

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.

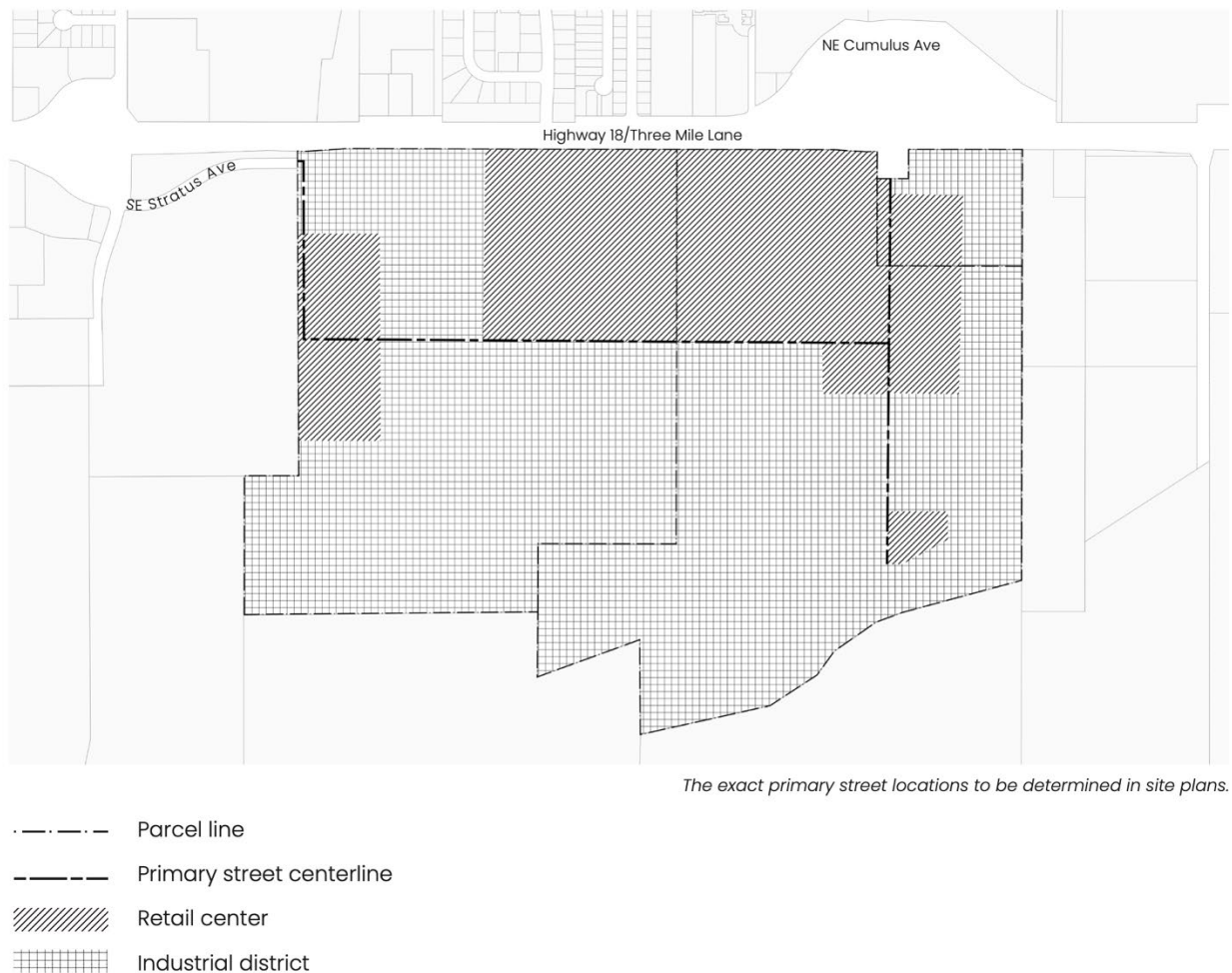
The McMinnville Landing Overlay zone is intended to implement the Three Mile Lane Area Plan and the McMinnville Landing Master Plan by creating a vibrant commercial, retail and employment district. It envisions a thoughtfully planned campus that integrates retail, innovative job opportunities with a 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

Use P – Permitted C – Conditionally Permitted X – Not Permitted	RC Zone	ID Zone
Group Living		
Assisted Living Facility/Nursing Home	P	C
Commercial		
Animal Grooming	P	X
Automobile Service Station – including electric vehicle charging stations	C	X
Club/Lodge	P	X
Commercial Recreation Center – movie theater, arcade	P	X
Commercial self-storage or mini-storage	X	X
Conference Center	P	P
Drive-Through Facility	P – See development standards in Section 6(E)(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

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

Use P – Permitted C – Conditionally Permitted X – Not Permitted	RC Zone	ID Zone
related to noise, vibration, small, fumes, smoke, soot, ash, dust or grit		
Professional, business, and administrative office uses that: <ul style="list-style-type: none"> • Are associated with the production or development of products or services on site and/or • Serve as the corporate or regional headquarters for products that are manufactured off-site. 	P	P
Warehousing	X	P – As accessory to on-site manufacturing use, less than 50% of floor area
Wholesale distribution and sales facility	X	X
Civic		
Child Care Center	P	P
Church	C	X
College/University	C	P
Day Care Facility (Adult)	P	P
Government Building	P	P
Museum or Library	P	P
Parks and Open Space	P	P
School – Public or Private	C	C
Utilities and Transportation Facilities	P	P
Wireless Communications Facility – Subject to provisions of Chapter 17.55	P	P
Farming	P	P

E. Additional Use Standards.

1. 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

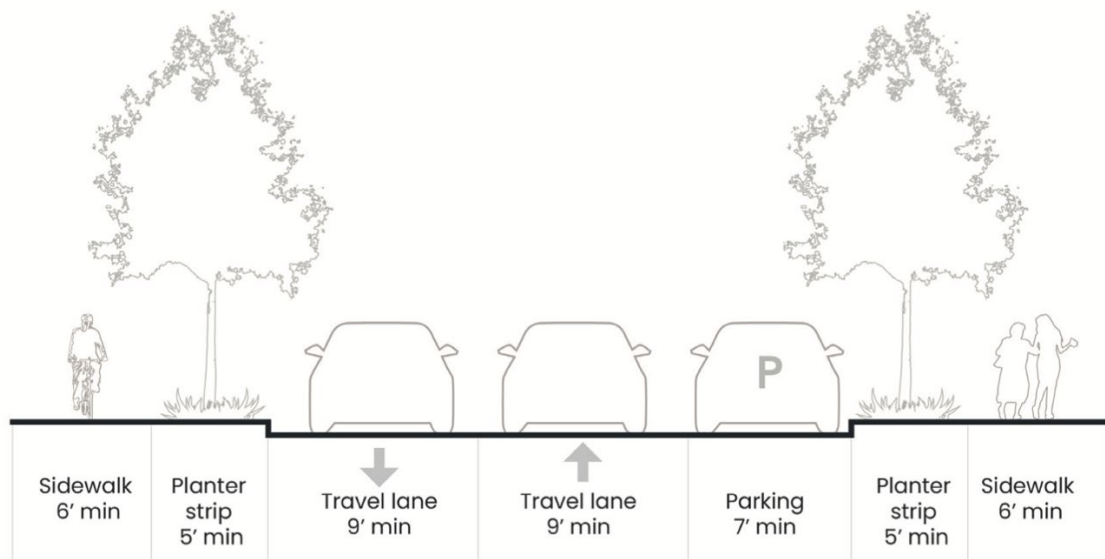
Standard	RC Zone	ID Zone
Minimum Lot Size	None	None
Minimum Lot Width	None	None
Minimum Setback from Three Mile Lane/Highway 18 Centerline	140 feet	120 feet
Minimum Setbacks	None except: <ul style="list-style-type: none"> • Gateway setback from Cumulus Avenue at Three Mile Lane/Highway 18; see Section 11(B) • 25 feet abutting land zoned Exclusive Farm Use outside the UGB 	

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

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

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

Figure 2: Enhanced Drive Aisle Cross-Section



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

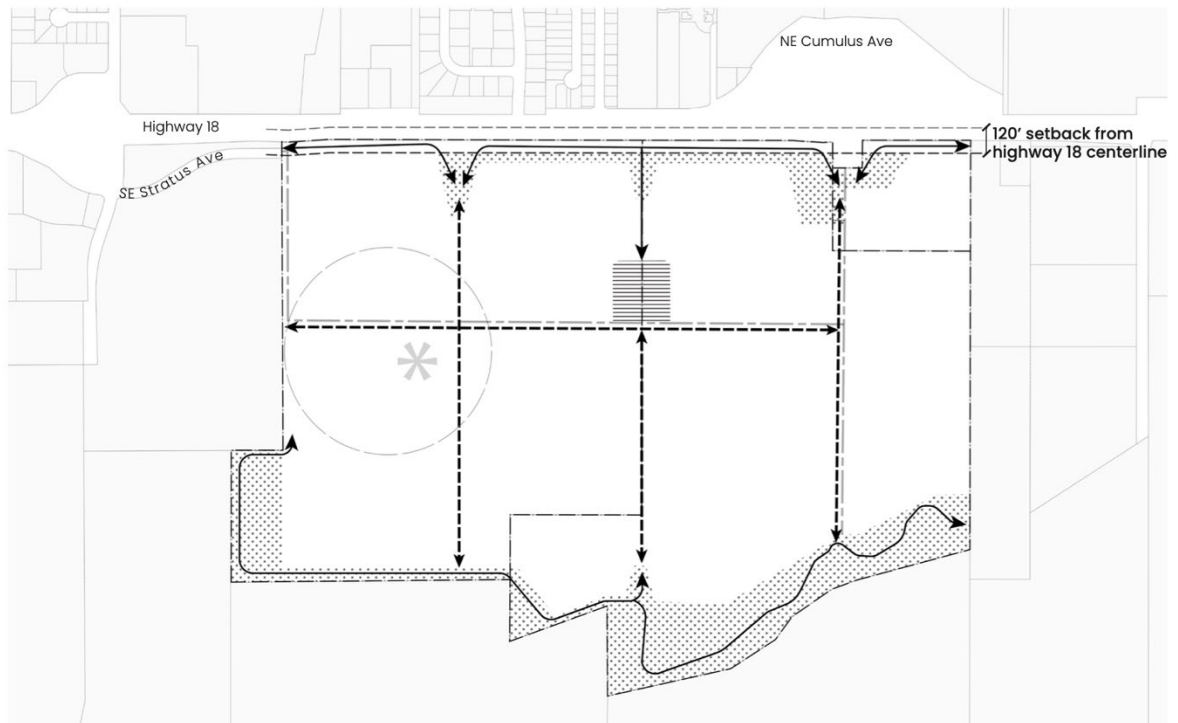
- A. Pedestrian walkways shall connect the street right-of-way to all primary building entrances, and shall connect all primary building entrances to one another, including pedestrian crossings where required by Section 9(F).
- B. Pedestrian walkways within a site with multiple structures shall be located and aligned to directly and continuously connect all buildings and shall not be located and aligned solely based on the outline of a parking lot configuration.
- C. Pedestrian walkways shall connect through parking areas and connect parking areas to all primary building entrances. Pedestrian walkways shall be spaced no more than 250 feet apart throughout parking areas.
- D. Pedestrian walkways shall be a minimum of six (6) feet wide and shall be constructed of durable, low-maintenance materials such as pavers, bricks, scored or dyed concrete, or like materials that are distinguishable from driving surfaces.
- E. Pedestrian walkways within parking lots shall be raised at least four (4) inches above adjacent parking areas or enhanced with a paved surface not less than six (6) feet in width.
- F. Where it is necessary for pedestrian walkways to cross drive aisles, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety. The material and layout of the pedestrian walkway shall be continuous as it crosses the driveway, with a break in the continuity of the driveway paving and not in the pedestrian access way. The pedestrian crossings must be well-marked using pavement treatments, signs, striping, signals, lighting, traffic calming techniques, median refuge islands, or other design elements.

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

- A. Parks and Open Space. The site shall be configured to include the following parks and open spaces, at the locations shown in Figure 3:
 - a. McMinnville Landing Commons. The Commons shall be a minimum of 1.5 acres with no dimension less than 200 feet. The Commons shall be publicly accessible and improved with:
 - i. A minimum of three pedestrian amenities, which may include, but are not limited to, the following:
 1. Hardscaped courtyards;
 2. Water features;
 3. Public art or sculpture;
 4. Weather canopies or sunshades;
 5. Seating areas;

- 6. Drinking fountains;
 - 7. Free-standing planters and/or raised planting beds;
 - 8. Play structures; or
 - 9. Other pedestrian-friendly features as approved by the Planning Director.
- ii. Not more than 75 percent of the commons shall be developed as impervious surface.
- b. Neighborhood park(s) or other identified facility in appropriate location(s) consistent with the policies in the McMinnville Parks, Recreation, and Open Space Master Plan.
 - c. South Open Space. The South Open Space shall be located as shown in Figure 3 and publicly accessible and improved with:
 - i. A minimum of 25 percent landscaping meeting the standards of Section 13. Landscaping should incorporate native and climate adaptive plants, plantings that evoke the local agricultural heritage, and trees. Existing plants may be incorporated into the proposed landscaping.
 - ii. A multiuse trail, developed consistent with the cross-section in Figure 4, which may be hard or soft-surfaced. The trail shall connect to, or allow a future connection to, existing or planned trails, streets, greenways or other pedestrian connections on adjacent properties.
 - iii. Pedestrian amenities like lighting, benches and garbage receptacles.
 - d. South Buffer. The South Buffer shall be located as shown in Figure 3 and publicly accessible and improved with a multiuse trail, developed consistent with the cross-section in Figure 4, which may be hard or soft-surfaced. The trail shall connect to, or allow a future connection to, existing or planned trails, streets, greenways or other pedestrian connections on adjacent properties.
 - e. Greenway Connections. Greenways shall connect to trails as shown in Figure 3. Greenways may be provided as multiuse trails developed consistent with the cross-section in Figure 4 for segments where motor vehicle access is not desired.

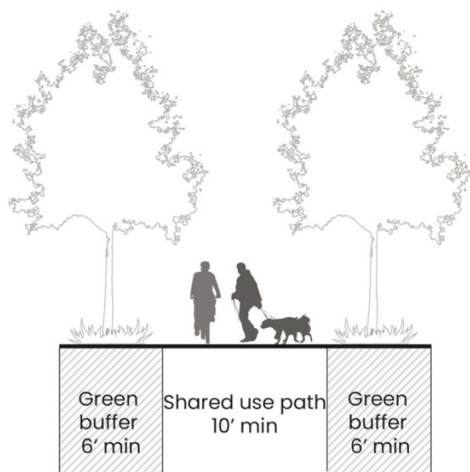
Figure 3: Parks and Open Space



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

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

Figure 4: Multiuse Trail Cross-Section



Section 11 Perimeter Transitions.

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

The diagram illustrates the layout of a property along Highway 18 and NE Cumulus Ave. Key features include:

- Highway 18 centerline** and **Highway 18/ Three Mile Lane** running horizontally.
- NE Cumulus Ave** running vertically on the right side.
- 120' Highway 18 setback** indicated by a dashed line.
- 350' min** and **60' min** dimensions for setbacks and buffers.
- 20' min** dimensions for various setbacks and buffers.
- 500' min** and **600' min** dimensions for setbacks and buffers.
- 300' min** dimension for a setback.
- 200' min** dimensions for setbacks and buffers.
- Parcel Line** and **Primary Street Centerline** indicated by dashed lines.
- Buffers and open space** indicated by a dotted pattern.

Legend:

- Parcel line
- Primary street centerline
- Buffers and open space

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

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

Section 12 Design Standards.

A. Applicability.

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

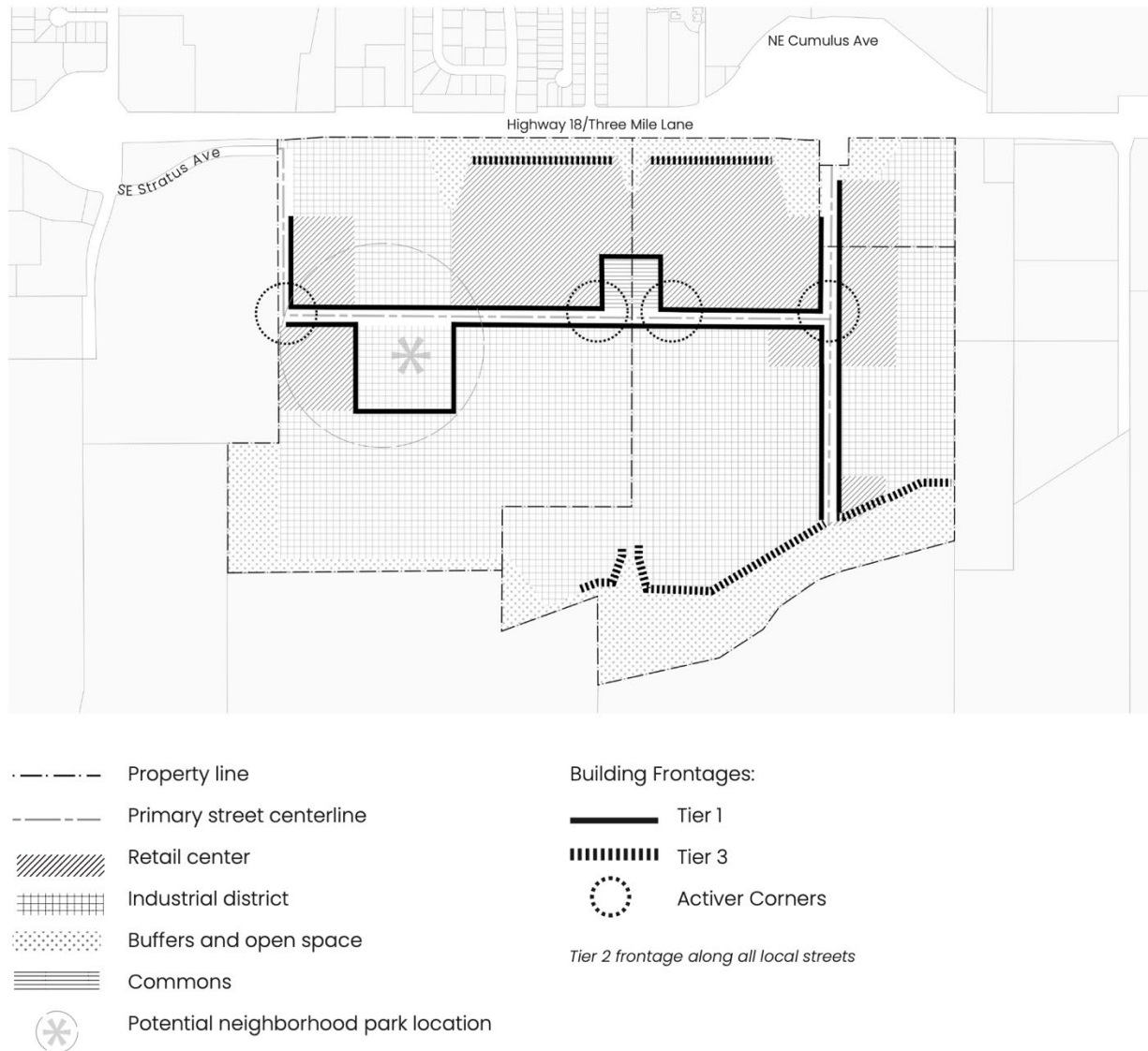
B. Building Presence.

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

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

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

Figure 6: Key Frontages and Corners



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

- 2) The applicant proposes placing a vertical element such as a screening wall, public art, green wall or other similar feature within the maximum setback to continue the building frontage.
 - 3) A significant tree or other environmental feature precludes strict adherence to the standards and will be retained and incorporated in the design of the project.
 - 4) A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance impracticable. In this case, the building shall instead be placed as close to the street as possible and/or for as much of the lot frontage as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area) shall be provided within the maximum setback in said location.
- c. Off street parking, trash storage facilities, and ground-level utilities (i.e., utility vaults), and similar obstructions shall not be placed between the building and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.

C. Primary entrances.

1. Intent. Primary entrances should face the street or otherwise physically and visually connect to the street and provide a clear, comfortable, safe and direct means of access for pedestrians. Primary entrances should not be oriented towards parking areas. Entrances should include features that make them easily identifiable while reflecting the architectural character of the building.
2. Standards.
 - a. All buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street, or enhanced drive aisle if there is no public street frontage, oriented within 45 degrees of the street property line.
 - b. Primary entrances shall not face onto parking areas, but an additional entrance may be provided from a parking area.
 - c. For corner properties, primary entrances may be oriented to either frontage or may be located at the corner, generally oriented at a 45-degree angle to the corner.
 - d. Where a development contains multiple buildings and tenant entrances around a plaza, courtyard, or similar pedestrian space, the primary entrance may orient to that space. When oriented this way, the primary entrance(s), plaza or courtyard shall be connected to the street by a pedestrian walkway.
 - e. Primary entrances for all development shall be clearly visible from the street, welcoming to pedestrians and shall incorporate changes in appearance to emphasize the entrance. Architectural features used at the primary entrance shall complement the architectural style of the building. A primary entrance shall incorporate at least one of the following elements into the design:

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

D. Windows.

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

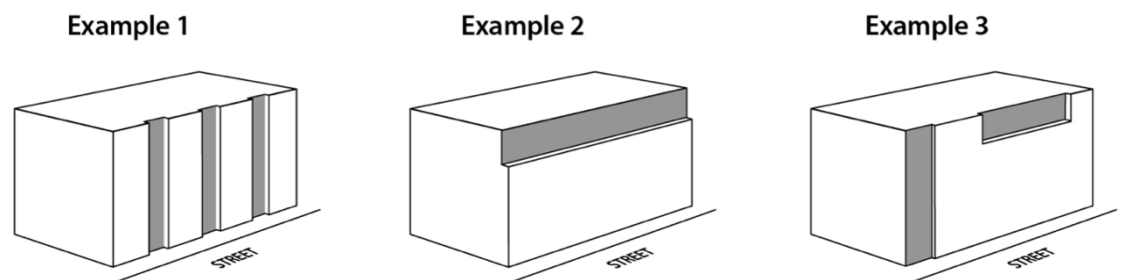
E. Pedestrian Shelter Coverage.

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

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

2. Standards.
 - a. Permanent awnings, canopies, arcades, colonnades, recesses, or similar pedestrian shelters shall be provided along a minimum of 50 percent of the ground floor elevation(s) of building façades facing public streets or enhanced drive aisles.
 - b. Pedestrian shelters shall be placed over all building entrances and window openings or other similar locations. Shelter location shall be integrated with other entryway design features and shall not obscure any transom windows.
 - c. Pedestrian shelters used to meet this standard shall extend at least 5 feet from the building façade and provide at least 10 feet minimum vertical clearance from the sidewalk.
- F. Façade Articulation.
 1. Intent. Building façades should incorporate modulations and/or articulation to reduce the apparent size of buildings, break up long blank walls, add visual interest. Articulation should be scaled to the size of the building and create a cohesive design.
 2. Standards.
 - a. All sides of buildings visible from a street (including Three Mile Lane/Highway 18) or open space shall be articulated consistent with the standards of this section.
 - b. For building façades longer than 100 feet, at least 25 percent of the façade area must be divided into façade planes that are off-set by at least two (2) feet in depth from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind or project out from the primary facade plane.
 - c. Articulations shall be emphasized with changes in materials, color, window patterns, and/or roofline variations.

Figure 7: Articulation Examples



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

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

2. Standards.
 - a. All sides of buildings visible from a street, parking area, or open space shall be finished with materials meeting the standards of this section.
 - b. Primary materials are the predominant building material(s) that cover a minimum of 60 percent of the building's exterior walls. Primary materials shall include:
 - 1) Brick or veneer
 - 2) Natural stone or veneer
 - 3) Wood or heavy timber
 - 4) Glass
 - 5) Stucco
 - 6) Architectural concrete or precast panels
 - 7) Metal panels
 - 8) High-pressure laminate (HPL) panels or architectural fiber cement panels
 - c. Secondary materials may be used to cover up to 40 percent of the building's exterior walls, and shall include:
 - 1) Architectural fiber cement siding
 - 2) Concrete block with integral color
 - 3) Corrugated metal
 - d. Prohibited materials include:
 - 1) Mirrored glass
 - 2) Vinyl siding
 - 3) Plain concrete block or plain concrete
 - 4) Plywood
 - 5) Sheet pressboard
- H. Roof forms.
 1. Intent. Roof forms should promote architectural diversity and interest, and should reflect the industrial, aviation and agricultural industries within the area. Flat roofs are discouraged but where proposed, should be articulated to make large buildings more compatible with the area. Roofs and parapets should be designed to screen mechanical equipment from public view. Roofline variation should be incorporated to avoid the effect of a single, long roofline and to create a variety to the massing.
 2. Standards.
 - a. Sloped roofs may be permitted if the pitch is no steeper than 12/12, and no flatter than 4/12. Roof forms that reflect the industrial, aviation and agricultural industries within the area are encouraged.
 - b. Flat roofs with a slope of less than 4/12 may be permitted if they incorporate a cornice or parapet that is harmonious with the selected building and trim materials, with a minimum projection of 6 inches and minimum height of 1 foot for buildings up to 20 feet tall or 2 feet for buildings over 20 feet tall. Parapets shall not appear as flat or false extensions of building wall sections, but rather appear as distinct

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

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

I. Corners.

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

Section 13 Landscaping.

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

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

Section 14 Off-Street Parking and Loading.

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

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

Section 15 Fences and Screening.

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

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

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

Section 16 Signage.

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