no housing planned, thus 17.51.020(B) is not applicable.

## **Chapter 17.72, Applications and Review Process**

**17.72.050 Application Decision Time Limit.**

*The City shall take final action on all land use requests that are wholly within the authority and control of the City within 120 days from the date the application is deemed complete. However, by agreement with the applicant, this deadline may be extended for any reasonable length of time. The 120 day period does not apply to an amendment of the comprehensive plan or a land use regulation or adoption of a new land use regulation that was forwarded to the Director of the Department of Land Conservation and Development (DLCD) as required by ORS 197.610.*

**FINDING:** The 120 day application decision time limit does not apply to a city initiated planned development overlay.