



**Joint City Council & Planning Commission
Work Session Meeting Agenda
Wednesday, April 22, 2026
6:00 p.m. – Work Session**

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

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

www.mcm11.org/live

*Download the "Cablecast" app on iOS, Android, Roku, Apple TV or
Amazon Firestick and watch McMinnville City Council on all your devices.*

JOINT WORK SESSION:

You may join online via Zoom Webinar Meeting:

<https://mcminnvilleoregon.zoom.us/j/83196729993?pwd=kGhbibmPpHwjBybZAghoPyobgXmnxC.1>

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

Webinar ID: 831 9672 9993

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

1. COUNCIL PRESIDENT PERALTA CALLS JOINT MEETING TO ORDER
2. JOINT CITY COUNCIL/PLANNING COMMISSION WORK SESSION – SOUTHWEST AREA PLAN
3. COUNCIL PRESIDENT PERALTA ADJOURNMENT OF JOINT MEETING



STAFF REPORT

DATE: April 22, 2026
TO: Adam Garvin, Interim City Manager
SUBMITTED BY: Heather Richards, Community Development Director
WRITTEN BY: Tom Schauer, Senior Planner
SUBJECT: Joint City Council/Planning Commission Work Session – Southwest Area Plan

Report in Brief:

This item is a joint City Council and Planning Commission work session regarding the Southwest Area Plan.

Tonight, following a project update and introduction of the Draft Preferred Concept, the project team will facilitate a discussion and gather feedback from the Planning Commission and City Council regarding refinements to the Draft Preferred Concept.

This feedback will inform the work that is taken back to the Project Advisory Committee at their next meeting.

This staff report provides a high-level overview of the background information and the Draft Preferred Concept. The background information at this work session will focus on work completed since the previous joint work session in December 2025. Please refer to the memo from HPR attached as **Attachment 1** for the more detailed information regarding this work and the Draft Preferred Concept to be discussed at the joint work session. 11x17 handouts of the maps will also be distributed at the meeting.

Background:

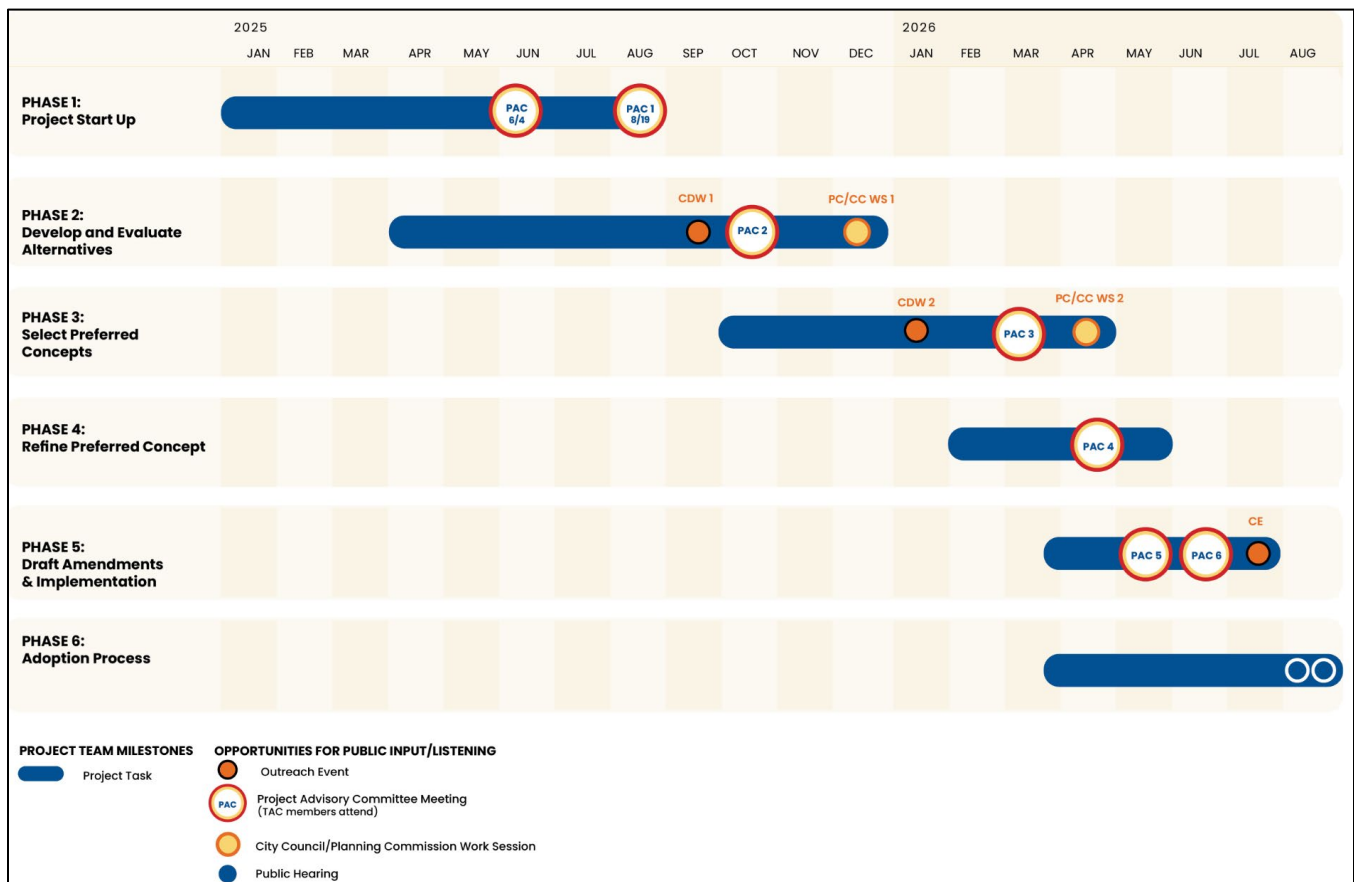
The Area Planning work must be consistent with the City's Growth Management and Framework Plan. The Framework Plan was originally adopted as part of the McMinnville

Growth Management and Urbanization Plan (MGMUP) in 2020. Since then, it has been amended twice, related to other planning work, including adoption of the Parks, Recreation, and Open Space (PROS) Plan (Exhibit D of Ordinance 5157, January 2025) and adoption of land use efficiency measures ([Exhibit C of Ordinance 5170, February 2026](#)), which is the current Framework Plan. The work on the Southwest Area Plan has been conducted consistent with those amendments to the Framework Plan and provisions of the PROS Plan. A key foundation of the Framework Plan and Area Plan is the [City's Great Neighborhood Principles](#), which were adopted as part of the Comprehensive Plan.

The work on the Southwest Area Plan has also been conducted with consideration of other work in progress, including the work that is now in the public hearing process for Natural Hazards and Natural Resources.

As summarized in the attached memo, the Area Plan is the second step in the City's 3-step process governing planning and annexation of lands within the UGB into City limits. The Framework Plan has been adopted, each Area Plan is a more detailed plan for specific areas, which must be adopted before annexation of properties and must be consistent with the Framework Plan, and the third step is the Master Plan prepared by an individual property owner for the respective property at the time of a request for annexation into the City. The property owner's master plan must be consistent with the Area Plan.

The work has progressed through Phase 3 and is now at the end of Phase 3 and into Phase 4 of developing and refining the preferred concept.



Following the December 17, 2025 joint City Council and Planning Commission work session, the January Community Open House and outreach activities were conducted to obtain input on the three preliminary concepts, and the Draft Preferred Concept was developed. The Project Advisory Committee (PAC) met with staff and the consultant team on March 25 to review the results of the engagement activities and how that informed the development of the Draft Preferred Concept. The PAC reviewed the Draft Preferred Concept and provided their feedback to staff and the consultant team. The Draft Preferred Concept presented in the materials for this work session reflect initial refinements.

Discussion:

Please see the attached memo from HHRP for detailed discussion of the engagement activities and the Draft Preferred Concept. The Draft Preferred Concept is not simply selection of one of the original three concepts, but rather incorporates preferred elements of the concepts, while reflecting consideration of feasibility and technical considerations, and consistency with the Framework Plan. The attached memo provides more detailed discussion of those considerations, common themes, as well as expressed issues of concern and how elements of the Draft Preferred Concept seek to address key issues.

The Draft Preferred Concept is shown below in **Figure 1**. **Figure 2** shows two options for the south area between Old Sheridan Road and Highway 18. **Figure 3** shows the main community connections with transportation and greenway connections, without depiction of the land use within the area. **Figure 4** shows the broader context with regional connections.

Figure 1. Draft Preferred Concept

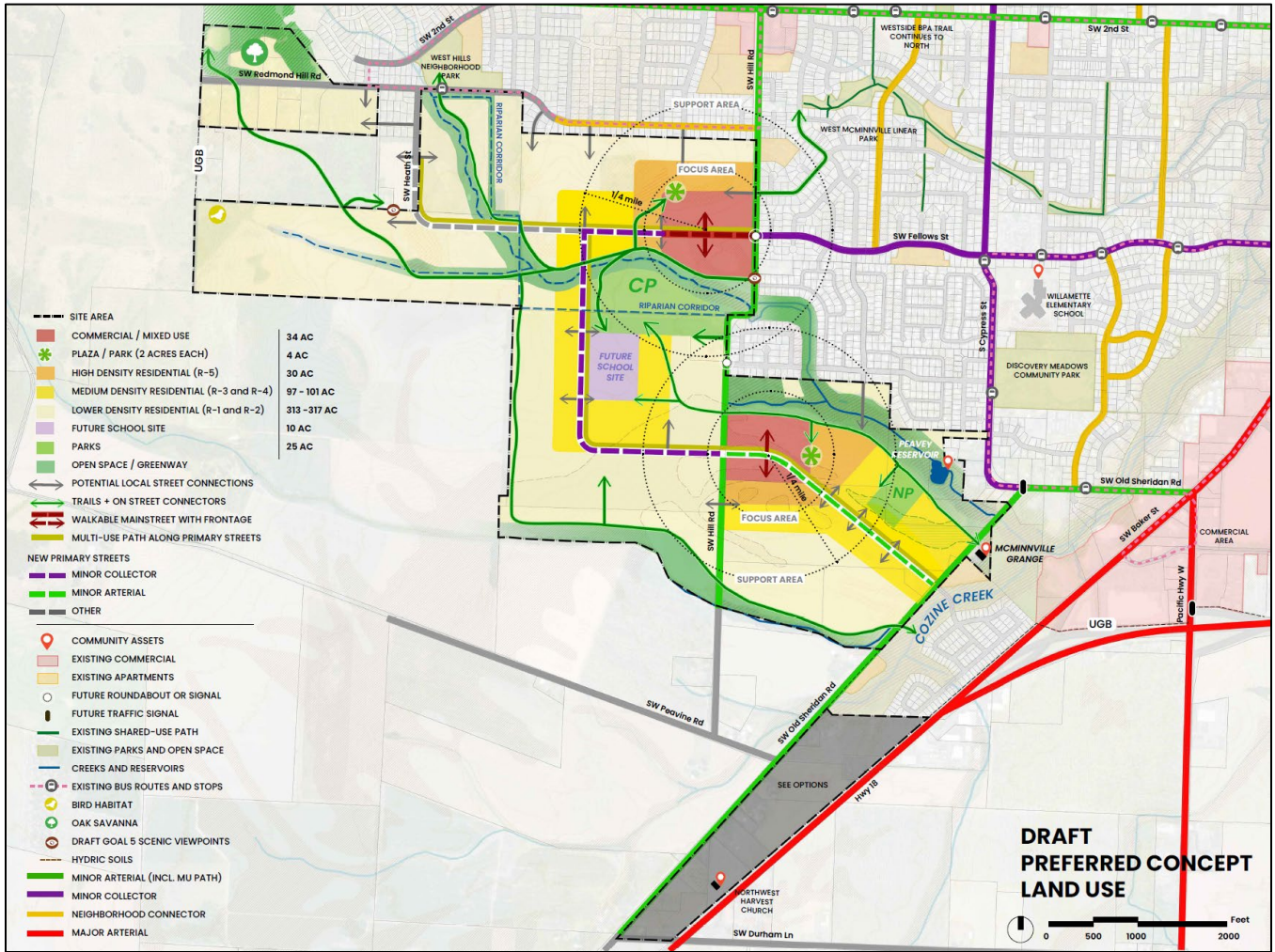


Figure 2. Two Options for Southerly Area Between Old Sheridan Road and Highway 18.

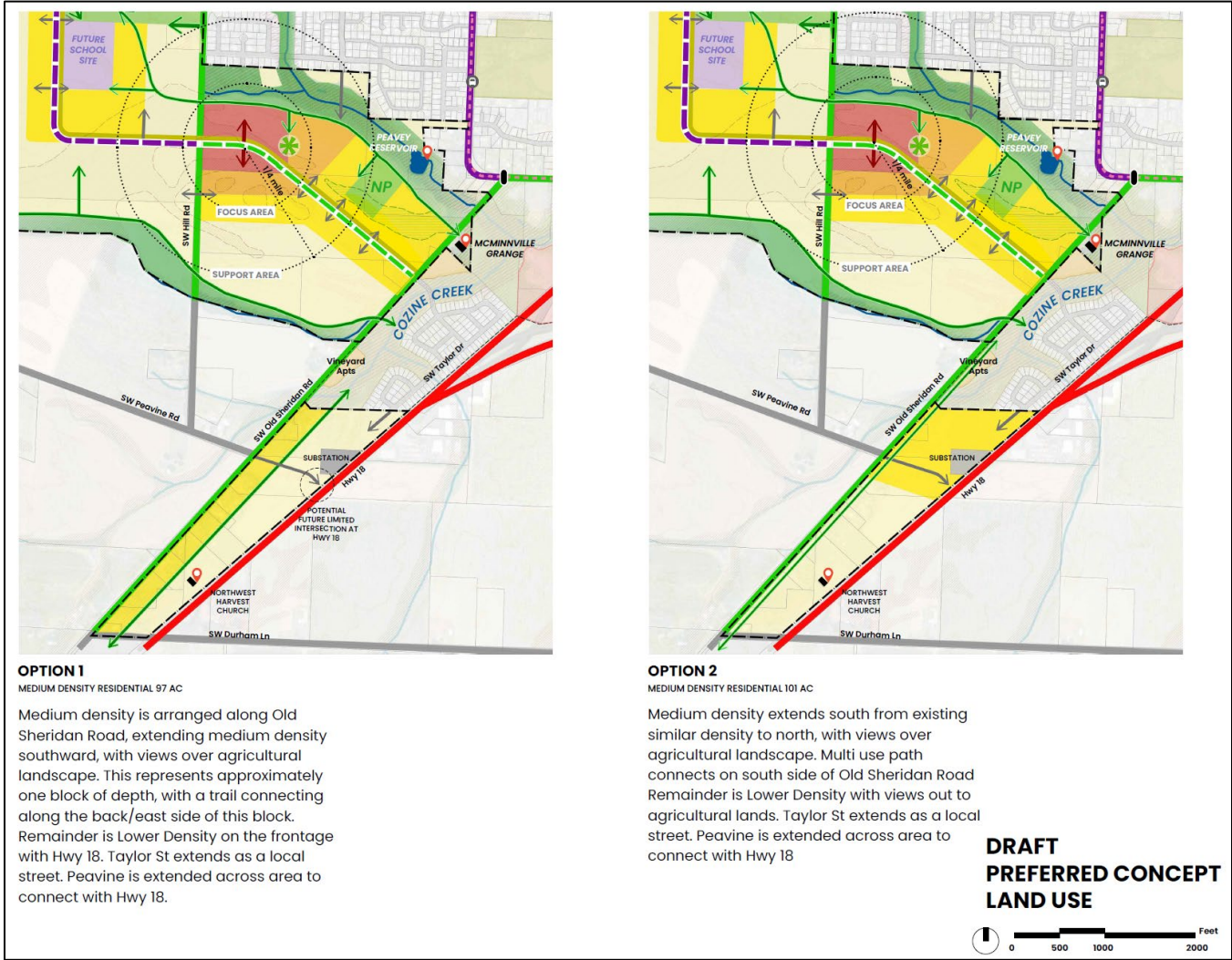


Figure 3. Community Connections

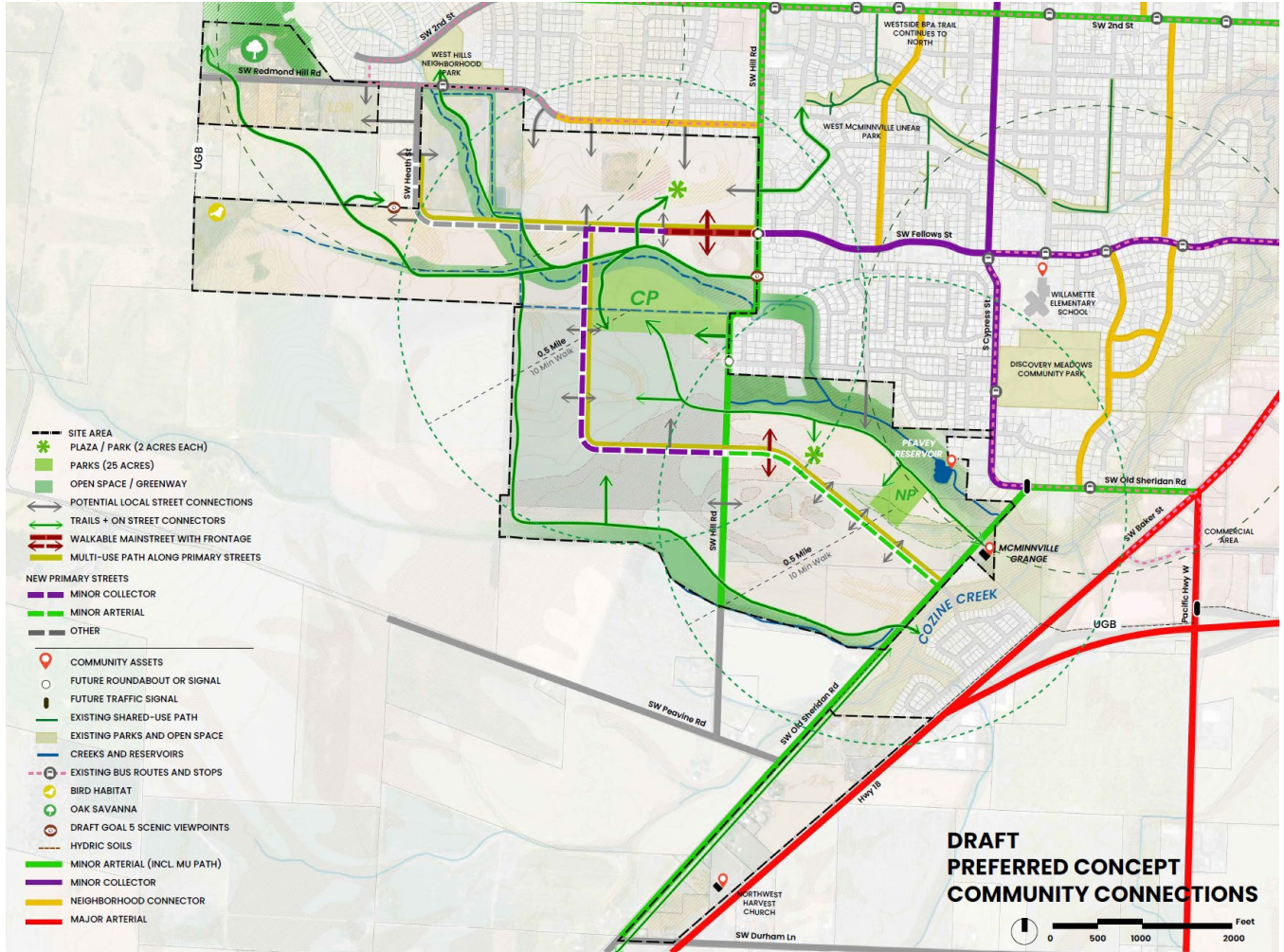
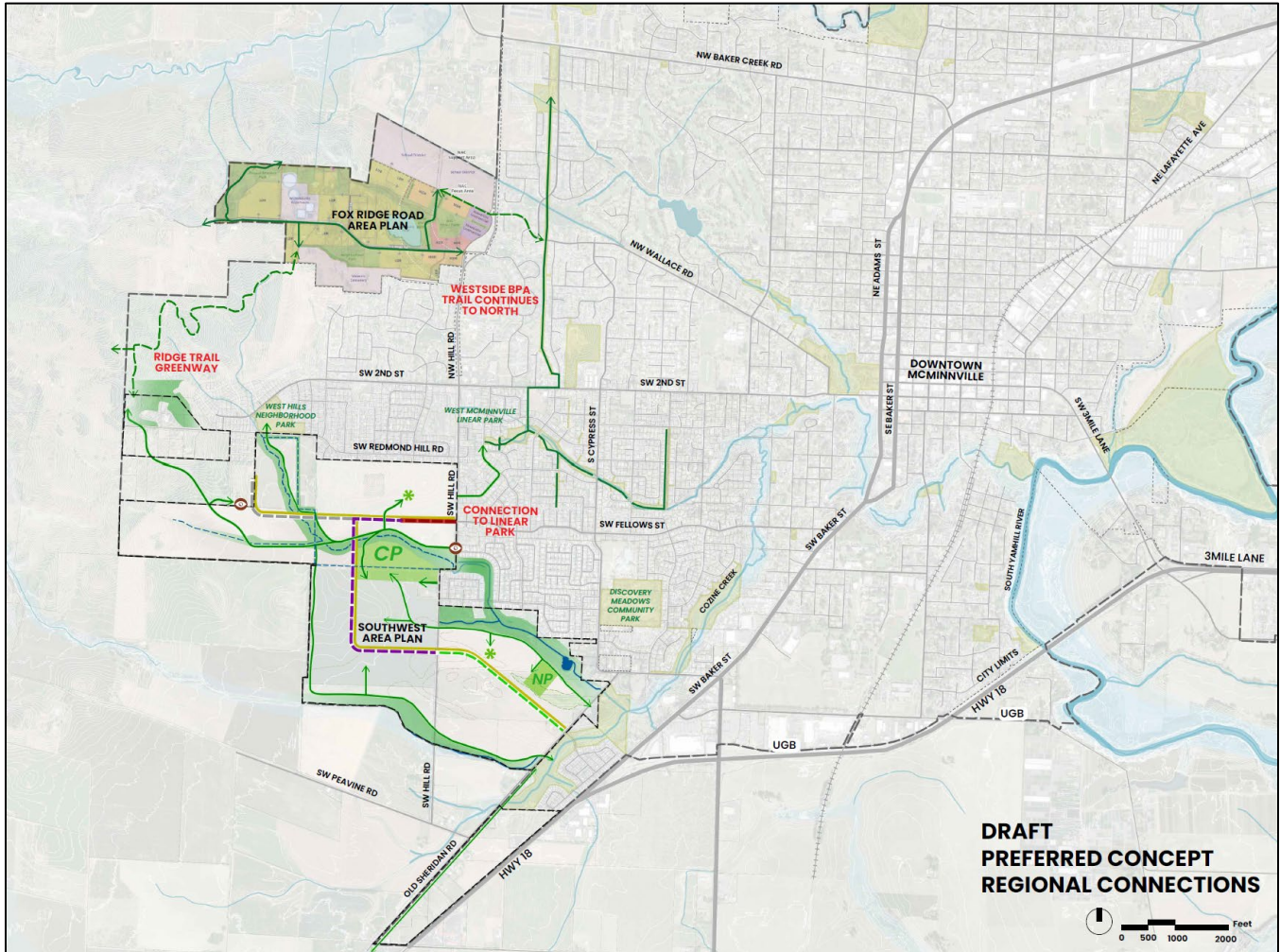


Figure 4. Regional Connections



Attachments:

1. Memo from HHPR
2. Summary of January 2026 Public Engagement

Additional background information and materials are available on the project website at <https://www.mcminnvilleoregon.gov/cd/page/southwest-area-plan>.

Fiscal Impact:

The Southwest Area Plan is a budgeted plan in the Long Range Planning Fund, the main revenue source being the general fund.

Action Requested:

At this joint work session, the project team will provide a brief overview of recent engagement activities and outcomes before focusing the discussion on the Draft Preferred Concept. The presentation will highlight how the Preferred Concept evolved from the three alternatives and how recent feedback from the Community Open House and engagement informed development of the Draft Preferred Concept and input at PAC Meeting #3 informed key refinements. The discussion will focus on how the Preferred Concept organizes land use, transportation, parks, and open space into a coordinated plan, and where additional direction is needed to address remaining questions.

To support a productive discussion, Planning Commission and City Council members are encouraged to review the Preferred Concept materials in advance with the following in mind:

- How the Preferred Concept organizes Neighborhood Activity Centers (NACs), parks, greenways, and housing types, and how these elements function together as an integrated system.
- How the plan supports walkability, multimodal access, and connectivity within the plan area and to surrounding neighborhoods, schools, and regional destinations.
- How natural features, including Cozine Creek, the Peavey Reservoir basin, and existing topography, are incorporated into the plan as organizing elements.
- How housing types and densities transition across the site, including relationships to existing neighborhoods and edges.
- How transportation constraints and required connections influence the overall land use pattern and development potential.
- Where additional clarity, refinement, or flexibility may be needed, particularly in areas such as the southern portion of the plan area between Old Sheridan Road and Highway 18.

During the discussion portion of the work session, the Planning Commission and City Council are invited to consider the following:

- Whether the Preferred Concept reflects the City's goals for complete, connected, and livable neighborhoods.
- Whether the overall structure and relationships between land use, parks, greenways, and circulation are appropriately located and balanced.
- Whether there are specific elements that should be strengthened, adjusted, or further evaluated.

- Whether there is specific guidance regarding the southern subarea between Old Sheridan Road and Hwy 18 and how that relates to the Framework Plan.

Feedback from this discussion will help confirm the overall direction of the Preferred Concept and guide refinements as the project advances toward preparation of the draft Southwest Area Plan. This feedback will inform the work that is taken back to the Project Advisory Committee at their next meeting.

MEMORANDUM

City of McMinnville – Southwest Area Plan



Harper
Houf Peterson
Righellis Inc.

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

205 SE Spokane Street, Suite 200, Portland, OR 97202
PHONE: 503.221.1131 www.hhpr.com FAX: 503.221.1171

Date: April 22, 2026
To: Tom Schauer, City of McMinnville
From: Thuy Cao, HHPR
Subject: PC &CC Joint Work Session #2 Agenda

Purpose

The purpose of this joint work session is to provide an update on the McMinnville Southwest Area Plan (SWAP) following recent engagement and refinement efforts, and to engage the Planning Commission and City Council in a discussion of the Draft Preferred Concept.

Since the last joint work session in December, the project team has completed the Community Open House, developed the Draft Preferred Concept Plan based on community input, stakeholder feedback, and technical analysis, and held Project Advisory Committee (PAC) Meeting #3 to review and the draft preferred concept, resulting in preliminary refinements. This work session will provide an overview of how this input informed the evolution from multiple concept alternatives to a single Draft Preferred Concept and highlight key areas where input and direction is needed for refinement. This work session is informational and discussion-based; no formal action will be taken. The objectives of the joint work session are to:

- **Provide an update on project progress** since the previous joint work session, including a summary of community engagement and PAC #3 feedback that informed the Preferred Concept.
- **Present the Draft Preferred Concept Plan**, including key components related to land use, circulation, parks and open space.
- **Highlight key areas of refinement** and policy considerations identified through recent engagement, including transportation considerations, NAC locations and viability, neighborhood transitions, and options for the southern area between Old Sheridan Road and Highway 18.
- **Gather input** from the Planning Commission and City Council on the overall direction, priorities, and any remaining issues to address in refining the draft preferred concept prior to advancing development of the draft Area Plan.
- **Outline next steps** toward finalizing the Draft Preferred Concept and preparing the draft Southwest Area Plan for future review.



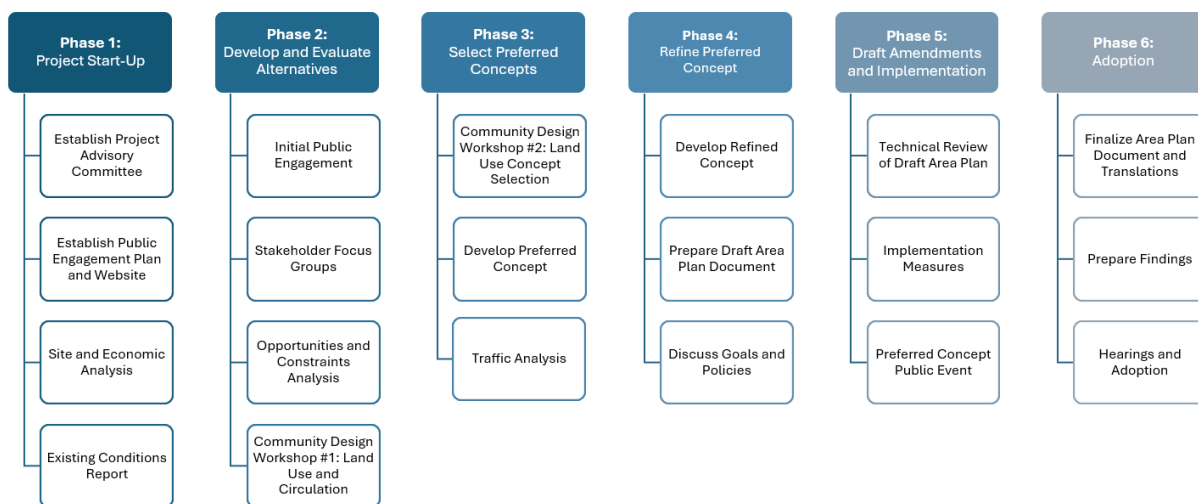
Background

The Southwest Area Plan is the second step in a three-phase planning process for guiding future development in the City of McMinnville’s urban growth boundary. The first phase, the Framework Plan, has already been completed and formally adopted. In addition, two amendments to the Framework Plan were adopted, related to the Parks Recreation and Open Space (PROS) plan and land use efficiency measures. It provides the high-level vision, guiding principles, and land use structure for the broader area. The current phase—the Area Plan—focuses on refining that vision by identifying specific land uses, transportation networks, and infrastructure needs within the study area. This plan will serve as a foundation for more detailed Master Plans, which will be prepared by individual property owners when they seek annexation of individual properties into the city. The Area Plan is a key step in ensuring coordinated, equitable, and infrastructure-ready urban growth that aligns with McMinnville’s long-range planning goals.



The major project phases for the Southwest Area Plan are shown below in **Figure 1**. The graphic outlines the six-phase process for developing the Southwest Area Plan in McMinnville. It begins with project start-up and public engagement, followed by developing and evaluating land use alternatives. The process then moves into selecting and refining a preferred concept, drafting implementation strategies, and concludes with final plan adoption through public hearings and formal approvals.

Figure 1. Major Project Phases



The Southwest Area Plan will be adopted as a supplement to the McMinnville Comprehensive Plan and serve as a long-range land use vision for the area. It must align with the development principles of the McMinnville Growth Management and Urbanization Plan (MGMUP), the Framework Plan, the Comprehensive Plan, and other applicable City policies. The MGMUP emphasizes the creation of complete, mixed-use, and pedestrian-oriented neighborhoods—an approach that will guide this planning effort.

Therefore, the Area Plan will be developed to be consistent with:

1. The guidelines and characteristics of the Traditional Neighborhood model, as described in the McMinnville Growth Management and Urbanization Plan.
2. The identification of locations suitable for Neighborhood Activity Centers (NACs) to meet neighborhood commercial land needs as identified in the MGMUP Framework Plan, and support surrounding residential development, as described in the MGMUP.
3. The City's adopted Great Neighborhood Principles, as described in the Comprehensive Plan Policies 187.10 through 187.50.

Through this planning process, the Southwest Area Plan will establish a cohesive land use and transportation framework that supports future housing, employment, and neighborhood services while preserving natural features and promoting walkability. With input from the PAC and the broader community, the plan will address opportunities and constraints, identify strategies for equitable growth, and lay the groundwork for a well-connected, inclusive, and livable neighborhood that reflects McMinnville's long-term vision.

Additional information and background documents can be found on the project webpage:

<https://www.mcminvilleoregon.gov/cd/page/southwest-area-plan>

Community Engagement Summary

Community engagement has continued to play a central role in shaping the Southwest Area Plan, with recent input directly informing the transition from three draft concepts to a single Draft Preferred Concept Plan. Since the last joint work session, engagement has included a community open house, online and written feedback, and Project Advisory Committee (PAC) Meeting #3. Together, these efforts provided direction on which elements of the draft concepts to carry forward, as well as areas requiring further refinement.

Community Open House

In January 2026, the City and project team conducted a Community Open House and online survey to gather feedback on the three draft concept alternatives for the Southwest Area Plan. Approximately 200 community members attended the in-person event, with additional input received through online responses, written comments, and email submissions. Overall, feedback highlighted strong interest in shaping a preferred concept that balances growth with livability, protects natural features, and improves connectivity (*see Community Open House event summary for more information*). Key themes included:

- **Parks, Open Space, and Natural Features.** Strong support for preserving creeks, greenways, hillsides, and rural edges, with an emphasis on integrating parks and open space into the overall neighborhood structure.
- **Connectivity and Walkability.** Interest in well-connected trail systems, walkable neighborhoods, and safe multimodal connections between housing, activity centers, and open spaces.

- **Transportation and Traffic Concerns.** Ongoing concerns about congestion and safety on key streets such as Hill Road, Old Sheridan Road, Redmond Hill Road, and Fellows Street. Many participants emphasized the need for transportation improvements to accompany future growth.
- **Housing and Neighborhood Character.** Mixed perspectives on housing density, with general support for a range of housing types if paired with access to services and amenities. Many participants emphasized maintaining McMinnville’s character and ensuring appropriate transitions between new and existing neighborhoods.
- **Commercial Areas and Activity Centers.** Interest in small-scale, neighborhood-oriented commercial uses and gathering spaces, though mixed opinions remain about long-term viability and appropriate scale and amount specified in the Framework Plan
- **Area of Potential Cultural Resource.** Community input regarding potential cultural significance of the existing hillock/mound, , with a strong interest in further information and thoughtful consideration as the plan moves forward.

Across all three concepts, participants consistently favored elements that emphasize parks and greenways, distributed activity centers, and strong connections between neighborhoods and community amenities. Feedback from this engagement directly informed the development of the draft Preferred Concept presented at PAC Meeting #3. While there was interest in more distributed activity centers, the Preferred Concept concentrates activity along Hill Road where access, visibility, and infrastructure can better support long-term viability. This approach responds to market and transportation considerations that limit the feasibility of more dispersed commercial locations, particularly along Old Sheridan Road. Maintaining two distinct NACs along this corridor allows for multiple nodes of activity while ensuring each has sufficient access and visibility to support neighborhood-serving uses.

How Community Open House Feedback Informed the Preferred Concept:

Feedback from the January Community Open House directly informed the development of the draft Preferred Concept by shaping key land use, open space, and connectivity decisions. The Preferred Concept is shaped by community priorities like livability, access, and protecting natural spaces. Community input is reflected in the Preferred Concept through:

- **Parks, Greenways, and Natural Features.** A centrally located Community Park is positioned to serve as a shared destination for the entire area and is intentionally located to connect directly to the greenway system and surrounding neighborhoods. This responds to strong community interest in accessible, centrally located open space. The Neighborhood Park is located along the greenway within a residential area, providing accessible open space for nearby residents.

Greenways are aligned along Cozine Creek and other natural features to both preserve ecological function and provide a continuous off-street trail network. These corridors are designed to connect north to the West McMinnville Linear Park and BPA West Side Trail system, reinforcing regional connectivity and expanding recreational access.

- **Walkability and Neighborhood Connectivity.** The plan establishes a connected network of streets and multi-use paths that link Neighborhood Activity Centers (NACs), parks, and residential areas. Key routes are designed to prioritize pedestrian and bicycle movement, particularly between higher-density housing, community destinations, and open spaces.

Connections are also structured to minimize reliance on a single corridor and to distribute access across the network, responding to community concerns about traffic concentration and safety.



- **Neighborhood Activity Centers (NACs): Role, Scale, and Location.** The Preferred Concept includes two Neighborhood Activity Centers (NACs) that are intentionally located along Hill Road to improve visibility, access, and long-term market viability. While earlier concepts explored more distributed activity centers, feedback from market analysis, transportation constraints, and PAC discussion indicated that concentrating activity along a primary corridor would better support commercial success and reduce reliance on less accessible locations such as Old Sheridan Road.

The two NACs are intended to function as complementary centers within a connected system, rather than fully distinct or isolated nodes. Both have access to Hill Road and are linked by the internal street and greenway network, while still serving different roles based on their surrounding context.

- **North NAC.** Located near the intersection with existing and planned connections to the north, this NAC is positioned to function as the primary mixed-use center with the greatest visibility and access. Its location along Hill Road and direct connection to existing residential neighborhoods supports access and potential for a more active mixed use environment.
- **South NAC.** Located further south along Hill Road and adjacent to the greenway and Cozine Creek corridor, this NAC is more closely tied to open space and neighborhood-scale development. While it maintains visibility and access from Hill Road, its role is intended to be more locally serving, with a stronger relationship to nearby residential areas, parks, and trails.

Rather than fully distributing activity centers across the plan area, the Preferred Concept reflects a balanced approach in consolidating activity along Hill Road to support viability, while maintaining multiple nodes connected through the greenway and street network. This approach balances community interest in more distributed, walkable destinations with the need to respond to market conditions, access limitations, and infrastructure feasibility.

- **Plazas and Community Gathering Spaces.** Each NAC includes a plaza or gathering space that is intentionally located to create a focal point within the center and strengthen the relationship between commercial uses, surrounding housing, and adjacent open spaces. These plazas are positioned to:
 - Anchor neighborhood activity
 - Support small-scale events and daily use
 - Reinforce walkable, people-oriented design within NACs
 - Strengthen connections for public places between land uses and area amenities
- **Housing Mix and Transitions.** The distribution of Low-, Medium-, and High-Density Residential areas reflects community interest in providing housing variety while maintaining compatibility with existing and future neighborhoods.

Higher-density housing is generally located:

- Near NACs
- Adjacent to parks and greenways
- Along key corridors with better access

Lower-density housing is located:

- Along the edges of the plan area
- Near existing development
- Toward rural or environmentally sensitive areas
- Lowest densities in westerly sloped areas

This creates a clear transition in density across the plan area and supports both livability and long-term growth.

- **Transportation and Circulation Framework.** The street network is designed to improve connectivity and distribute traffic across multiple routes, including key connections such as Peavine Road toward Highway 18. Land uses are arranged to align with access and visibility, particularly along Hill Road, responding to community concerns about congestion while supporting viable locations for commercial and mixed-use development.
- **Viewpoints and Visual Connections.** The Preferred Concept identifies key viewpoints identified in the City' Draft Goal 5 Natural Resources Inventory and incorporates them into the greenway and open space network. Trails and open spaces are aligned to:
 - Preserve views of hillsides and natural features
 - Provide public access to scenic areas
 - Reinforce the visual identity of the area
- **Cultural and Environmental Sensitivity.** Community members provided comments regarding the potential cultural significance of the hillock/mound and expressed a strong desire for further information and respectful consideration. The project team acknowledges this area may have cultural significance. In developing policies for the SW Area Plan in upcoming work, information regarding recommended policies for cultural resources will be provided.

This input has helped translate community priorities into a more detailed and coordinated framework with the Draft Preferred Concept. Input on the Draft Preferred Concept represents the next step in refining how these elements come together.

Project Advisory Committee (PAC) Meeting #3

PAC Meeting #3 marked a key transition point in the planning process, shifting from evaluating multiple concept alternatives to refining a single Draft Preferred Concept Plan. The PAC generally expressed support for the overall direction, noting that the Preferred Concept successfully integrates prior community input, stakeholder feedback, and technical analysis into a cohesive and workable framework. PAC members provided input for refinement of the initial Draft Preferred Concept, reflected in the updated Draft. They also requested additional information to assist with further evaluation and refinement. Key issues related to transportation, land use relationships, and neighborhood transitions are summarized below:

- **Transportation Feasibility**

PAC members reiterated that transportation constraints will ultimately shape development patterns, particularly focusing on the required connections between Hill Road and Old Sheridan Road, and limitations associated with Highway 18 access.

- **Neighborhood Activity Centers (NACs)**

Members requested clearer definition of NAC scale, function, and configuration. In response, the following refinements are being incorporated:

- Clarifying how acreage expectations apply (collectively vs. per center) for required Framework Plan elements within the draft Area Plan
- Better defining edges, transitions, and relationship to surrounding residential areas
- Ensuring NAC locations balance walkability with visibility and market viability

- **Land Use Relationships and Transitions**

There was strong emphasis on improving transitions between higher-density areas and existing neighborhoods, particularly along Redmond Hill Road. Members noted the importance of avoiding abrupt changes in scale and providing sufficient buffering, potentially through multiple street layers or open space transitions.

- **Parks, Open Space, and Natural Systems**

PAC members supported the overall greenway framework and emphasized strengthening connections between parks, greenways, and the Community Park. There was also a clear desire to:

- Preserve existing topography and viewsheds (including the hillock area)
- Integrate riparian corridors and drainage features into the open space network
- Ensure environmental constraints are accurately reflected and shape the plan

- **Southern Area Options (Area Between Old Sheridan Road and Highway 18)**

The southern portion of the plan area generated discussion with members highlighting:

- Trade-offs between extending medium density versus stepping down intensity
- Limited opportunities for commercial uses due to access constraints
- The need to maintain flexibility and potentially carry forward multiple land use scenarios until transportation feasibility is better understood

- **Urban Design and Implementation Clarity**

Members requested additional tools (such as cross-sections, precedent imagery, and early urban design guidance) to better communicate how the plan will translate into built form.

Refinements to the Preferred Concept Plan:

Based on PAC #3 feedback, the Draft Preferred Concept Plan was refined to better respond to these key issues and provide greater clarity in the plan's structure and assumptions, as reflected in the attached Draft.

Land Use and Neighborhood Structure

- Refined distribution of residential densities, with a clearer transition from higher-density areas near activity centers to lower-density edges, particularly toward the southern and western portions of the site.
- Further defined mixed-use commercial areas and plaza/park spaces within the primary focus area to clarify the intended scale and function of the NAC.

Refined the distribution of residential densities and identified areas where additional direction is needed, particularly in the southern subarea where final zoning and density assumptions will depend on future transportation feasibility.

Neighborhood Activity Centers (NACs)

- Clarified the location of the focus area, emphasizing a more legible commercial or mixed use center supported by surrounding residential densities.
- Reinforced the relationship between commercial uses, open space, and walkable street frontages by strengthening connections between key destinations to support more walkable and accessible activity centers.

School Site Location

- The future school site has been located to balance accessibility and neighborhood integration. While still connected to the broader street network, it is positioned away from major arterials to better support a neighborhood-oriented setting and safer local access.

Parks, Greenways, and Natural Features

- Refined the greenway network to improve east-west connectivity, particularly across Hill Road, strengthening connections between neighborhoods and the Community Park.
- Strengthened integration of riparian corridors and natural drainage features, particularly along Cozine Creek, as organizing elements of the open space system.
- Similar to the school site, the neighborhood park is located within the neighborhood fabric rather than along a primary arterial, reinforcing its role as a local amenity that is easily accessible to nearby residents.
- Incorporated feedback to preserve existing natural features, including drainage corridors and areas of mature vegetation, as organizing elements of the plan.

Transportation and Circulation

- Clarified the hierarchy of primary streets (minor arterials, minor collectors, other.) and their relationship to the overall circulation network.
- Refined internal circulation patterns, including loop road concepts and local street connections, to better reflect potential functionality.
- Identified areas where future intersections, signals, or connections may be needed, while acknowledging potential issues related to ODOT access and regional connectivity.

Southern Subarea Approach (Area Between Old Sheridan Road and Highway 18)

- Maintained flexibility in the southern portion of the plan by illustrating alternative approaches to medium-density residential placement along Old Sheridan Road.
- Explored options that balance development potential, access limitations, and compatibility with adjacent agricultural and rural areas.
- Avoided over-committing to a single configuration, recognizing that future transportation analysis will be critical to determining the appropriate long-term land use pattern.

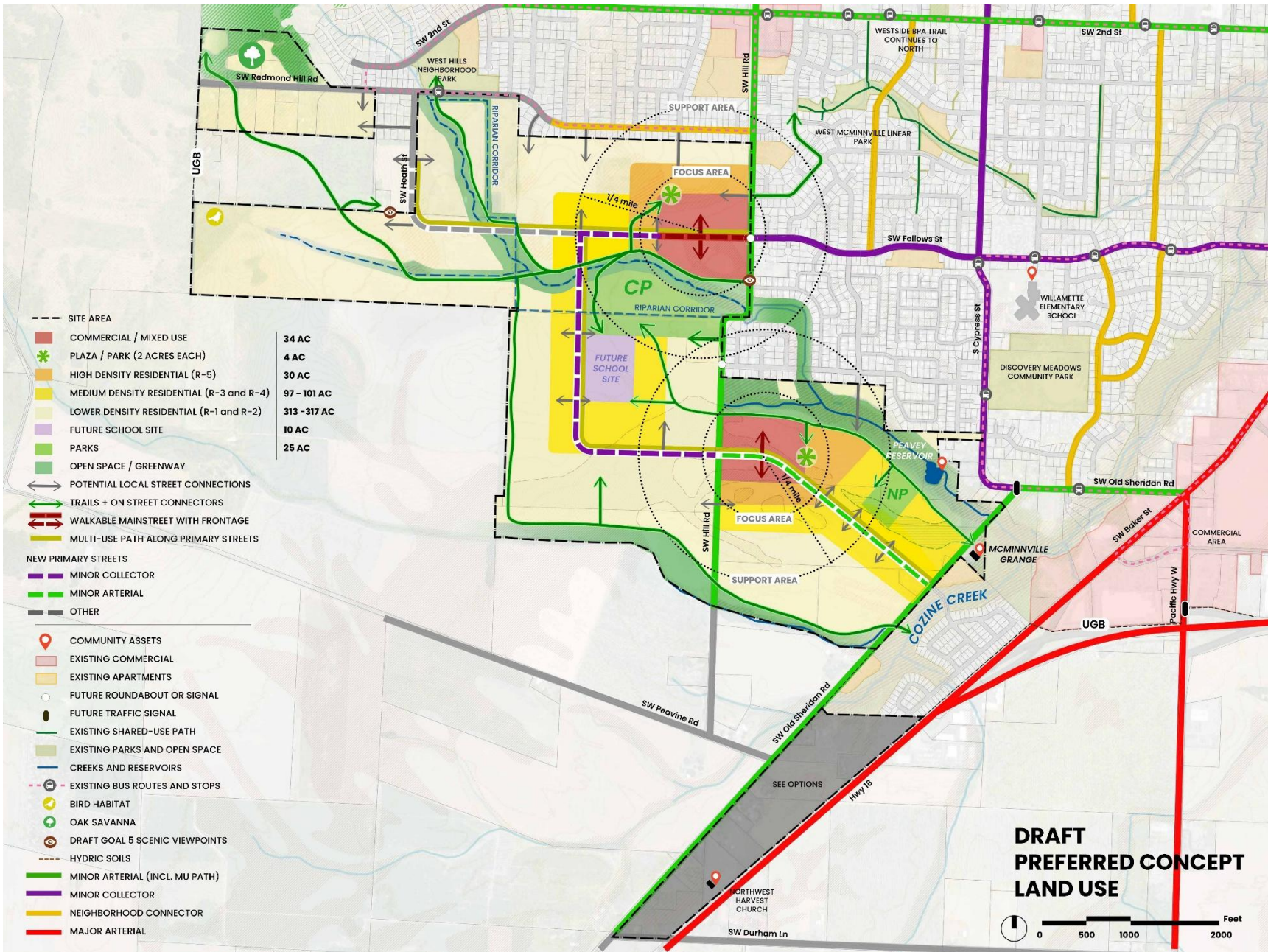
Introduction to the Draft Preferred Concept

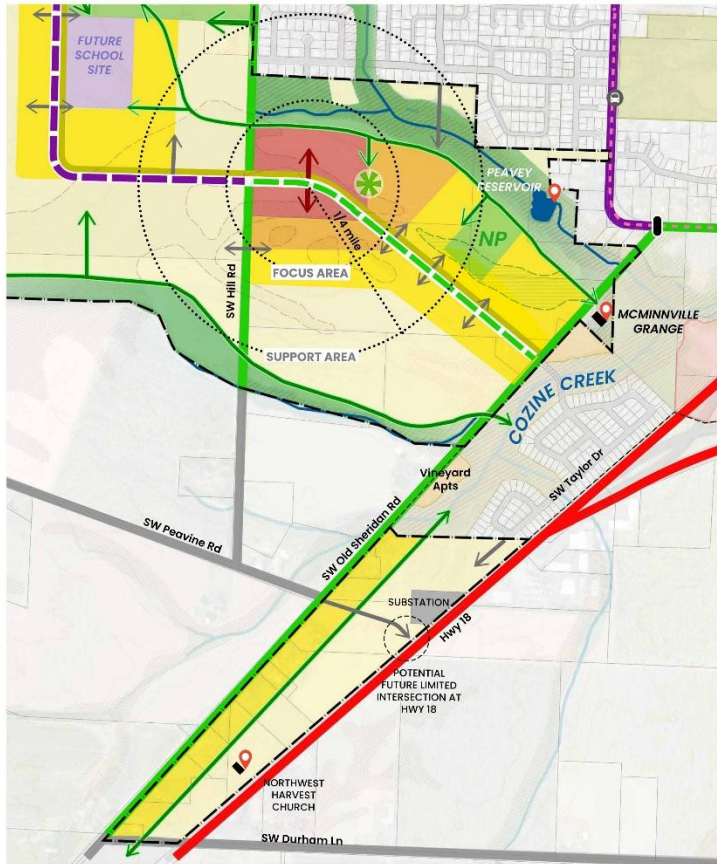
The Draft Preferred Concept represents the next phase in the Southwest Area Plan process and reflects the progression from multiple concept alternatives to a single, integrated framework informed by community input, stakeholder feedback, PAC guidance, and ongoing technical analysis. The concept provides a more defined vision for how the area could develop over time, organizing land uses, transportation, parks, and open space systems into a coordinated plan.

The Draft Preferred Concept should be reviewed as a framework of relationships, focusing on how key elements of the plan are arranged and connected rather than on precise details. This includes how Neighborhood Activity Centers (NACs) relate to surrounding housing and land uses, open spaces, parks, and site features; how parks and greenways are positioned to serve nearby residents; and how the street and trail network supports connectivity across the plan area. At this stage, the emphasis is on whether these elements are appropriately located and functioning together as an integrated system. The current Draft Preferred Concept reflects development from overall feedback received through the Community Open House and outreach and preliminary refinements from PAC Meeting #3, including adjustments to land use distribution, strengthening of the greenway and open space network, clarification of NAC locations and function, and a continued focus on transportation feasibility and neighborhood compatibility. Key aspects to focus on include:

- **Neighborhood Activity Centers (NACs):** For each NAC, the primary focus area is established to support a walkable, mixed-use center, with consideration of how scale, visibility, and access support long-term viability.
- **Parks and Open Space:** A centrally located Community Park is integrated with a broader greenway system, with additional neighborhood-scale open spaces positioned to improve accessibility and connections. The Community Park and Neighborhood Park are sited relative to land uses and existing parks to address distribution.
- **Greenways and Natural Features:** The greenway network is aligned with natural systems, including riparian corridors, to support habitat, drainage, and recreation while creating a continuous network of connections.
- **Housing and Transitions:** A range of housing types is distributed throughout the plan area, with higher-density development located near activity centers and amenities, and transitions to lower-density development at the edges and near environmentally sensitive areas.
- **Transportation and Circulation:** The street network is structured to improve connectivity and distribute traffic while responding to known constraints, including access limitations and required system connections.
- **Southern Subarea Flexibility (Area Between Old Sheridan Road and Highway 18):** The southern portion of the plan area remains an area of ongoing evaluation, with alternative approaches to land use and circulation maintained to respond to future transportation and infrastructure findings.

As a reminder, the Area Plan is not a development proposal, but a framework to guide future growth, infrastructure, and land use decisions. More detailed site-specific development plans will occur later and must be consistent with the adopted Area Plan. At this stage, the role of the Planning Commission and City Council is to provide feedback on the overall direction of the concept and identify any remaining issues for further refinement, before being incorporated into the final Southwest Area Plan for adoption.

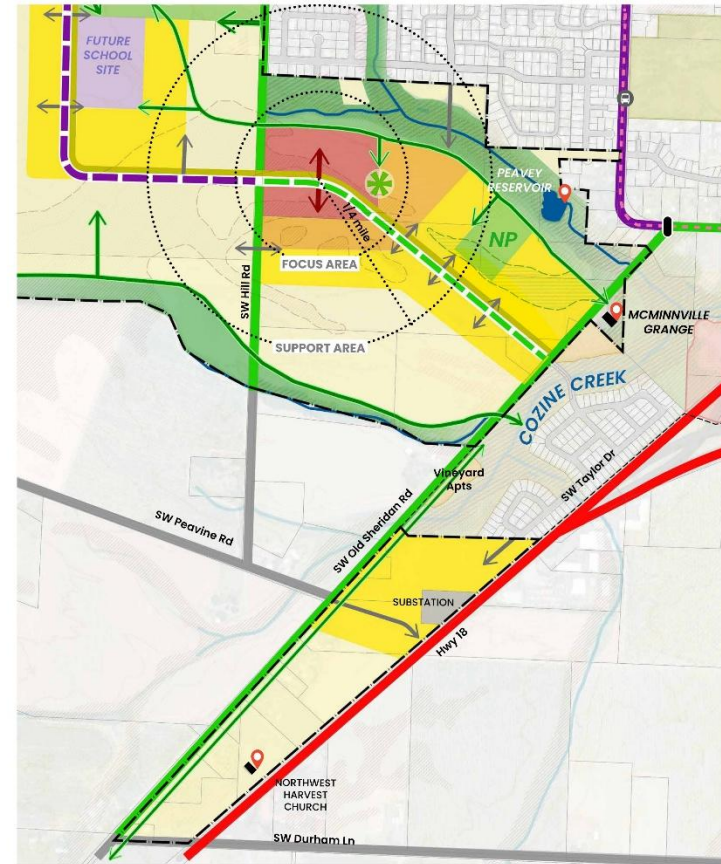




OPTION 1

MEDIUM DENSITY RESIDENTIAL 97 AC

Medium density is arranged along Old Sheridan Road, extending medium density southward, with views over agricultural landscape. This represents approximately one block of depth, with a trail connecting along the back/east side of this block. Remainder is Lower Density on the frontage with Hwy 18. Taylor St extends as a local street. Peavine is extended across area to connect with Hwy 18.



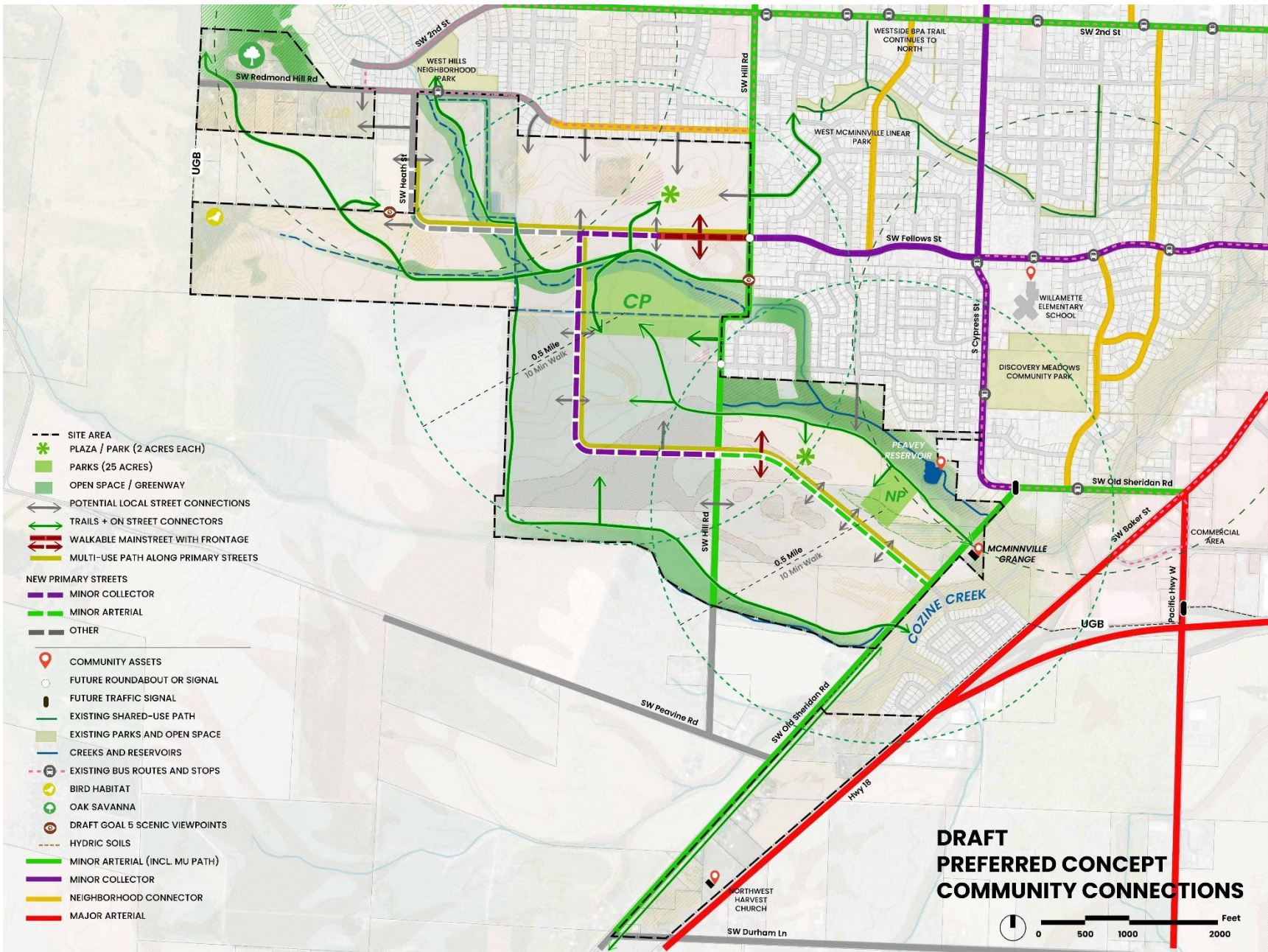
OPTION 2

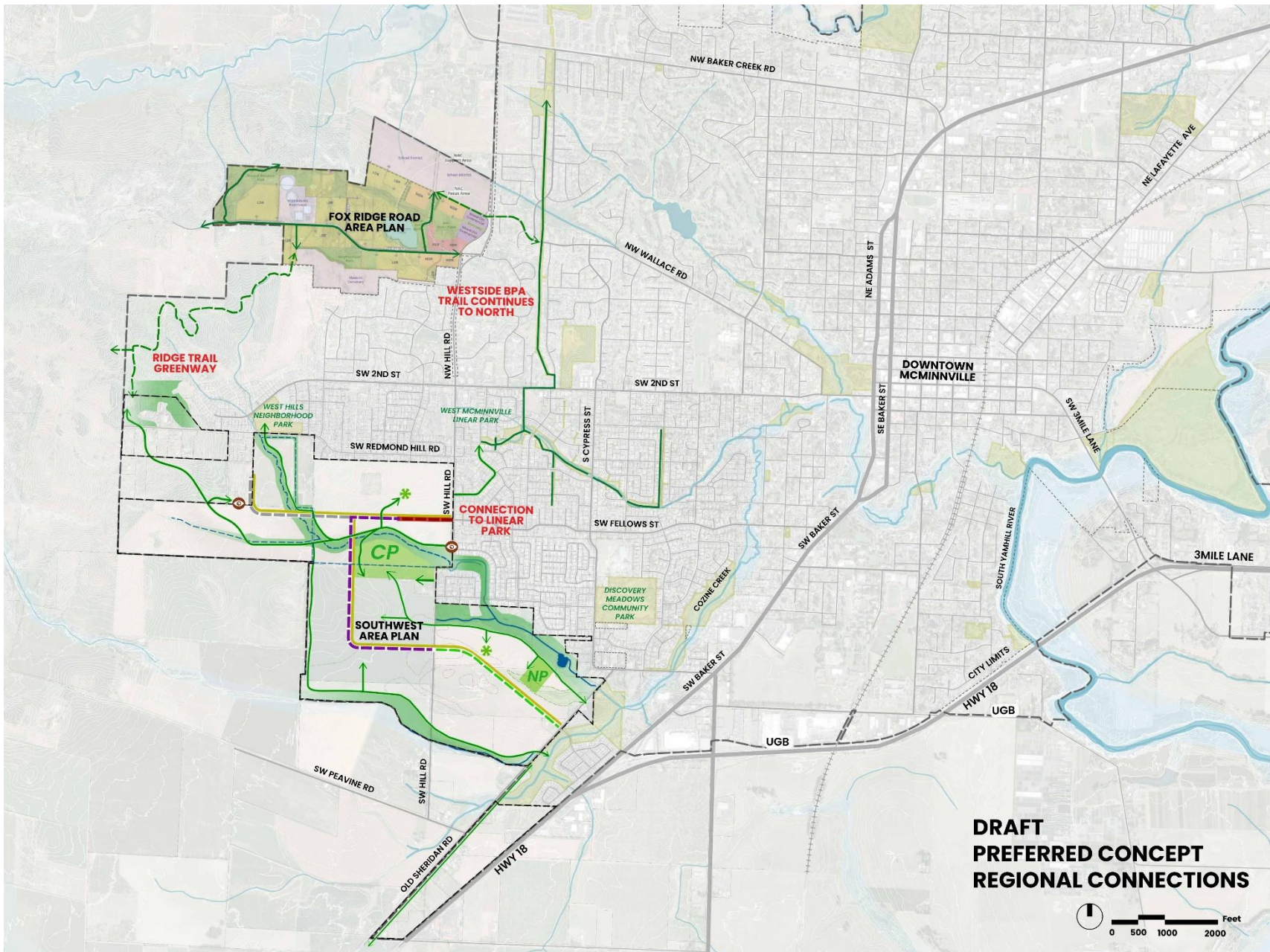
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Medium density extends south from existing similar density to north, with views over agricultural landscape. Multi use path connects on south side of Old Sheridan Road. Remainder is Lower Density with views out to agricultural lands. Taylor St extends as a local street. Peavine is extended across area to connect with Hwy 18.

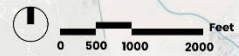
**DRAFT
PREFERRED CONCEPT
LAND USE**







**DRAFT
PREFERRED CONCEPT
REGIONAL CONNECTIONS**



Discussion

At this joint work session, the project team will provide a brief overview of recent engagement outcomes before focusing the discussion on the Draft Preferred Concept Plan. The presentation will highlight how the Preferred Concept evolved from the three alternatives and how recent feedback from the Community Open House and engagement informed development of the Draft Preferred Concept and input at PAC Meeting #3 informed key refinements. The discussion will focus on how the Preferred Concept organizes land use, transportation, parks, and open space into a coordinated plan, and where additional direction is needed to address remaining questions.

To support a productive discussion, Planning Commission and City Council members are encouraged to review the Preferred Concept materials in advance with the following in mind:

- How the Preferred Concept organizes Neighborhood Activity Centers (NACs), parks, greenways, and housing types, and how these elements function together as an integrated system.
- How the plan supports walkability, multimodal access, and connectivity within the plan area and to surrounding neighborhoods, schools, and regional destinations.
- How natural features, including Cozine Creek, the Peavey Reservoir basin, and existing topography, are incorporated into the plan as organizing elements.
- How housing types and densities transition across the site, including relationships to existing neighborhoods and edges.
- How transportation constraints and required connections influence the overall land use pattern and development potential.
- Where additional clarity, refinement, or flexibility may be needed, particularly in areas such as the southern portion of the plan area between Old Sheridan Road and Highway 18.

During the discussion portion of the work session, the Planning Commission and City Council are invited to consider the following:

- Whether the Preferred Concept reflects the City's goals for complete, connected, and livable neighborhoods.
- Whether the overall structure and relationships between land use, parks, greenways, and circulation are appropriately located and balanced.
- Whether there are specific elements that should be strengthened, adjusted, or reconsidered.

Feedback from this discussion will help confirm the overall direction of the Preferred Concept and guide final refinements as the project advances toward preparation of the draft Southwest Area Plan.

MCMINNVILLE SOUTHWEST AREA PLAN

JANUARY ENGAGEMENT SUMMARY

OVERVIEW

In January 2026, the City of McMinnville and the project team engaged the public to gather their priorities on the three concept designs for the Southwest Area Plan. To ensure broad participation feedback was collected through multiple formats: an in-person open house held on January 24, an online survey, written feedback, and emailed responses. This document is a summary of all of the public feedback results.

ENGAGEMENT GOALS

1. Share project progress to date and foster relationships with community members.
2. Present the three draft concepts which were developed in the previous phase following the September Community Design Workshop.
3. Gather feedback and ideas for how to incorporate the best elements from the three design scenarios into a preferred concept. The input collected will directly inform the final design concept to be created in the next phase.

IN-PERSON OPEN HOUSE

The event was a drop-in style format, with project information and the three design concepts presented on display boards. While browsing the display boards, participants were invited to ask questions and discuss the concepts directly with the project team and to indicate which elements of each of the design concepts attendees want to see integrated into the final concept by putting a dot on the interactive display boards. Additionally, attendees were able to share more detailed feedback through comment forms and sticky notes.

Attendance at this event far exceeded expectations, making it challenging for attendees to participate in the event activities as planned. Due to this, participants may not have had an opportunity to provide feedback on all three concepts at the event. Participants were also provided with comment sheets and the opportunity to submit the comment sheets or an online version following the open house, through February 9

- **Date and Time:** Saturday, January 24 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 of McMinnville Staff: Tom Schauer, Heather Richards, Evan Hietpas, Noelle Amaya
 - Walker Macy: Ken Pirie
 - HHPR: Thuy Cao, Brad Kilby
 - JLA: Stacy Zurcher, Valentina Peng
- **Participation:** Around 200 people attended the event, 31 comment forms submitted

Note: Approximately 150 comment forms were distributed, and attendees were informed they could take the comment forms with them and return them to the City or complete an online version of the comment form by February 9.

VIRTUAL OPEN HOUSE

The information from the in-person event was also made available online with survey questions to gather more feedback from those who were unable to attend or had additional comments later.

- **Dates:** January 24 to February 9
- **Participation:** 12 responses were submitted, 9 of these indicated that they had already attended the event in-person

ADDITIONAL FEEDBACK

In addition, comments were submitted via email both before and after the open house, and hard copies of the comment form were also returned to the Planning Department.

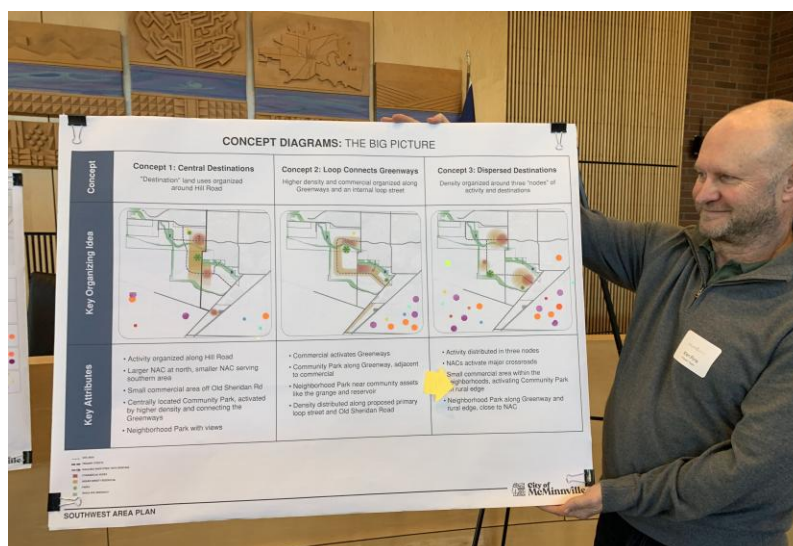
- 9 emails were submitted on the concept options
- 2 written comments were submitted to the City

NOTIFICATION AND OUTREACH

The City advertised the event through:

- the project website
- social media platforms
- display ads in the newspaper
- digital ads in the online edition
- emails to interested parties
- a postcard advertising the event mailed city-wide to 17,260 recipients, including 15,805 residents and 1,455 businesses

Project Advisory Committee (PAC) members and community partners were also invited to participate.



FEEDBACK KEY THEMES

The key themes of the feedback are summarized below.

- **Respondents expressed concerns about traffic safety, congestion and the need for better transportation planning.** Specific roads mentioned as being a high concern for additional traffic include: Hill Road, Old Sheridan Road, and Redmond Hill Road. Many commenters specifically mentioned worries about increased traffic on local roads and intersections if development intensifies, and emphasized the need for careful transportation planning, safer crossings, and infrastructure improvements to manage growth.
- **Respondents highlighted the need to balance growth with livability and infrastructure capacity.** Some expressed support for higher-density or mixed housing types if paired with access to services like schools, public transit, trails and green space.
- **Some expressed concern that dense development could feel overcrowded** or clash with the rural feel of existing neighborhoods. Respondents emphasized the importance of maintaining McMinnville's character and rural feel.
- **Respondents shared conflicting feedback about commercial or mixed-use development and neighborhood activity centers.** Many participants supported having small-scale businesses, services, green spaces and gathering places that are connected through trails to surrounding residential areas or integrated within them. Others question the viability of new commercial spaces in this area, stating that affordable shops will be a key factor in their success.
- **Respondents placed value on open space, greenways, creeks, hillsides, and rural edges across the different concepts.** Preservation of natural features was viewed as essential to maintaining the area's character. Many respondents supported development only if it is clearly shaped by environmental constraints and includes buffers and visual separation.
- **Respondents expressed confusion or concern about the planning process.** Some asked if additional public hearings will occur, how feedback will be used, and whether decisions are already being made. The respondents asked for continued engagement, clarity, and reassurance that public input will influence outcomes.
- **Several attendees shared that they believe there is cultural significance of the hillock or mound located near Redmond Hill Road.** Those respondents repeatedly emphasized that development must not disturb archaeological resources or culturally sacred areas. There is a clear ask for the City to acknowledge Indigenous history explicitly and incorporate policies that would address issues such as respectful preservation, education and signage for any future development. The City would further investigate information regarding the site and potential cultural resources for the project in general.

DETAILED SUMMARY OF FEEDBACK

Attendees were invited to indicate the elements they favor by putting dots on the interactive boards and then share additional comments on a comment form. For each concept, the first section summarizes the specific elements favored most by participants within that design concept and the second section summarizes additional themes of written feedback collected.

Concept 3 received the most dots overall and Concept 2 received slightly more comments in support.

The dot stickers added to the in-person event displays were placed on concept elements that participants liked or would like to see with the final concept. While the count of dots on the board for each concept plan is included in the summary below, please note that the **dots do not equate to individual votes for a specific concept and the data should not be used as such**. Dots were placed relative to preferred elements of the concepts. Many factors, including the large number of participants may have influenced people's ability to access the boards during the event so when the team evaluates feedback, all forms of feedback will be considered, including dot stickers, online comments, and the comment forms that were returned.

Across the three concepts, respondents prefer elements that center around parks and greenways, with activity centers and high-density areas distributed throughout the project area, and many value walkability, connectivity, nature and cultivating a sense of place.

CONCEPT 1

DOTS FEEDBACK

Concept 1 received: 78 dots

Concept 1 received the most dots for:

- Activity organized along Hill Road
- Neighborhood Park with views
- Small commercial area off Old Sheridan Road

FEEDBACK FROM COMMENTS

Concept 1 received **30 written submissions**, including comment forms, post-it notes, online submission and emailed feedback. Of these 30

submissions 27 people included a response to "What do you like?" or a positive comment, while 26 answered "What could be improved?" or provided a negative comment. Positive comments noted elements that they like about the plan, notably the community park and greenway connection. Negative comments noted areas for improvement, with most sharing concern about traffic flow and concentration of activity.

Additional comment highlights for Concept 1:

- 15 respondents shared **support for greenway connections and park concepts**. Many expressed support for the idea of connected greenways and a centrally located community park near higher density



housing, especially when tied to walkability and neighborhood access. Some noted the park with scenic views as a highlight of Concept 1.

- 10 respondents expressed **feedback on housing density and the development of commercial and mixed-use areas**. Some expressed a preference for the Concept 1 plan for medium density residential, the location of high density residential being near the community park and Early Learning Center. Others would prefer more lower-density housing to accommodate the area’s rural feel and provide more single-family housing which is often preferred in this area.
- 6 respondents shared feedback about traffic and connectivity, expressing **concern about congestion and traffic safety**, stating that this approach would overburden Hill Road, which they already perceive as congested or unsafe. Respondents emphasized the need for traffic calming measures and infrastructure improvements on Hill Road especially.
- About four respondents **appreciated the idea of organizing activity and commercial uses along Hill Road**, seeing value in a clearer corridor and destination focus.

CONCEPT 2

DOTS FEEDBACK

Concept 2 received: 116 dots

Concept 2 received the most dots for:

- Community Park along Greenway
- Density distributed along primary loop street
- Commercial activates Greenway

FEEDBACK FROM COMMENTS

Concept 2 received **36 submissions**

including comment forms, post-it notes,

online submission and emailed feedback. Of these 36 submissions, 26 people included a response to “What do you like?” or provided a positive comment, while 28 answered “What could be improved?” or provided a negative comment. Positive reactions were expressed to the mixed commercial use along the greenway and trails dispersed through residential areas. Concerns centered around traffic increases.

Additional comment highlights for Concept 2:

- 14 respondents noted **parks, trails and greenway connections as important elements and expressed support for the suggested locations**, especially in relation to commercial nodes and the rest of the development.
- Some respondents questioned the design’s feasibility and compatibility with existing neighborhoods and roads. A participant suggested widening the green spaces along the edge of the new development to create a buffer between the new and older neighborhoods.



- 7 respondents expressed mixed feedback about Concept 2's mixed-use and housing density placements. Some shared support for Concept 2's approach of placing higher density along an internal loop street, noting that it reduces pressure on existing neighborhoods and distributes access more evenly. Some appreciated the attempt to disperse commercial uses and parking, others questioned whether the overall scale would remain compatible. Participants are generally supportive of the trail network and greenway design but questioned the plan's feasibility.
- About 4 respondents expressed support for the size and placement of the high-density area and low-density area, with two citing this as a contributing factor as to why Concept 2 is their favorite. However, about two respondents noted that medium density area should be re-designed and re-configured and noted that the location of the Early Learning Center could be dangerous due to high volumes of traffic.
- Despite some support, about 14 responses expressed concerns that Concept 2 would result in increased traffic, particularly if Hill Road remains a primary access point. Suggestions included moving traffic away from Hill Road and improving internal circulation. Old Sheridan Road, Fellows Road and connection to Highway 18 from Peavine were shared concerns.

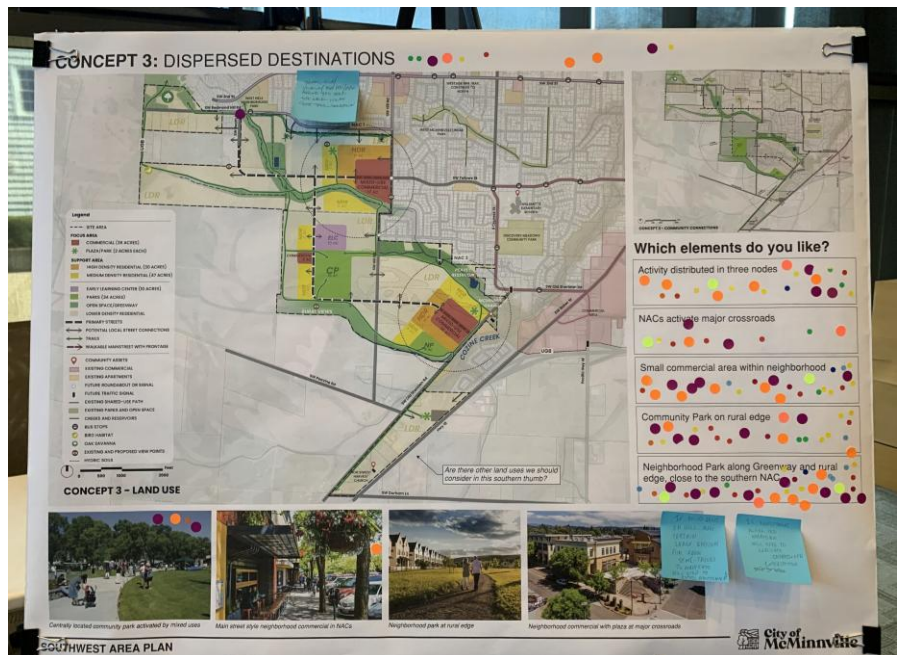
CONCEPT 3

DOTS FEEDBACK

Concept 3 received: 129 dots

Concept 3 received the most dots for:

- Neighborhood Park along Greenway and rural edge, close to the southern Neighborhood Activity Center
- Small commercial area within the neighborhood
- Activity distributed in three nodes
- Community Park on rural edge



FEEDBACK FROM COMMENTS

Concept 3 received **feedback from 33 people** including comment forms, post-it notes, online submission and emailed feedback. Of these 33 submissions, 27 people included a response to “What do you like?” or gave a positive comment, while 27 answered “What could be improved?” or gave a negative comment. Support was strong for the wider distribution of activity centers in Concept 3. Concerns focused on potential traffic conflicts and increased congestion.

Additional comment highlights for Concept 3:

- 15 respondents emphasized the **importance of parks, open spaces and connectivity, especially between residential areas and activity centers**. The location of the commercial nodes, activity centers and connection through greenways were noted as a highlight by many. 5 comments noted this as their favorite concept due to the placement of trails, activity centers and green spaces.

- 13 respondents made suggestions about housing density development. Some respondents supported high-density and mixed-use development with the feedback that the development needs to support walkability and access to service. Some respondents expressed concern about increased density and its impact to the area's rural character and scenery, noting that low-density development is needed. Respondents suggested stronger buffers, visual screening, and setbacks, especially along Redmond Hill and rural edges, to reduce perceived impacts of development.
- 10 respondents expressed **concern about congestion and safety with increased density**. Some suggested distributing density across multiple nodes would increase traffic, complexity, and environmental impact. Some felt this approach could blur boundaries between neighborhoods and rural areas rather than creating clarity. Transportation improvement is noted as essential to support the development; several comments called out Old Sheridan Road, Redmond Hill Road and Fellows Street.
- About 3 respondents noted that this is their least favorite, with some stating their belief that the hillock or mound has Kalapuya cultural significance, and expressing concern about potential impacts to the hillock or mound as a factor.

ADDITIONAL FEEDBACK

- Respondents noted the need for more schools and other public services to support the community's growth. Some questioned if developers would be required to contribute toward increasing the capacity of schools and other public services.
- Respondents have varying opinions on housing density but overall supported mixed-use housing and better connectivity, noting that walkable connections between residential areas, community gathering places, green spaces and businesses are important.
- Respondents noted infrastructure improvements should happen before development, some shared concern that construction impacts and infrastructure needs would not be adequately addressed once development starts. Fellows Street, Old Sheridan Road, Hill Road are notable streets that were highlighted as in need of improvement. Flooding across Hill Road is also noted as an essential issue to address prior to development.
- Preservation of McMinnville's rural character, natural views and landscape was requested. Prioritizing preservation of natural spaces, limiting and minimizing impact is highlighted.
- Respondents called for the City to consider slowing the process down to prioritize land stewardship.
- Participants shared a desire to be involved earlier in the process and noted a need for a simpler and more straightforward approach for feedback because plan illustrations can be complex to review.
- Respondents expressed concerns about construction impacts on the hillock and surrounding land, citing their concerns that they believe it has cultural significance that should be protected.

GREAT NEIGHBORHOOD PRINCIPLES

Participants at the open house noted which Great Neighborhood Principles they like most. The most frequently selected GNPs were:

- Natural feature preservation
- Parks and open spaces
- Pedestrian friendly
- Bike friendly
- Accessibility
- Housing for diverse incomes and generations / Housing variety

GREAT NEIGHBORHOOD PRINCIPLES (GNPs)
The City's adopted Great Neighborhood Principles guide this work. These reflect community priorities and help guide how the concepts are refined into a preferred concept. As you review the boards, consider how well each concept aligns with these principles.

1. Natural Feature Preservation

2. Scenic Views

3. Parks & Open Spaces

4. Pedestrian friendly

5. Bike Friendly

6. Connected Streets

7. Accessibility

8. Human Scale Design

9. Mix of Activities

10. Urban-Rural Interface

11. Housing for Diverse Incomes and Generations

12. Housing Variety

13. Unique and Integrated Design Elements

SOUTHWEST AREA PLAN

City of McMinnville

WHAT WE'VE HEARD

Respondents placed dots confirming the feedback gathered in previous engagement. The top shared priorities in this round of engagement are:

- Range of housing types for affordability and aging in place.
- Well-connected and centrally located parks, trails and greenways.
- Walkable and bike-friendly neighborhoods with safe multimodal connections.
- The plan considers traffic, speed, and circulation implications for adjacent areas.

WHAT WE'VE HEARD

Through surveys, workshops, meetings, and community conversations, we've heard several shared priorities for the Southwest Area Plan:

Housing Types	Parks & Open Spaces	Connections	Neighborhood Commercial

Range of housing types for affordability and aging in place.

Well-connected and centrally located parks, trails, and greenways.

Walkable and bike-friendly neighborhoods with safe multimodal connections.

Everyday neighborhood commercial services located near housing.

**Emphasis on protecting natural resources, especially tree groves and creek corridors.*

- New development should fit well with existing neighborhoods and reflect the character of McMinnville.
- Thoughtful transitions are important where new development meets existing homes and rural or natural areas.
- People want a well-connected network of streets, trails, and paths so traffic is spread out and walking and biking feel safe and convenient.
- Transportation connectivity should avoid over-reliance on a limited number of street connections.
- The plan should consider traffic, speed, and circulation implications for adjacent areas.
- Parks, open spaces, and access to nature are highly valued and should be easy to reach for both new and existing residents.
- Natural features such as trees, creeks, hillsides, and views should be protected and incorporated into the design.
- Building scale, appearance, and placement matter, especially along neighborhood edges and key corridors.
- There is support for a mix of housing types and neighborhood-serving uses, paired with safe access and good design.
- While growth is expected, people want change that is carefully planned, well designed, and responsive to community input.

SOUTHWEST AREA PLAN