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# **Appendix A:**

# **Public Involvement**



**Three Mile Lane Area Plan**

**May 2021**

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MEMORANDUM

## Focus Groups Summary

### McMinnville Three Mile Lane Area Plan

DATE February 1, 2019

TO Heather Richards and Jamie Fleckenstein, City of McMinnville

FROM Darci Rudzinski, Kate Rogers and Andrew Parish, Angelo Planning Group  
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CC Michael Duncan, ODOT

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The Three Mile Lane Area Plan (3MLAP) project team held two focus group meetings with stakeholders on December 18, 2018 and City staff conducted a third meeting with stakeholders in the project area on January 22, 2019. The purpose of the meetings was to identify key issues of concern, obtain input on a vision and goals, and solicit input on how stakeholders want to be involved in the project. Stakeholders represented various users of the Three Mile Lane area, including property owners, business owners, residents, and representatives of the area's key institutions and affordable housing community, as well as City and County decisionmakers.

This memo summarizes the notes from the three meetings and pulls out key topics, themes, and takeaways. (Note: the stakeholder comments provided below are paraphrased, not direct quotes.)

#### **1. The McMinnville Municipal Airport is an underutilized asset**

**Summary:** Stakeholders felt that there were a lot of opportunities to capitalize on the airport, both in terms of employment and growth of the tourism industry.

##### **Stakeholder Comments:**

- There is a lot of opportunity at the airport. We're not utilizing our land to its greatest potential. Future development has to fit the blend of other uses out there.
- There are definitely some transportation opportunities. Aviation is a big opportunity – drones, helicopters. It's a regional airport and we haven't even tapped into its potential. Commercial retail opportunities have been discussed. How do we utilize the acreage and get the most jobs, and the highest and best use? Strategic planning is happening for the Airport.
- How do emerging technologies, like drone technology and AVs impact the airport?

- The City has an Airport strategic master plan. The Airport Master Plan will be updated soon – doing that project with a business mindset this time.
- Considered a “Regional Significant Airport” with regard to emergency preparedness; Some questions about whether it is actually ready for an emergency.
- Key to the future will be how airport develops, and what happens to Norton Lane.
- Aurora Airport is a good example – industry has circled around the property and brought tremendous economic growth there.
- Access to the airport is a big issue – buffered on the south by wetlands. Cruikshank Road could be closed.
- Really underutilized from a tourism standpoint. Nice jets parked out there, visiting wine country. This could become a tourism aviation destination. It can be the “face” of McMinnville; it’s the way people see the City. Don’t want to take away from 3<sup>rd</sup> Street, but there is an opportunity to create a subdistrict here.
- Forming a port authority to manage the area gives another set of revenue. Foreign trade zone area being explored, in association with the Port of Portland. Having 200 ac vacant lands adjacent to the highway and airport is unusual.
- What is the cost of an underpass beneath the runway to open up the east and south side? Cruikshank Road reroutes – leveraging the airport lands, necessary road access. Land between the two runways has also been looked at, but FAA may not allow it. Could be a place for high-end hangers (Sun River example).
- Moving Cruikshank Road– can’t extend the runway without moving the Highway. Mitigating the wetlands for expansion may be an option. This is in the Airport Masterplan, but expansion is aspirational. Would have a positive impact, allowing bigger planes. Existing runway will serve future air traffic; will be a while before FAA will fund another runway expansion plan.
- Revenue generation at the Airport is just holding at the current level. City isn’t putting investment into it right now; UGB issues and growing the city is taking precedence.
- Key opportunities: corporate headquarters, executive hangars, commuter service (primarily taxi)

## 2. Tourism offers promising opportunities in the area

**Summary:** Stakeholders see opportunities to develop tourism-related industry in the study area. Existing key assets include the airport and Evergreen museum complex.

### Stakeholder Comments:

- Historically, this area has been seen as a gateway, from either Highway 99 from the North, or down from Linfield, over the bridge. We’re seeing a lot more interest and utilization from people touring – we’re spending close to a million dollars a year promoting the area. Bringing in reporters and writers visiting the area and writing about it.

- Vista to the river is a great asset for development on the highway. In the past, there have been discussions with the County Fairgrounds about the property – it'd be a nice location for their activities. Also discussions about a wine country visitor center – playing off the beauty of the property by the river.
- Potential for regional destination @ Evergreen with events, hotel, See You Later sports complex, and fairgrounds, come together. City has already approved a range of amenities, such as a hotel and executive ropes course.
- Re: Evergreen complex (and area to the north) as a regional destination
  - The north part of the study area includes land behind the Evergreen museum. The property is currently in bankruptcy proceedings. The County is working to forgive the debt, take ownership of the land and possibly move the Fairgrounds there, with a possibility of a convention center. Would be an opportunity for consolidating County holdings. The See Ya Later Foundation sports complex, with the water park and air museum, can be a magnet. There is also a desire to build a hotel there. There are a lot of partners and discussions. In the next year or two, political makeup of County should be conducive to the conversation.
  - There may be a possibility of a UGB amendment to accommodate a public amenity and a future shared facility with the indoor/outdoor rec facility (See Ya Later). Uses are already parked, and there is an opportunity for hotel. All the uses, existing and proposed, can use the Evergreen roadway improvement. The City is open to this idea. The bankruptcy plays a big piece in this – legally there is a lot in play. City can wait to see how things play out, be nimble to pick up the pieces, and become great partners.
  - Re: 100 acres behind the Evergreen property. Proposal for the County jail to move to Fairgrounds, Fairgrounds to move to behind Evergreen. The jail is old, in the city. A change/upgrade needed maybe in the 10 yr timeframe. Falls Event Center is in the courts to dispose of the land; parcellation is part of the picture. Re: the foreclosure, the City is far down the list to get money.
- Creating a destination. Downtown is as busy on the weekends as it is during the week. Three Mile Lane won't ever be the downtown area, but this will be the Gateway. It's the tourists' downtown on the weekends and the locals' downtown, Mon-Fri. Even Mon-Fri there are a lot of visitors.
- Concert venue is a good use, as well as a hotel or two.
- Could be a second downtown.

### 3. Three Mile Lane is a key employment opportunity area

**Summary:** Stakeholders see the potential for industrial and office development in the area, and noted the need for amenities to serve employees. The large undeveloped properties south of Highway 18 offer a rare opportunity for development.



**Stakeholder Comments:**

- City's interests include industrial and manufacturing value of the area, getting the greatest amount of economic development. Traded sector brings more dollars into the community. Tourism, education, office development also bring money into the city. Density of jobs, types of jobs part of the City's target to get 1,500 family wage jobs. Focusing on tech; looking at private taxi service at the airport for tech workers to/from Silicon Valley.
- Hard to find office space in the downtown core. Looking to make it a destination for employees. Important to have some amenities, walkable area, restaurants. Could use more large office space. Mixed use office areas are attractive. The Springs Living (senior living facilities company) is moving to Three Mile Lane on 5 acres, currently vacant. Opportunity to do some master planning.
- Opportunity here for office park, mixed use district. Corporate office opportunity – should be complementary to downtown and serve as an asset (like the Old Mill District in Bend). Strong architectural design form (e.g., glass) is already present along Highway 18.
- Given some of the new moves to the corridor, there is an opportunity for building out an office business park-type of setting, more creative, cloud-based work. Corporate headquarters. No class A office space to show people; should include offices, but also should be a district that supports employees.
- Airport is already an attractor. For an example, a start-up located here because of the airport and access. Large opportunity fund interest. The creek impacts access. Creating industry on the south side of Highway 18 is a real possibility. City owns some property on the north side of the runways.
- TTR just relocated headquarters from downtown – tax consulting, web building. Awarded Best Small Company several years in a row. Currently outgrowing their building. Availability of space is important for keeping the company in McMinnville. 112 employees with huge growth plans for 2019. Besides space, need housing – recruits from outside of the state.
- TTR has created their own community within their complex on Three Mile Lane.
- Chemeketa Community College has explored partnering with OHSU, thinking about strategic partnering with DHS, bring in the non-profits to support students. Staff and students served by new uses.
- Re: Child care facilities
  - Child care is significantly lacking currently; Any new space needs adequate indoor and outdoor space.
  - Financial barriers: Child care requires subsidy; Potentially from property owners, others. Co-op model would likely be the required course of action
  - Significant impact on business recruitment and retention; Almost as important as housing.
  - Hospital has identified a big need for facilities that accommodate at least 250; Chemeketa Community College has programs (?).

#### 4. Take advantage of economic development and growth opportunities

**Summary:** The study area falls within an Opportunity Zone, which is a federal program that aims to encourage new development by incentivizing private investment through tax deferrals on capital gains from projects or businesses. Property owners in the area are interested in pursuing this opportunity before the 2019 investment deadline. Participants also discussed various opportunities for development in specific portions of the study area, as well as funding opportunities and potential development barriers.

##### Stakeholder Comments:

- There's been interest generated by the 2019 deadline for Opportunity Zone fund creation. Property owners are willing to pursue an opportunity to masterplan the 205 acres, allowing the City to be proactive.
- For the Opportunity Zone program, putting funds together without capital gains, investment has to be made before the end of 2019. City is currently exploring the opportunities and constraints of this program for McMinnville.
- Armory (US National Guard): Homeland Security requires a 10-acre buffer surrounding all armories. McMinnville does not have that buffer, which might cause the armory to have to vacate in the future and result in surplus property (relocation may be required).
- What is the dream for how the agricultural land builds out? All farming is now certified organic, a process that takes 3 years. Also have invested in other property improvements for farming, like irrigation, but owners open to options. It is great location for what has been discussed. Have 180 ac to the river, 90 ac w/in the city.
- Kimco out of New York is a financial partner; hard to get their attention for rural development. Management has changed and there is more interest now. Goal is still to get some commercial property up front. EOA identified 35 ac; asked for 45 ac, but not hung up on the number. Also interest in build-to-suit. Kimco has to adjust to new market realities. Huge percentage of large centers are in trouble.
- Opening County land to development would really help. County land surrounds the downtown.
- Rail? Haven't discussed. State acquisition of land is required for rail corridor. Issue is Rex Hill. \$200 million for bypass. Another \$32 in governor's budget. Also looking at Phase 3; \$100 million to finish. DeFazio leadership in D.C., funding may be in the works. Phase 3 analysis by the end of the year.
- Barriers to what you want to do with your property? Zoning, and the infrastructure plan needs to be revisited. Avoiding an interchange will open up land for development. MAC Power and Light looking for a substation in this area to support future development. How much land will they need? Water looks good, but need a site for water reservoir; can be outside the UGB. Broadband, redundancy, AI needs. Rural Initiatives - lots of money for rural broadband development. Governor is addressing. McMinnville doesn't have adequate underground infrastructure.

- Zoning is currently industrial. Anything is possible re: changing the zoning. Let's talk about what we want to do, then figure out how to do it.
- Urban renewal district, how would that play with a port district? Blight could be a tool for funding opportunities. Look at urban renewal as part of this project. It has been successful in the downtown; City now familiar with it. It has occurred at a pace that is faster than anticipated re: infrastructure improvements.

## 5. There is potential for a mix of uses in the area

**Summary:** Stakeholders see potential for mixed-use retail and office development, potentially including housing. There was discussion about “big box” retail development, with mixed opinions on whether that's the right use for the study area.

### Stakeholder Comments:

- Should be able to live, work, play in the area.
- First and foremost, this is a transportation corridor – getting goods in and out, major gateway. Port of Portland, Ronler Acres is a good example. Create a mixed use area where people can live and work there.
- Would like for this area to be more developed in a way that people can leave the office and access amenities, restaurants. Would be fun to have some energy and activity in this area.
- Amenities to serve residential development (new or existing) are lacking in the study area. “If you build it, they will come” – new residential development will create demand for commercial amenities.
- Land in the area used to have options from Target, Home Depot, Costco. Lowes is here, but Home Depot might be interested in this area. Costco was interested in a Lindfield College parcel, but the college wouldn't sell. The area currently doesn't have the commercially zoned property. This area now may be more suitable for restaurant, mixed-use, as opposed to big box, due to how the industry has changed.
- Cosco would make it attractive to employees, would attract visitors. Businesses have not located here because there is no Target. People are coming to 3<sup>rd</sup> Street for a unique experience.
- How do we get a Cosco, a Trader Joes, so we don't have to get into our car and leave the area? There is a lot of retail leakage. Those types of businesses need to understand that box stores aren't what we're looking for in this community. Don't want a strip mall gateway into the community. Design is at issue (not use) to identify that this is a different type of community.
- No-growth or category-killer fear? – hard to tell. Is there a way to address retail leakage in a meaningful and intentional way?
- Do the big boxes fit here, or on Highway 99 where vacancies are happening? Could support business park that is emerging.

- Don't think this area is appropriate for large format retailers. One attracts another; don't feel like that is a good gateway feature. Mixed-use commercial, housing, clustered development. Uses that are supporting the industrial.
- Big boxes don't have to be included at the exclusion of other uses. Can be incorporated. Opportunity to capture Costco trips to entice visits to other assets?
- Lease rates on 3<sup>rd</sup> Street are not keeping pace with market value. The more that comes to town, cost of business on Main Street will increase. Will need a support system for businesses downtown.
- Mostly see tourists down on Main Street. It is not an area that employees feel like is for them.

## 6. There are opportunities for housing, but also constraints

**Summary:** Housing advocated identified the need for housing in the city at large, as well as in the study area. Stakeholders see some opportunity for a mixed-use district that includes housing.

### Stakeholder Comments:

- The need for housing exists throughout McMinnville.
- A general lack of housing availability in McMinnville creates challenges in drawing new hires to live in the city.
- New Housing Types could be introduced in the Three Mile Lane corridor.
- For Chemeketa Community College, housing nearby would be helpful for students' options.
- Hospital has 22 acres, right now it is a patchwork of in / outside of the city. Housing is important for entry level and medical professionals; but there are transportation issues (how people get there).
- There's an opportunity in this area that has a large amount of industrial land to introduce new housing forms and types that respond to the industrial character of the area. Higher density, mixed-use housing in industrial areas are popular and trendy in many of the urban areas where high-tech workers are being hired from.
- There are constraints related to residential development for properties on the south side of the highway; FAA concerns re: residential adjacent to the airport. They look at overnight lodging and mixed use (live work) more favorably than residential development. Don't necessarily view multifamily differently. The flight path is going south, away from properties.

## 7. Transportation issues are a concern, but planned improvements will enhance the corridor

**Summary:** Stakeholders pointed out opportunities associated with the planned Three Mile Lane Bridge improvements, as well as other roadway improvements, but also noted issues like high speeds and access challenges.

**Stakeholder Comments:**

- Three Mile Lane Bridge improvements are slated for 2021 construction; currently in the design phase. It's not an easy corridor for bikes, pedestrians or cars.
- Temporary bridge could become bike/ped bridge after new bridge opens.
- Transportation will look much different in 20 years. There may be opportunities for integrating designs in the corridor/study area with the bridge.
- Highway 18 has an Expressway designation, which requires the greatest separation in spacing standards. A different designation can be explored as part of this process.
- Roundabouts on the highway are suggested, but freight trucks may have difficulty negotiating them.
- The 1996 Highway 18 Refinement Plan includes improvements: proposed interchange and elimination of the signalized interchange east of the hospital. There are lots of commuters to the hospital from Salem.
- They lose the left turn into hospital, under current corridor plan.
- Highway 18 is not fun to traverse – high speeds – and hard to turn left.
- The long-term plan has frontage roads. ODOT is interested in minimizing access points. Stratus Avenue is potentially the start of a frontage road.
- Frontage road on the south side of Highway makes sense, tying into Armory Way. The Design Overlay requires a large setback.
- There's a proposal to close Norton Lane, which would have a big impact on the Hospital. This project will include a corridor refinement plan. The way the road gets configured impacts the developability of the parcels in the area.

**8. Connectivity and access for bicycles and pedestrians are big challenges**

**Summary:** Stakeholders identified barriers to, and solutions to enhance, connectivity (to downtown, across Highway 18, and within neighborhoods), as well as limited facilities for bikes and pedestrians.

**Stakeholder Comments:**

- ODOT doesn't leave a lot of room, or separation for bicycles. Art and architectural elements make a big difference. There is no other bike/ped crossing right now, which means disconnected neighborhoods, limited connection to downtown.
- Connectivity is a barrier to residential neighborhoods and development.
- Bridges over Yamhill River connecting existing neighborhoods to Joe Dancer Park or other areas north of the river lessen the isolation of the 3ML area.
- Pedestrian bridges over Highway 18 could connect residential areas and amenities separated by the highway.

- Few, if any, connections exist between existing neighborhoods.
- In all the effort to provide connectivity to and from the 3 Mile Lane corridor, don't forget to consider creating a place that residents don't want to, or don't have to leave.
- Dialogue about punching out Norton Lane, north to Rural Residential (5 ac) lots north of the river in the UGB.
- Looking at not just housing, but also walkability and amenities. Connecting Norton Lane through County Land (Goal exception) and new bridge connection. Connecting housing to future business area/park is vital.
- Eastbound traffic accessing downtown. Flowing into 3rd Street fluidly, easily. Build the feeling that this Three Mile area is part of McMinnville.
- Stakeholder interested in trail system. North, for residence, south for headquarters, connecting to Airport Park. Important to separate the bike and peds from traffic on the bridge.

## 9. Unique characteristics can shape the area's identity

**Summary:** Stakeholders discussed ways to capitalize on the area's unique characteristics (including natural features, agriculture, and existing design elements) to enhance its urban design and to shape its identity and branding.

### **Stakeholder Comments:**

- Design elements – Kendal Jackson example. Caution against using the existing design as a guide for future development – glazing is a nice touch, also agricultural in nature – but dated, especially the existing office buildings. In favor of referencing agricultural themes (e.g., hazelnut).
- Don't want a sea of parking – needs to be hidden – needs to feel like development has been there already (Pearl District, Mill District).
- Vines in front of museum – not a real high use, but a nice aesthetic. Allison Hotel example. Landscaping as a cohesive element. Pedestrian path across the river also an opportunity. How does landscaping serve, 20 years from now? More trees, more grasses on the Evergreen Museum site would help soften the massive architecture, bring a human factor. Low shrubs not inviting. Trees can buffer highway.
- RE: how this area is different – City went through a wayfinding exercise, looking at how to navigate and identify by activity. View future development in this area working into this type of approach. Funding is an issue. How do we sign and brand it? Trying to include it as part of the downtown.



Area  
Plan

## City of McMinnville

**Citizen Advisory Committee Meeting #1**  
**March 14, 2019**

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## Agenda



1. Welcome & Introductions
2. Project Overview
  - Project Purpose & Background
  - Project Schedule
  - Study Area Context
3. Existing Conditions
  - Land Use & Zoning
  - Transportation
  - Economic Analysis
4. Opportunities & Constraints Discussion
5. Vision Statement, Goals & Objectives
6. Next Steps

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# Welcome and Introductions



March 14, 2019

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# Project Purpose and Background

The purpose of the project is to develop an area plan for the Three Mile Lane corridor informed by:

- Three Mile Lane Overlay District, 1981 & 1994
- Highway 18 Corridor Refinement Plan, 1996
- McMinnville Transportation System Plan (TSP), 2010
- Green Cities Project and Design Charrette, 2017
- Residential BLI/Housing Needs/Housing Strategy (ongoing)
- Over two decades of development and the prospects for new investment

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# Project Schedule

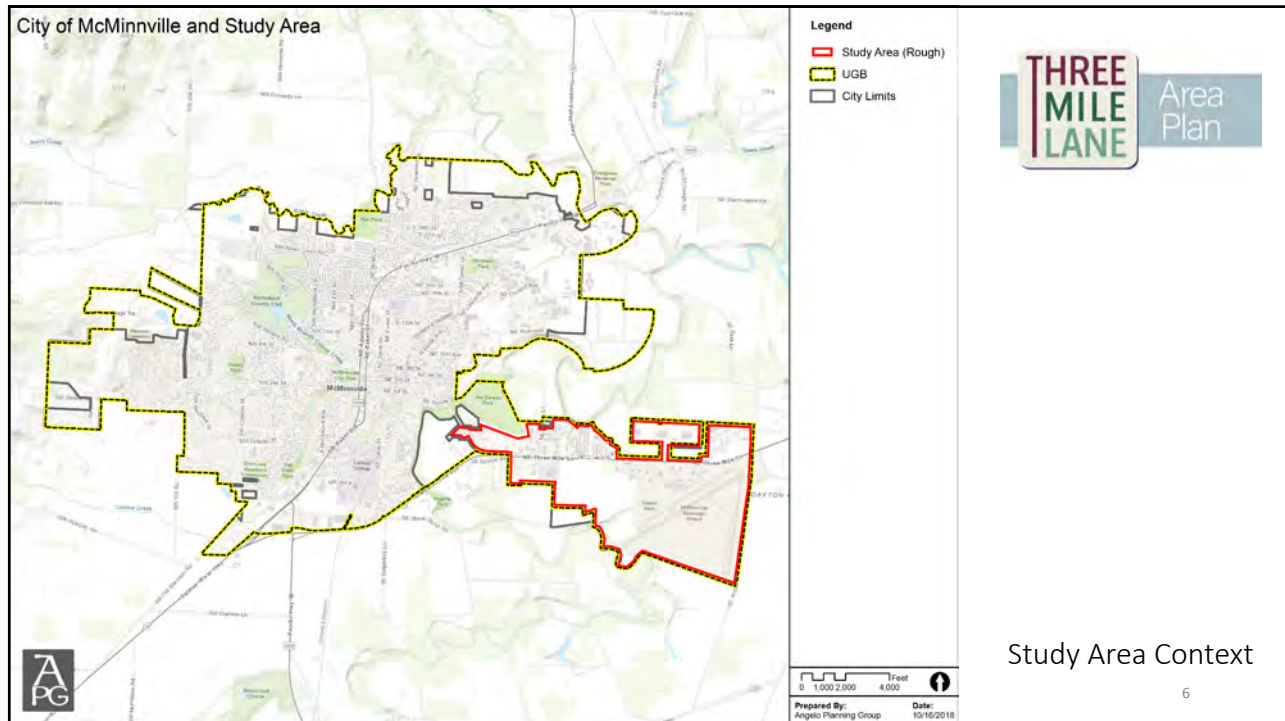


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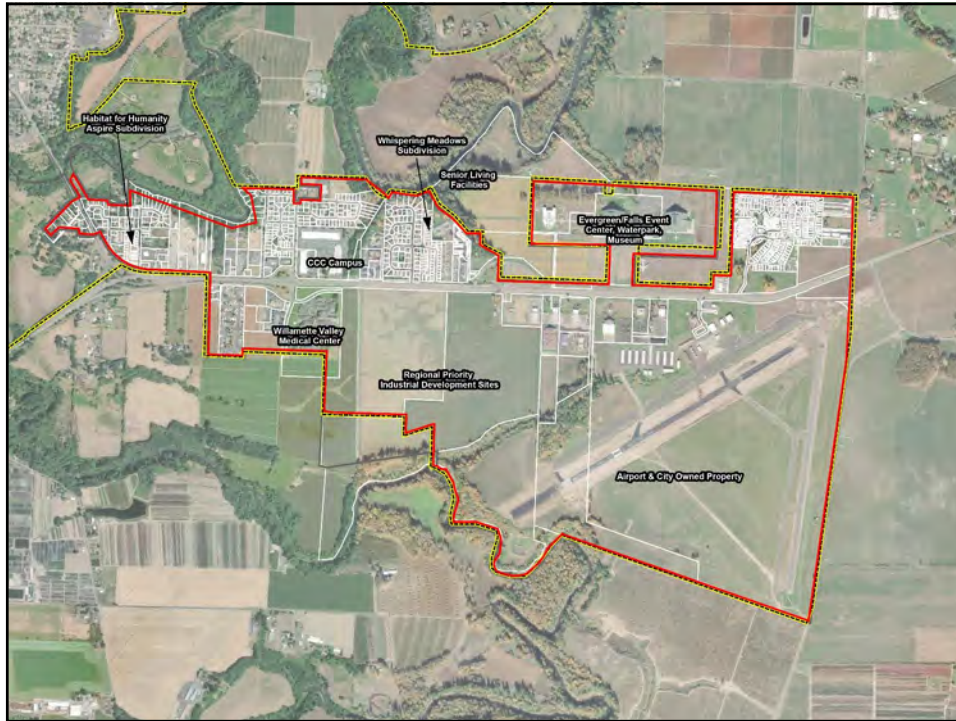
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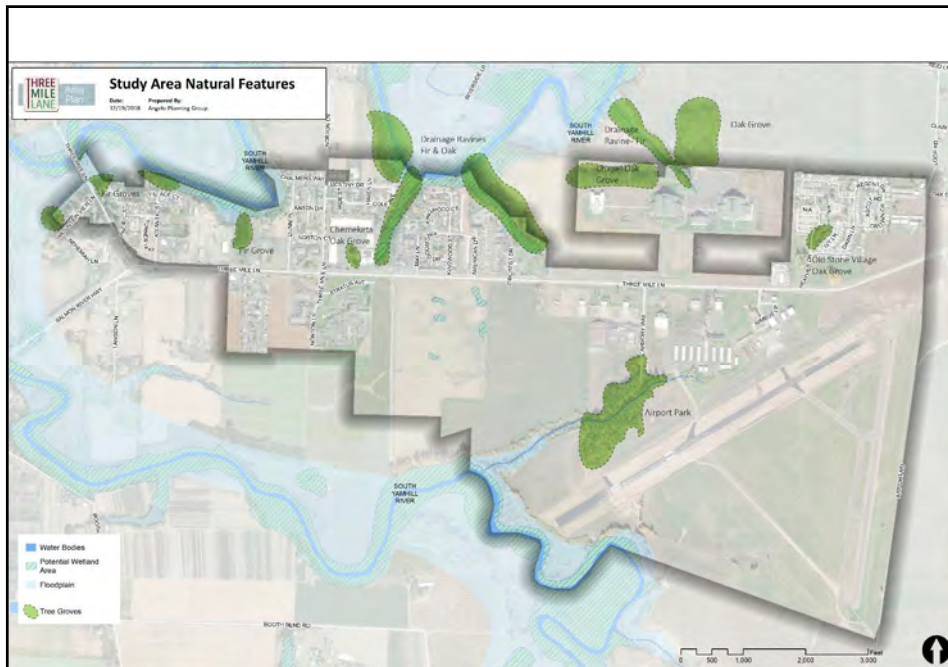


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Study Area

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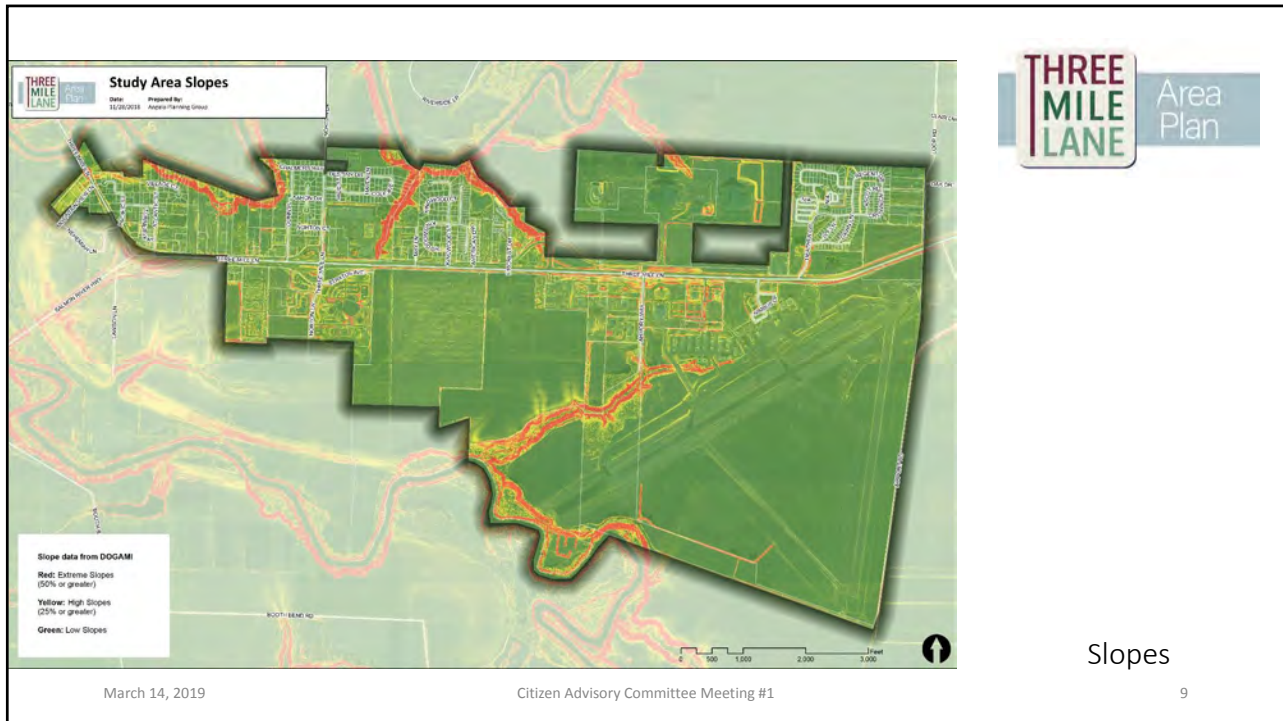


Natural Features

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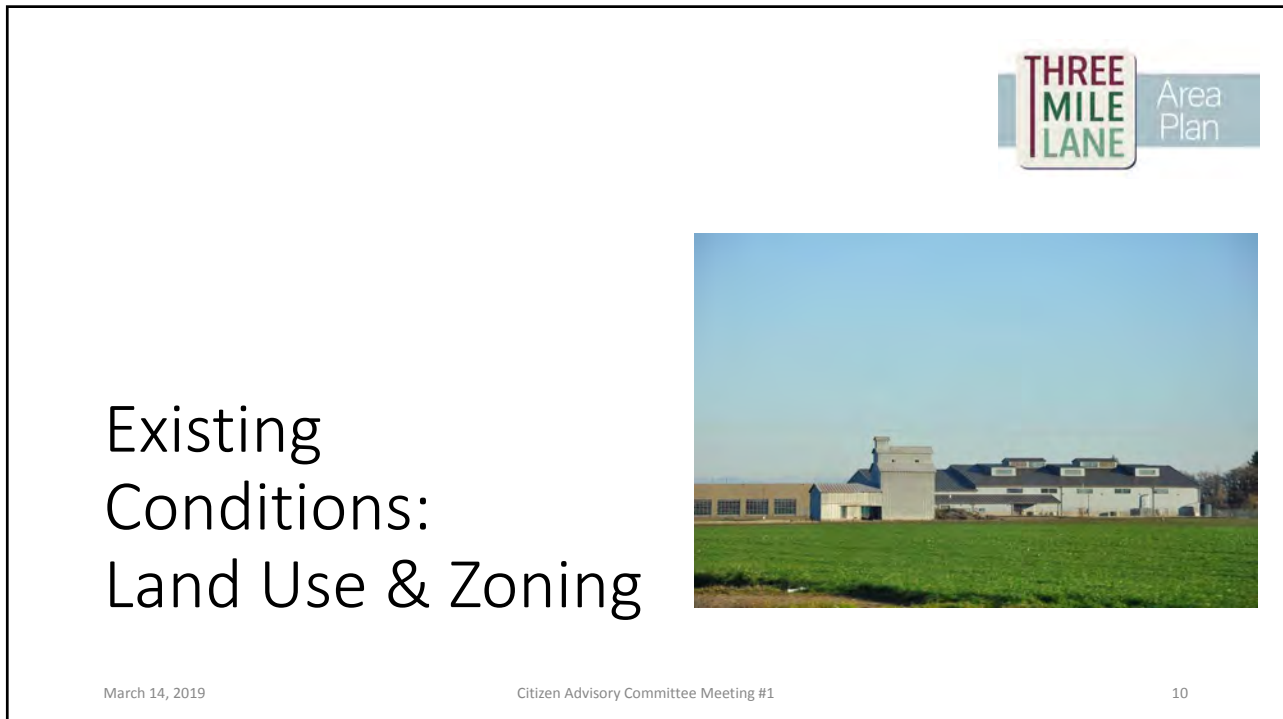
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Slopes

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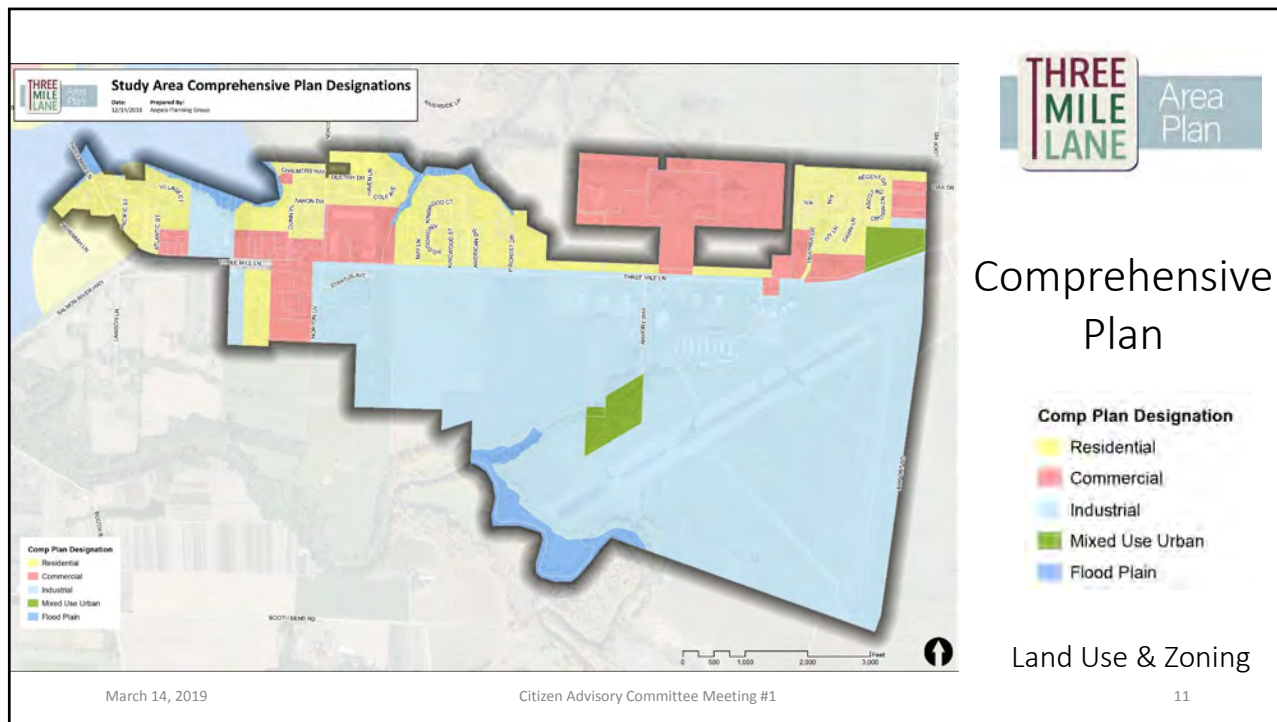
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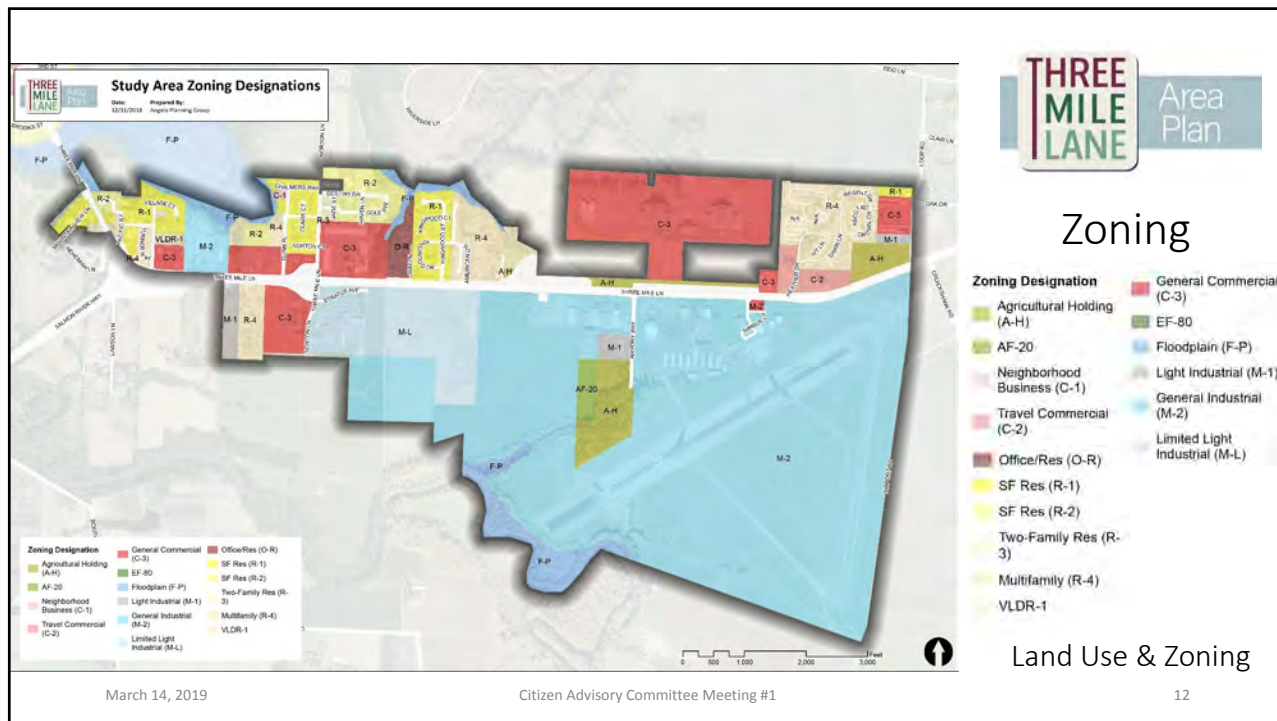
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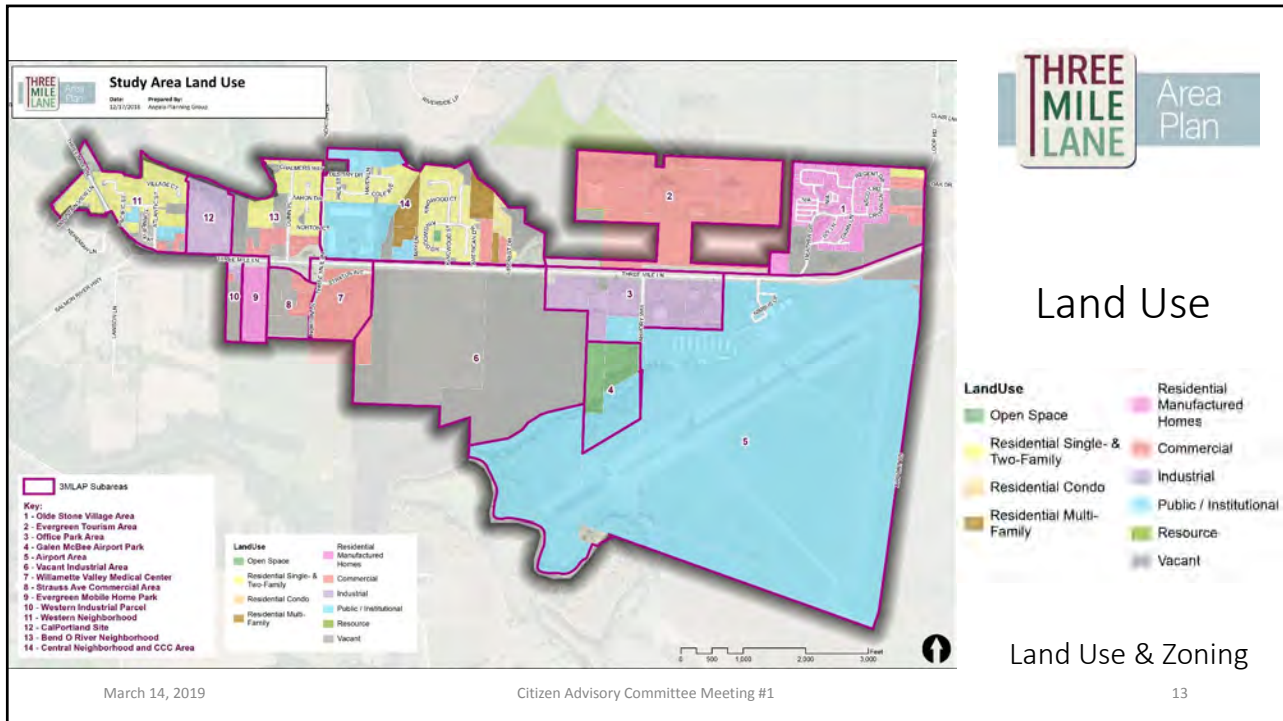




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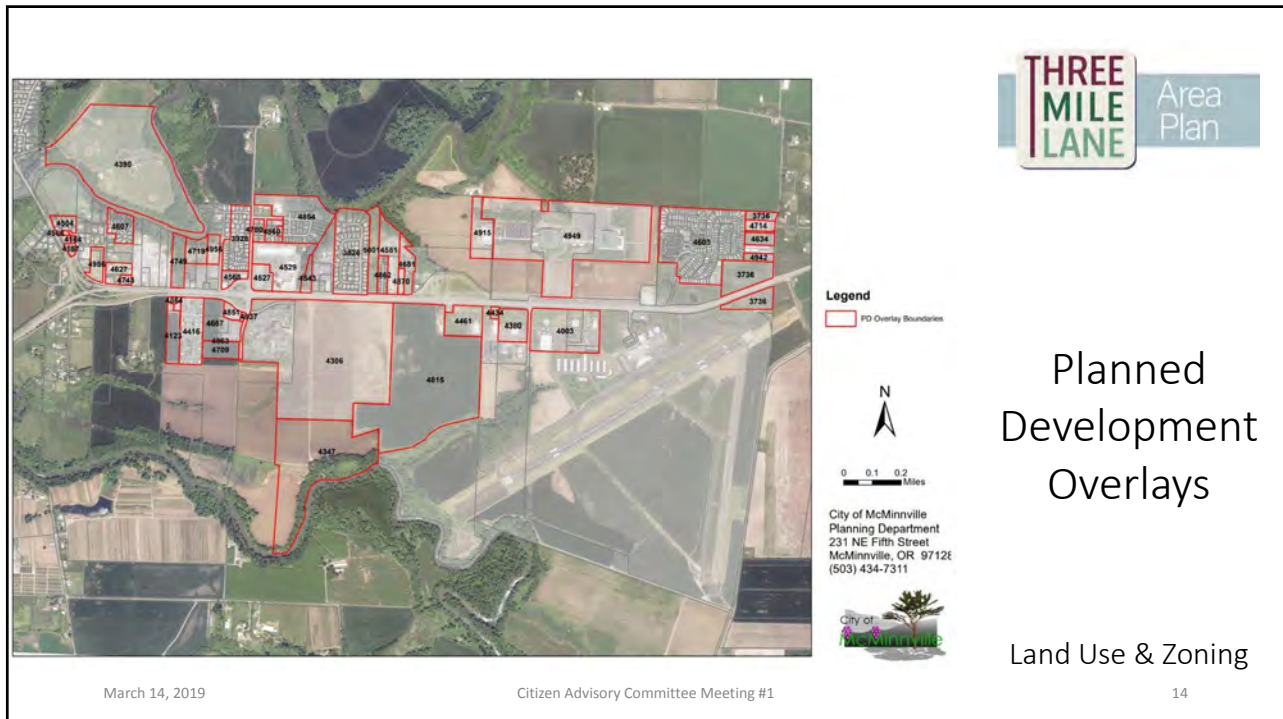
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## Land Use

- LandUse**
- Open Space
  - Residential Single- & Two-Family
  - Residential Condo
  - Residential Multi-Family
  - Residential Manufactured Homes
  - Commercial
  - Industrial
  - Public / Institutional
  - Resource
  - Vacant

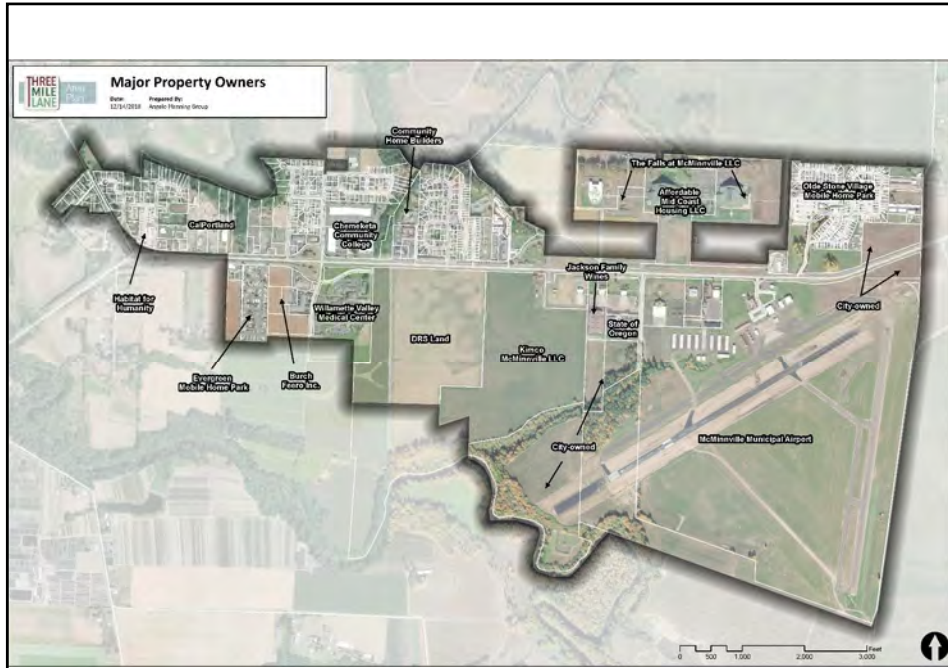
## Land Use & Zoning



## Planned Development Overlays

## Land Use & Zoning





## Major Property Owners

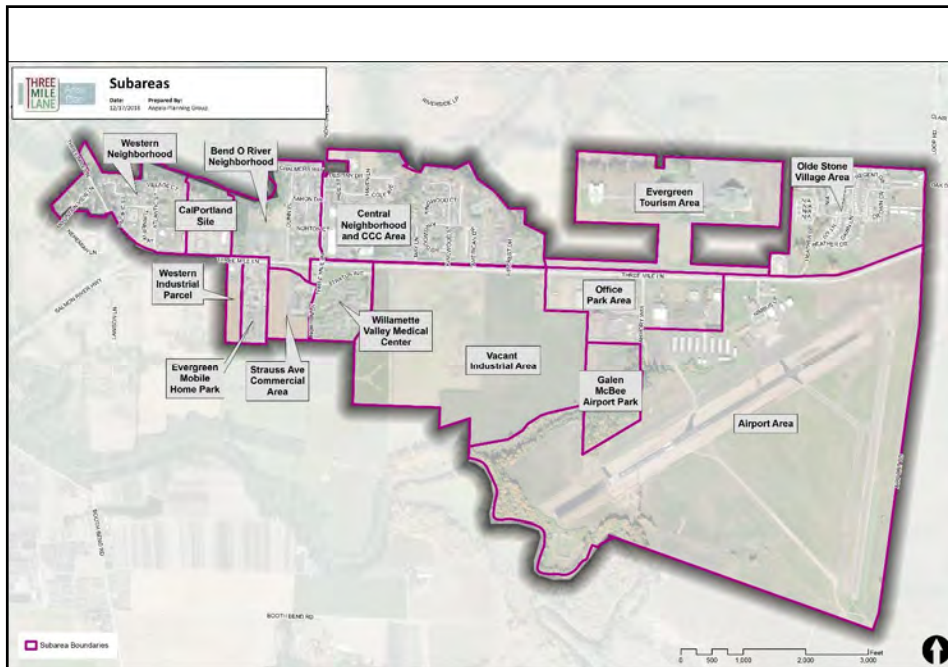
Land Use & Zoning

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## Subareas

Land Use & Zoning

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Evergreen Tourism Area



Office Park Area



Galen McBee Airport Park



Willamette Valley Medical Center



Strauss Ave Commercial Area



Evergreen Mobile Home Park

Land Uses by Subarea



Land Use & Zoning

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Western Neighborhood




CalPortland Site




Bend O River Neighborhood



Bend O River Neighborhood



Central Neighborhood and CCC Area



Central Neighborhood and CCC Area

Land Uses by Subarea

Land Use & Zoning

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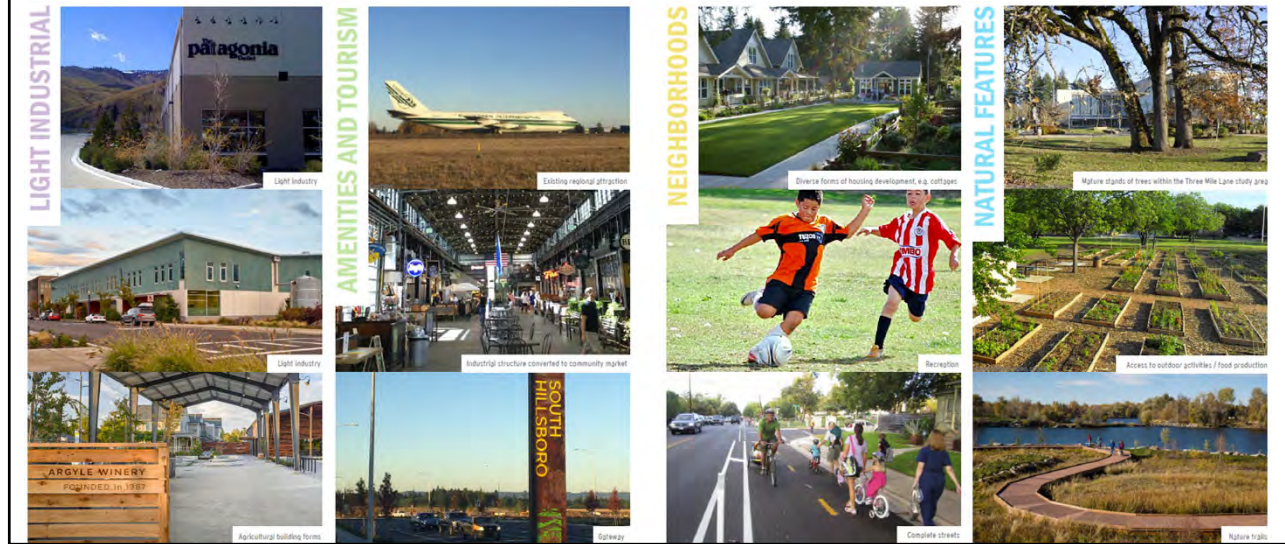
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# Land Use Opportunities



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# Existing Conditions: Transportation



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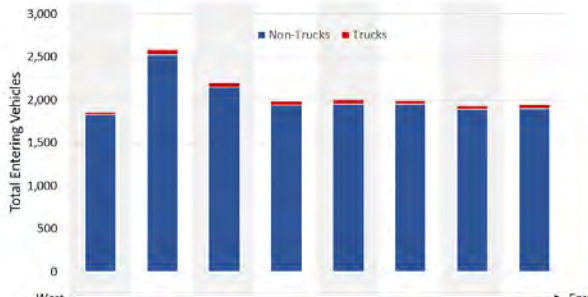
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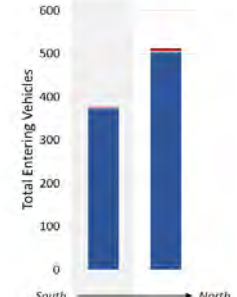
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# Multimodal Traffic Counts



PM Peak Hour  
Total Vehicle,  
Truck, Bike, and  
Pedestrian Counts



Intersecting Street	1st St	Norton Ln	Cumulus Ave	Armory Way	Cirrus Ave	RV Park	Loop Rd	Cruikshank Rd
Count	1,823	2,520	2,150	1,935	1,949	1,944	1,886	1,895
Percent	98.3%	97.7%	97.7%	97.7%	97.6%	97.6%	97.5%	97.4%
Count	31	59	50	45	47	47	48	50
Percent	1.7%	2.3%	2.3%	2.3%	2.4%	2.4%	2.5%	2.6%
Count	3	0	0	0	0	0	0	0
Count	15	5	0	5	0	0	0	0

← Three Mile Lane Intersections

Norton Lane Intersections →

Intersecting Street	Stratus Ave	Cumulus Ave
Count	374	505
Percent	98.9%	98.4%
Count	4	8
Percent	1.1%	1.6%
Count	0	1
Count	1	11

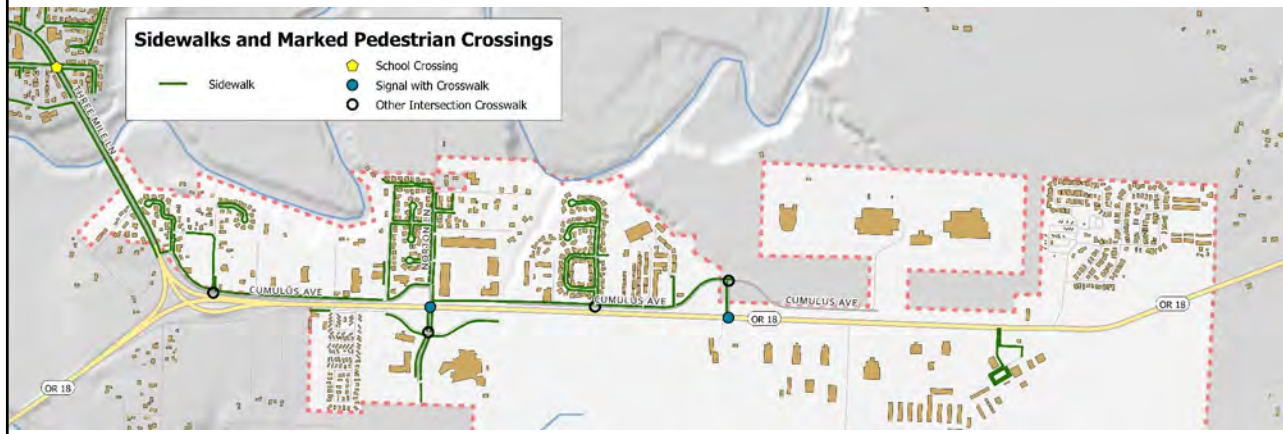
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# Pedestrian System



March 14, 2019

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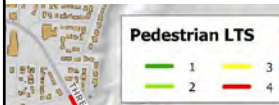
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# Pedestrian System



Pedestrian Level of Stress (PLTS)

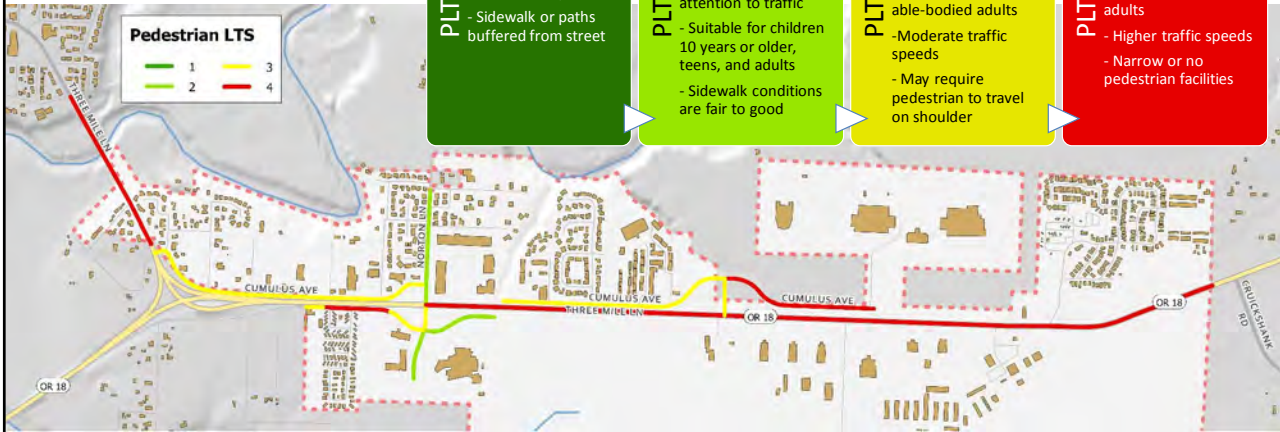


**PLTS 1** - Minimal traffic stress  
 - Low traffic speeds  
 - Sidewalk or paths buffered from street

**PLTS 2** - Little traffic stress but requires paying attention to traffic  
 - Suitable for children 10 years or older, teens, and adults  
 - Sidewalk conditions are fair to good

**PLTS 3** - Moderate stress  
 - Suitable for most able-bodied adults  
 - Moderate traffic speeds  
 - May require pedestrian to travel on shoulder

**PLTS 4** - High traffic stress  
 - For able-bodied adults  
 - Higher traffic speeds  
 - Narrow or no pedestrian facilities



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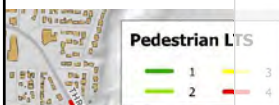
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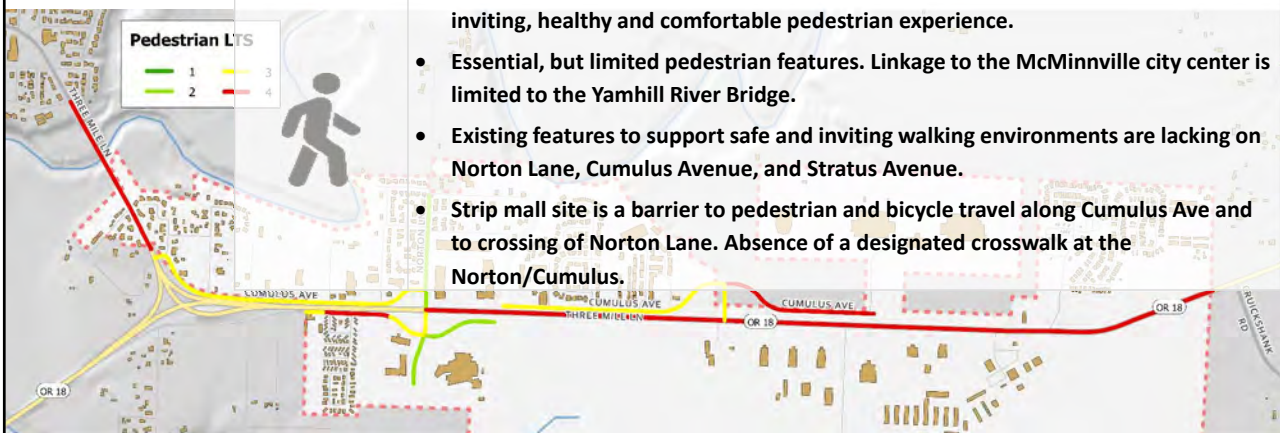
# Pedestrian System



Key Findings



- Higher speed limits on Cumulus and Cirrus Avenues (35 mph) not conducive to inviting, healthy and comfortable pedestrian experience.
- Essential, but limited pedestrian features. Linkage to the McMinnville city center is limited to the Yamhill River Bridge.
- Existing features to support safe and inviting walking environments are lacking on Norton Lane, Cumulus Avenue, and Stratus Avenue.
- Strip mall site is a barrier to pedestrian and bicycle travel along Cumulus Ave and to crossing of Norton Lane. Absence of a designated crosswalk at the Norton/Cumulus.



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# Pedestrian System



Development patterns that form pedestrian barriers



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# Bicycle System



Bicycle Level of Stress (BLTS)



**BLTS 1** - Minimal traffic stress  
 - Easily navigable by cyclists of low skill level  
 - Low traffic speeds

**BLTS 2** - Little traffic stress but requires paying attention to traffic  
 - Suitable for teens/adults

**BLTS 3** - Moderate stress  
 - Suitable for most observant adults  
 - Moderate traffic speeds

**BLTS 4** - High traffic stress  
 - For skilled cyclists  
 - Higher traffic speeds  
 - Narrow or no bike lanes

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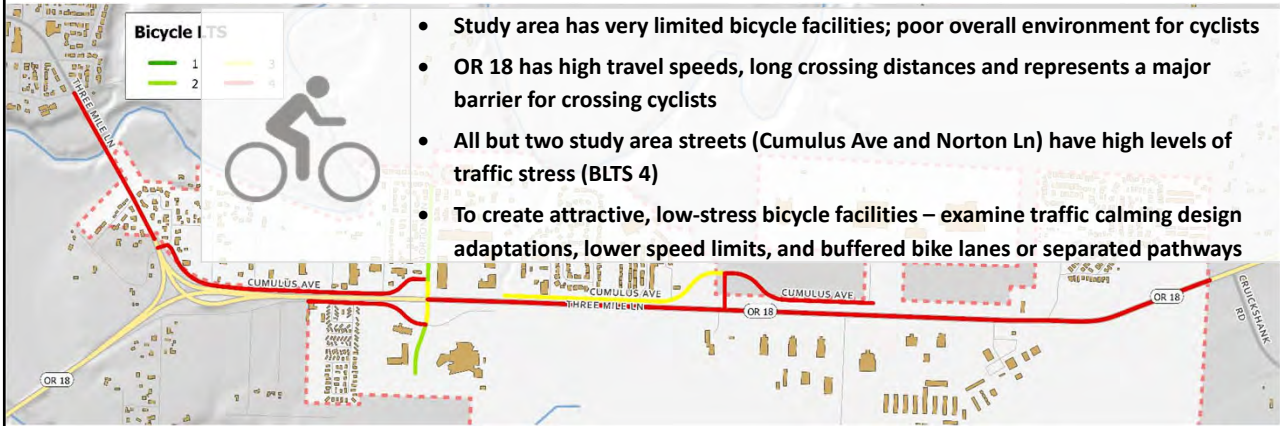
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# Bicycle System



## Key Findings



- Study area has very limited bicycle facilities; poor overall environment for cyclists
- OR 18 has high travel speeds, long crossing distances and represents a major barrier for crossing cyclists
- All but two study area streets (Cumulus Ave and Norton Ln) have high levels of traffic stress (BLTS 4)
- To create attractive, low-stress bicycle facilities – examine traffic calming design adaptations, lower speed limits, and buffered bike lanes or separated pathways

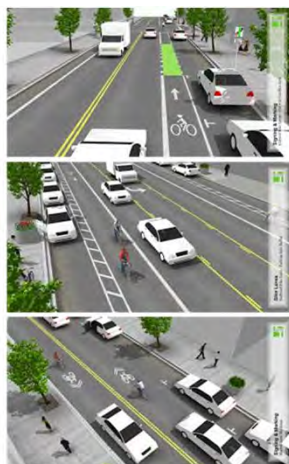
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# Bicycle System



Bike Lane

Buffered Bike Lane

Shared Lane



Raised Cycle Track

Two-Way Cycle Track



Shared-Use Path

Shared-Use Path

## Bicycle Facility Types

Source: NACTO

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# Transit System



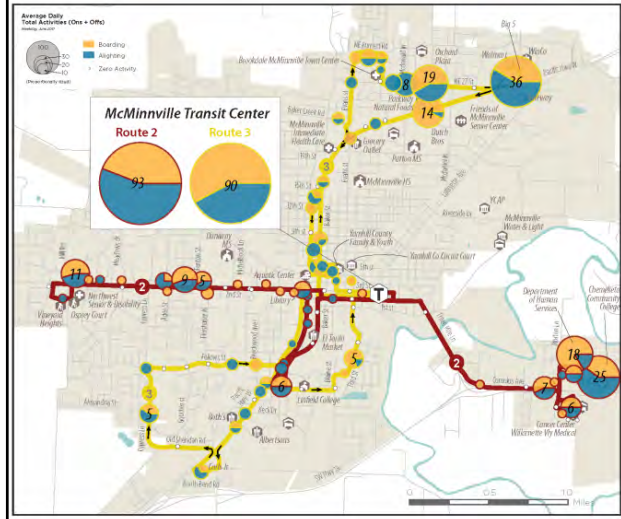
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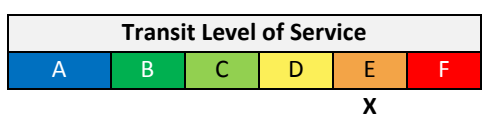
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# Transit System



## McMinnville Route #2 Service



### Key Findings

- YCTA provides limited (hourly) service on Route 2 connecting to downtown McMinnville.
- If and when YCTA service increases to 30 minute frequency, future transit operations will improve to LOS C.

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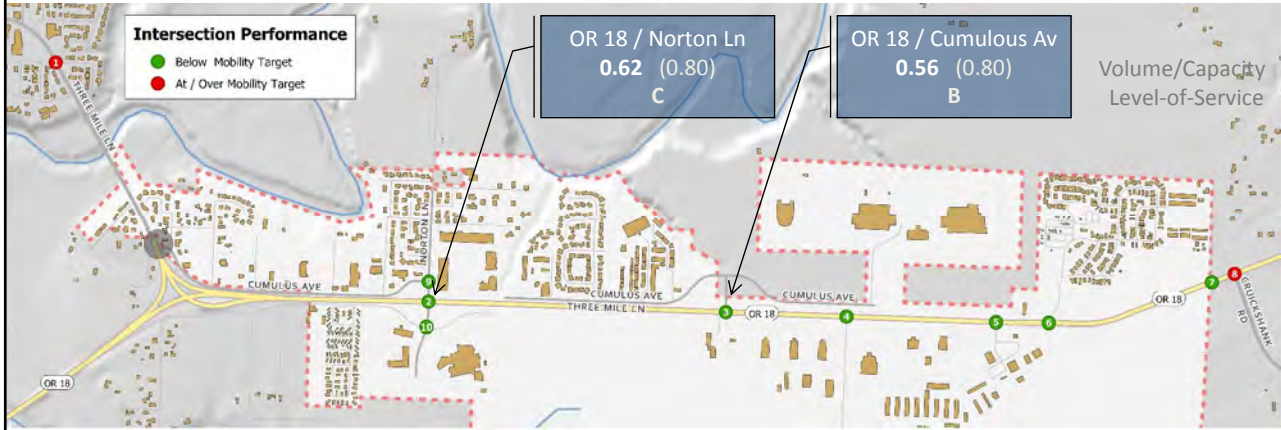
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# Vehicle System



Intersection Traffic Operations – P.M. Peak Hour



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# Vehicle System



Vehicle Safety Evaluation – Reported Crashes (2012-2016)



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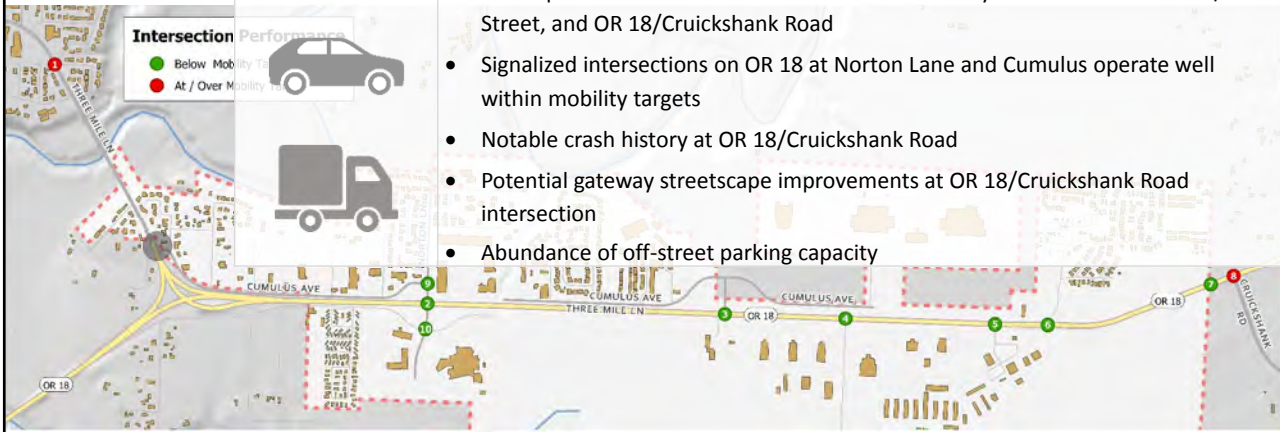
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# Vehicle System



## Key Findings



- Auto operation deficiencies at two ends of the study area: Three Mile Lane/First Street, and OR 18/Cruikshank Road
- Signalized intersections on OR 18 at Norton Lane and Cumulus operate well within mobility targets
- Notable crash history at OR 18/Cruikshank Road
- Potential gateway streetscape improvements at OR 18/Cruikshank Road intersection
- Abundance of off-street parking capacity

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Transportation:  
Issues &  
Opportunities



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# Economic Analysis



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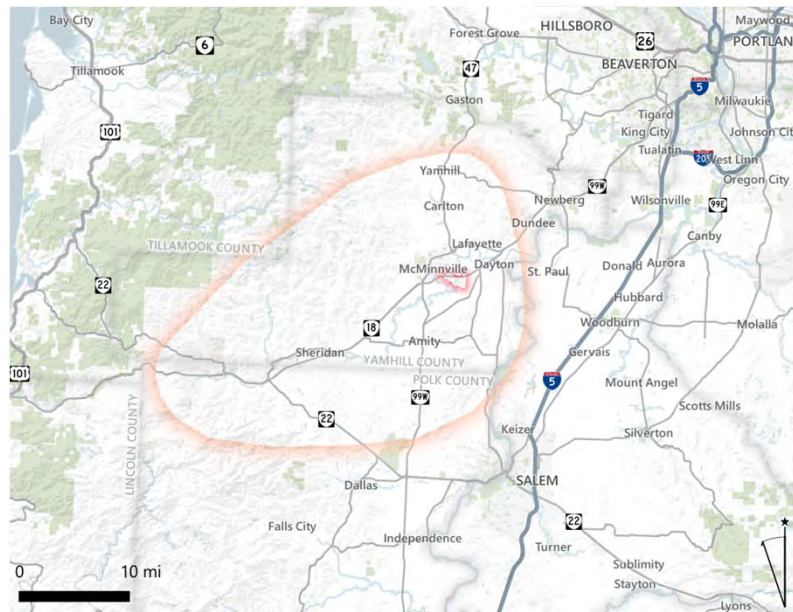
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# Market Area

Represents the area from which the most demand for residential, commercial, and industrial uses will originate



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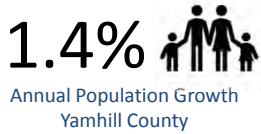
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# Key Demographic Characteristics



## Projected 10-year Growth Rates



## Households by Size



## Job Growth (5-yr, of 3,060)



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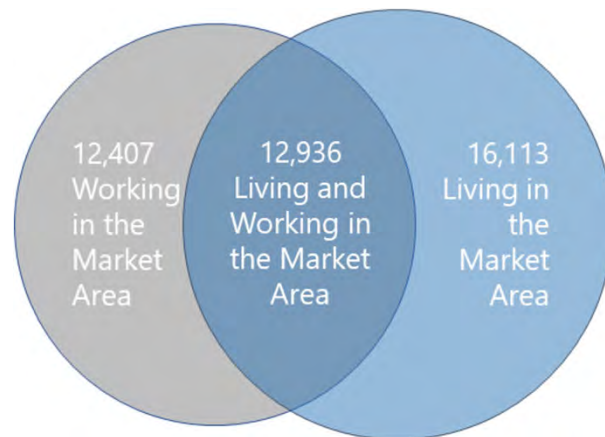
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# Commute Patterns



- McMinnville is a commuter City
  - Only 45% of employed Market Area residents work in the Market Area
  - 39% of employed McMinnville residents work in McMinnville



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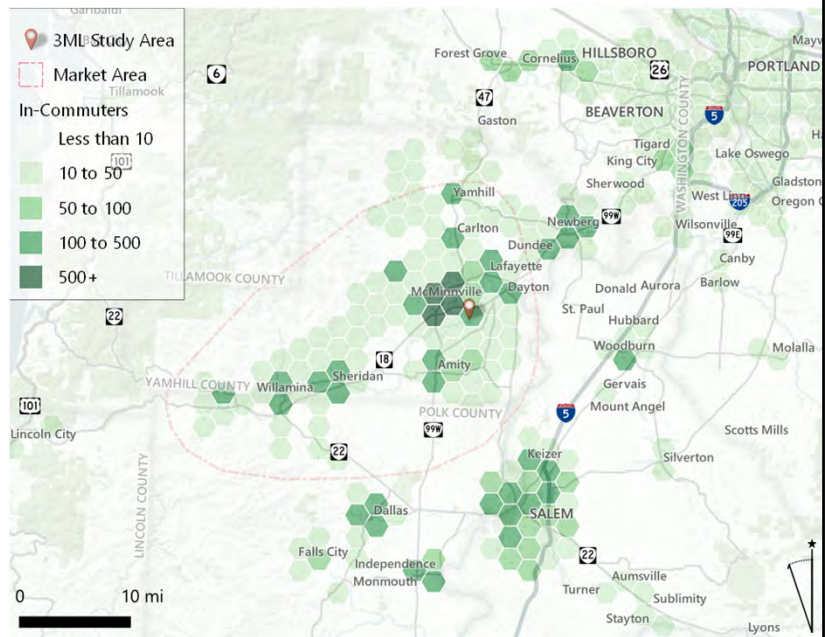
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## Home locations of market area workers

- Most people commute to work in the market area from nearby



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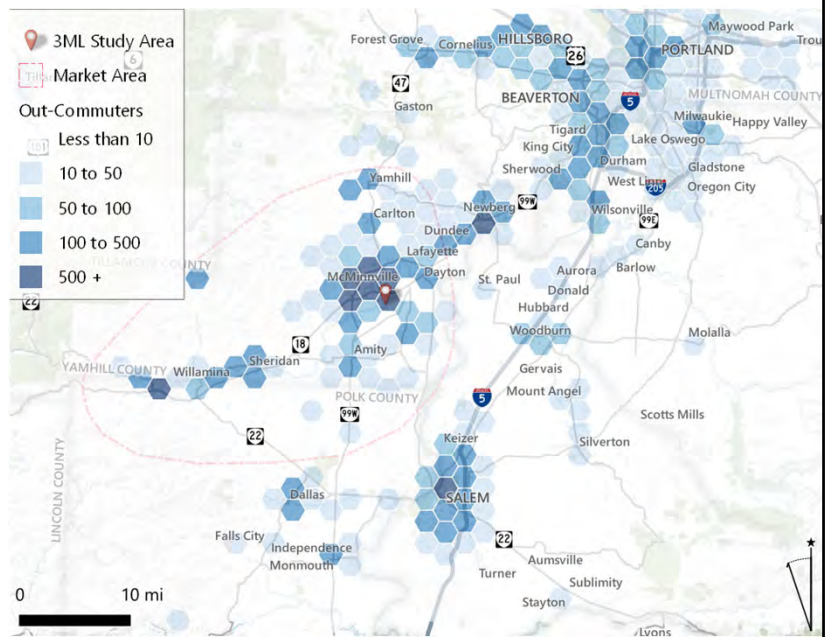
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## Job locations of market area residents

- Many more people commute *from* the market area than live there
- McMinnville attracts significantly more residents that work across the greater region
- Significantly more people travel further to parts of the metro and Salem



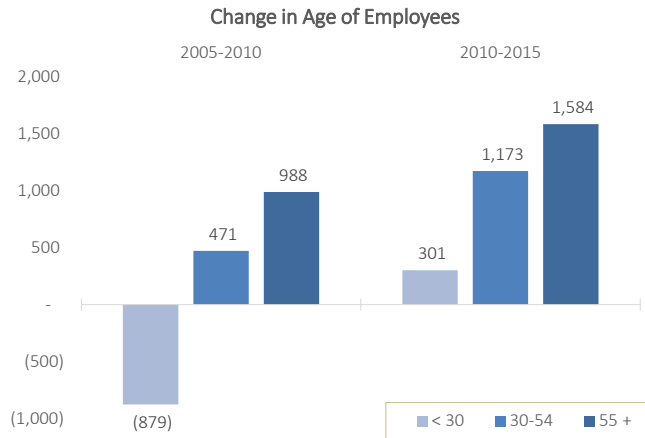
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# Ageing Workforce



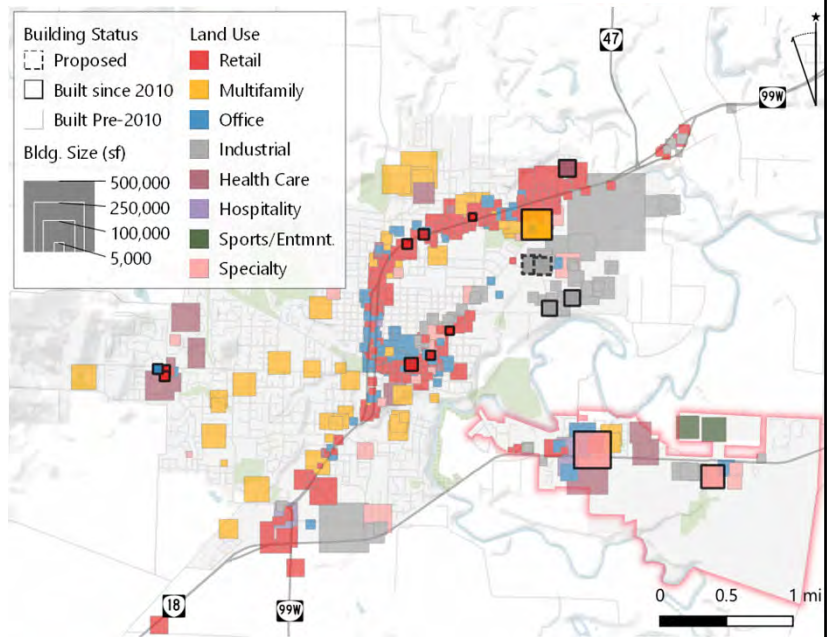
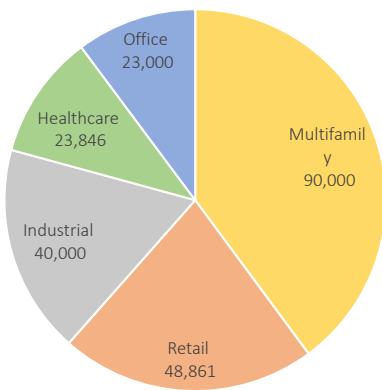
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# Development Activity



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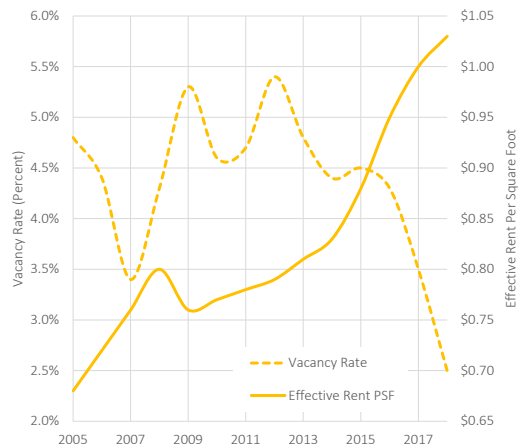
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## Apartment market data indicates strong demand for new construction



- Prospects are strong regional and nationally.
- Strong rent growth but low average rents across all inventory
- New construction expected to rent for ~\$1.50 PSF
- Very low vacancy indicates demand, but rents may only support lower-density residential typologies like townhomes and garden apartments (walkups)



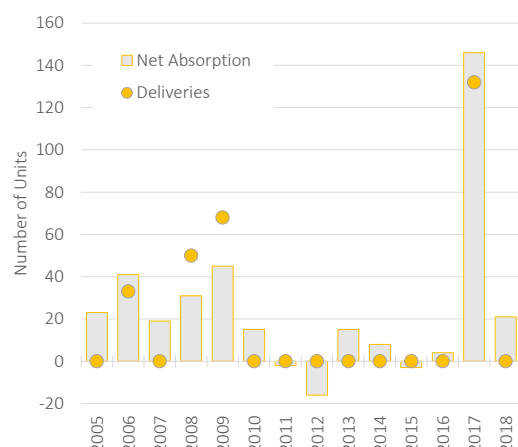
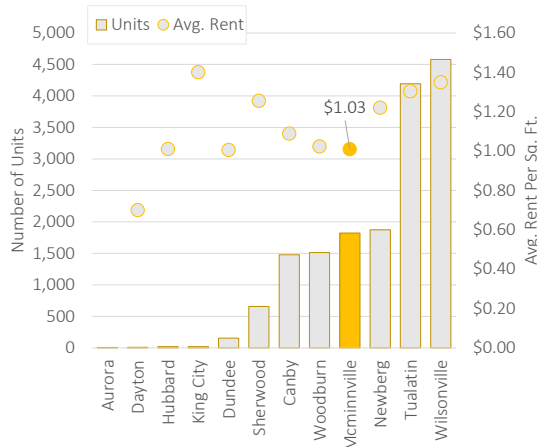
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## But rents and construction starts are low relative to the region



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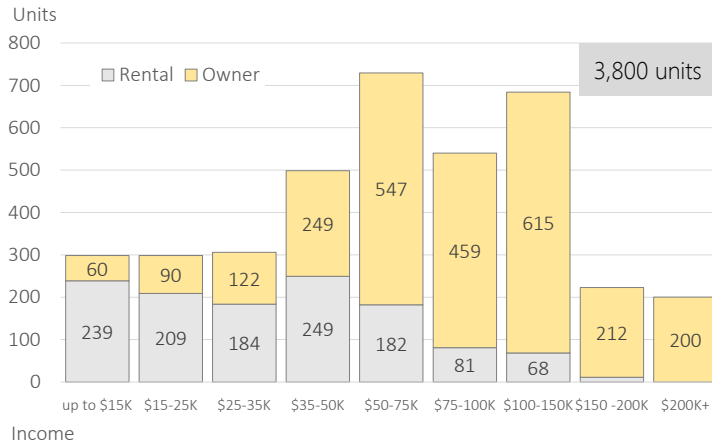
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# 10-year Residential Demand Market Area



- Regional demand for 3,800 residential units over 10 years
- 3ML could capture a significant portion on site:
  - 200+ apartments (~6 acres)
  - ~100 townhomes (~7 acres)
  - Single-family, zoning permitting



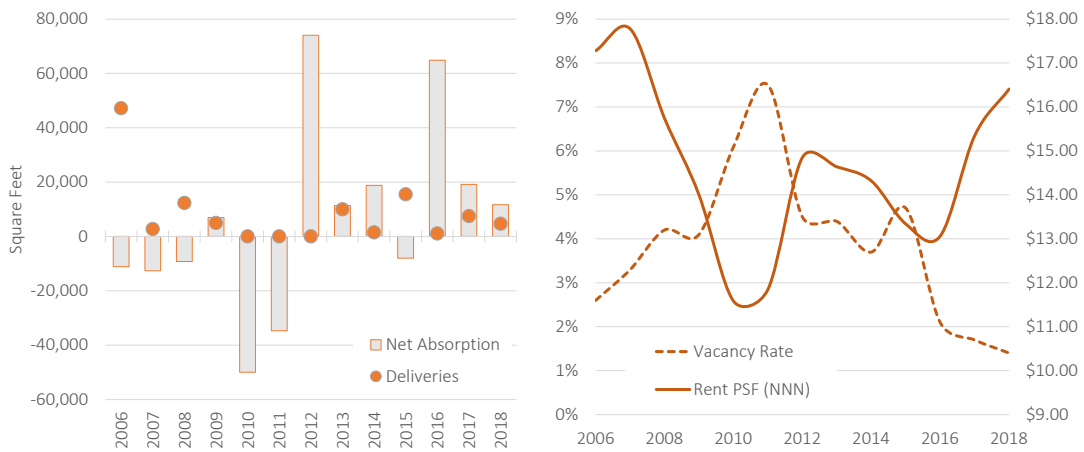
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# Retail market characteristics



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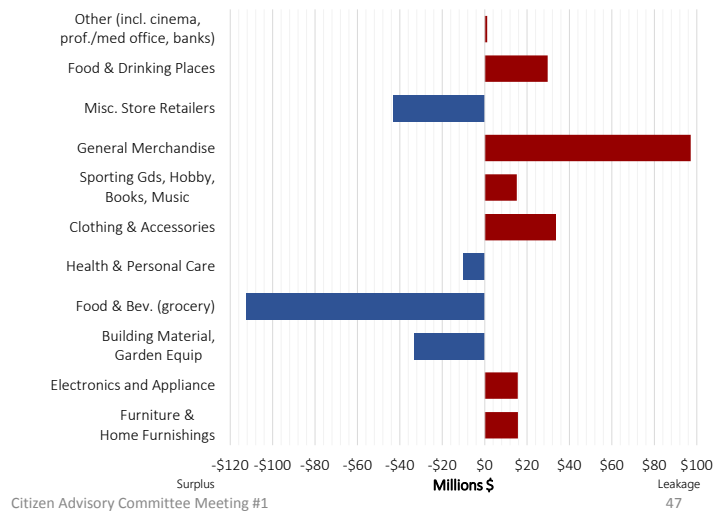
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# Retail spending indicates immediate opportunities for new construction



- Significant opportunities in Gen. Merch. and dining/ drinking based on leakage
- Large *existing* surplus in grocery supply, but population growth will still drive demand for additional grocery stores.
- Demand from tourist and other visitor spending would inflate demand but is not captured in the data



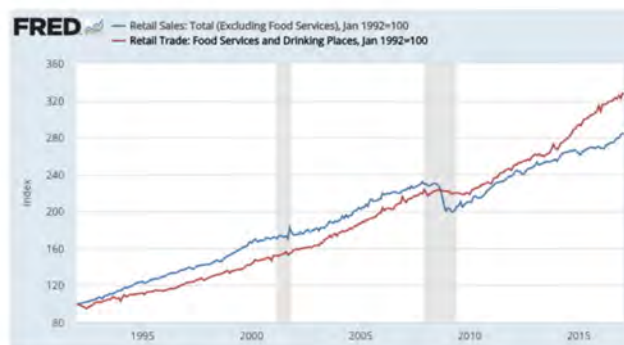
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# Goods vs. Entertainment Spending



- Despite the perceived “retail apocalypse,” spending on retail goods and services at bricks and mortar locations continues to grow.
- Notably, Americans’ spending at restaurants and bars is growing faster than spending at other retail establishments, reflecting both cultural changes, and Americans’ increasing interest in sharing experiences with family and friends (sometimes at the expense of spending on goods.)

Sales at Non-Food Retail vs. Restaurants/Bar



Source: Federal Reserve Economic Data (FRED).

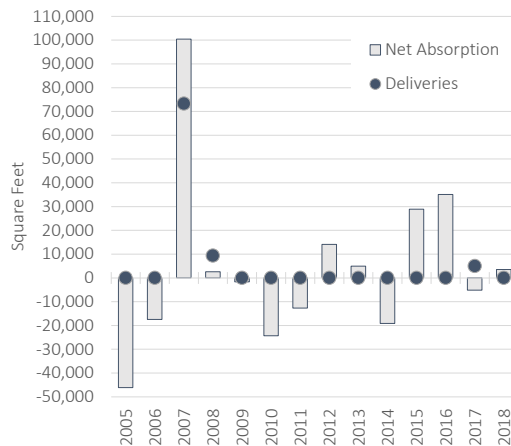
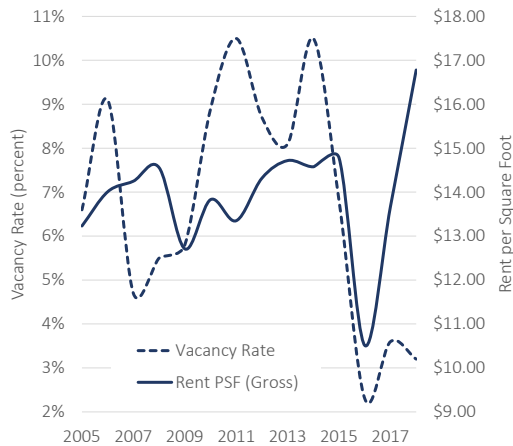
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# The office market is tight and rents are improving



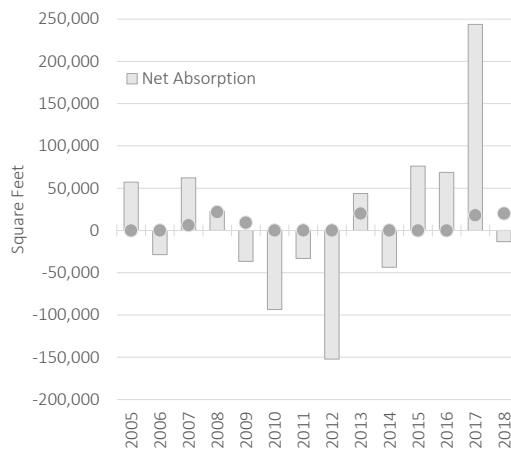
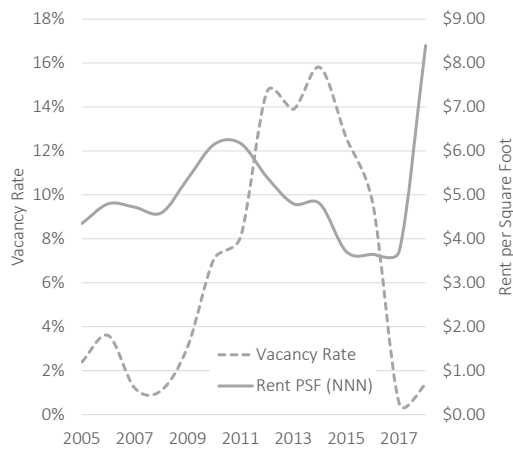
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# The industrial is very tight and prospects are improving



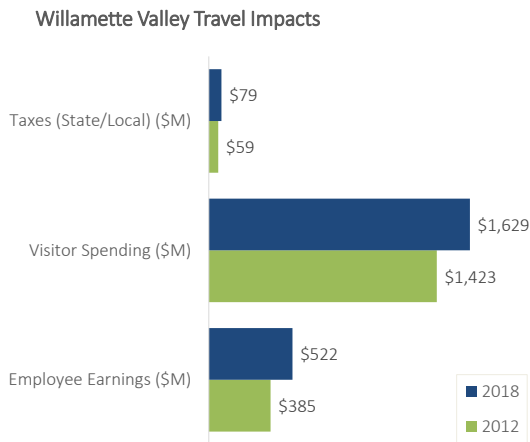
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## Tourism is growing and provides unique opportunities



- Willamette Valley was the second-most visited tourist destination in Oregon with almost 20 million visitors in FY 2017
- The arts and culture environment in Yamhill County is a growing field of increasing vitality. Artist studios and monthly wine walks increasingly attract visitors from outside the region.
- Tourism growth increases demand for lodging, retail, restaurants, and craft industrial development.

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## Anticipated Development Mix



- Residential
  - Townhomes
  - Garden apartments
- Grocery anchored and/or mid-to-large format retail
  - Specialty/experiential retail, especially tied to the wine industry
- Low-rise office
- Craft industrial
- Mixed-use commercial (office over retail)
- Lodging and hospitality

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# Vision Statement, Goals & Objectives



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## Vision Statement



*The Three Mile Lane District is a vibrant community that serves as the gateway to Downtown McMinnville and Oregon Wine Country. Employment opportunities, attractive housing options, and tourist destinations characterize the area. Residents and workers enjoy safe and efficient options to travel to Downtown McMinnville and benefit from close proximity to a variety of goods and services, all easily reached by motorist, bicyclist, pedestrian, and transit rider alike. The connection to McMinnville's rich history and the surrounding landscape is reflected in urban design elements throughout the area, highlighting the uniqueness of this special place.*

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## Goals & Objectives



### **GOAL 1: Support and enhance the district's economic vitality and marketability**

#### *Objectives*

- Leverage land uses for economic development, urban density, and family wage job creation and retention
- Optimize existing economic drivers in the area (airport, business park, tourism areas, hospital, community college)
- Enable development/redevelopment
- New tourism opportunities that capitalize on area's unique assets

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## Goals & Objectives



### **GOAL 2: Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district**

#### *Objectives*

- Incorporate Great Neighborhood Principles
- Mix of housing types: single-family detached, attached housing, and multi-family
- Mixed-use development
- Transit-supportive land use pattern
- Access to amenities for residents, employees, and visitors
- Bicycle/pedestrian trail/pathway system

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## Goals & Objectives



### **City of McMinnville Great Neighborhood Principles**

1. Natural Feature Preservation
2. Scenic Views
3. Parks and 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
12. Housing Variety
13. Unique and Integrated Design

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## Goals & Objectives



### **GOAL 3: Enhance multi-modal connections throughout the district**

#### *Objectives*

- Improve pedestrian and bicycle connections, safety, and comfort
- Improve transit connectivity and access
- Improve driver safety in the corridor; meet State and City mobility targets; protect freight mobility; balance access to properties with transportation function

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## Goals & Objectives



### **GOAL 4: Create an aesthetically pleasing gateway to the City of McMinnville**

#### *Objectives*

- Gateway feature that can be enjoyed from multiple vantage points
- Development opportunities and streetscape improvements
- Cohesive design language
- Context-appropriate landscape design – create a buffer to the highway, human scale, sense of place

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## Urban Design: Issues & Opportunities

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## Goals & Objectives



- *Are your hopes for the area reflected in the vision statement, goals and objectives?*
- *Do the proposed goals adequately support the vision statement? Will the associated objectives help the community achieve the vision?*
- *Are there any important aspects that are missing from the goals and objectives?*
- *Is there anything included that isn't helpful in achieving the desired future expressed by the vision statement?*

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# Opportunities & Constraints



## Discuss potential for...

- Development and redevelopment
- Zoning changes to support goals and objectives
- Improving conditions for people walking, bicycling, and taking transit

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# Evaluation Criteria



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# Evaluation Criteria



## **GOAL 1: Support and Enhance the district's economic vitality and marketability**

- Estimated number of new employment uses.
- Estimated number of new jobs, economic development and business opportunities.
- Opportunity for additional goods and services for employees in the study area.
- Improved airport access for business and tourism.
- Economic feasibility of potential development scenarios for large contiguous vacant sites.
- Support for physical expansion and increased capacity of airport.
- Impacts to the functional integrity of Highway 18 for freight movement.
- Opportunity for enhanced or new tourism opportunities within the area.

## **GOAL 2: Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district**

- Estimated number of City of McMinnville Great Neighborhood Principles achieved in the study area. (See draft list of principles attached.)
- Estimated number of new residential units accommodated in study area.
- Likely mix of residential units within the area at build-out.
- Number of existing and proposed residential units with multi-modal access to parks/natural areas and goods/services.
- Provides transit-supportive land uses.

# Evaluation Criteria



## **GOAL 3: Enhance multi-modal connections throughout the district**

- Pedestrian Level of Traffic Stress (PLTS) of existing and proposed facilities
- Bicycle Level of Traffic Stress (BLTS) of existing and proposed facilities.
- Transit-supportive circulation.
- Traffic volumes (measured at key intersections and along key segments).
- Features that may increase travel time through the district.
- Intersection Operation (typically measured as Volume/Capacity).

## **GOAL 4: Create an aesthetically pleasing gateway to the City of McMinnville**

- Qualitative assessment of urban design elements.



## Next Steps



- Goals and Objectives Survey – tell your friends! Available here: [threemilelane.com](http://threemilelane.com)
- Revise memos #1-4 and Conditions Booklet
- Public Event #1: April 10, 2019
- Redevelopment Case Study: Spring 2019
- Next TAC/CAC meetings: June 2019



Area  
Plan

City of McMinnville

**Advisory Committee Meeting #2**  
**June 12, 2019**

1



Welcome and  
Introductions



June 12, 2019

Advisory Committee Meeting #2

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# Agenda



1. Welcome & Introductions
2. Project Update
  - Public outreach
  - New and Updated Background Work
3. Land Use & Facility Design Options
4. Alternatives Evaluation Discussion
5. Next Steps

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# Meeting Objective:



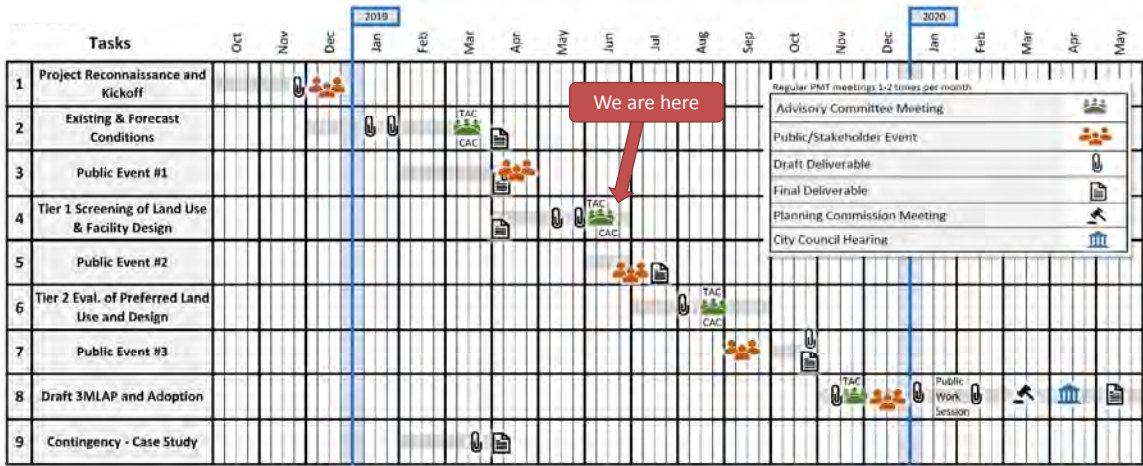
Determine the desired features of a future Three Mile Lane Area and the elements of a “preferred alternative” for analysis.

- Review project goals and objectives.
- Discuss land use and urban design elements of the three distinct concepts.
- Consider the opportunities for multi-modal connectivity and access.
- Come to consensus on desired land uses, urban design elements, multi-modal transportation needs, and gateway features to forward to the next level of detailed analysis.

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# Project Schedule



June 12, 2019

Advisory Committee Meeting #2

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# Public Outreach



- Advisory Committee Meeting & Design Charette
- Property Owners Work Session & Case Studies



June 12, 2019




Advisory Committee Meeting #2



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**WELCOME**  
**THREE MILE LANE**  
**OPEN HOUSE**  
 City of McMinnville  
 Area Plan

## Open House and Survey

What is your level of support for Goal 1?  
 70 out of 70 answered

3.60 Average rating


Rating	Percentage	Count
1 (Do Not Support)	8%	8
2	12%	12
3 (Neutral)	20%	20
4	31%	31
5 (Strongly Support)	27%	27

**Goal 1 comments:**


- Too much emphasis on commercial/industrial development
- Industrial is at odds with "attractive" and "tourist destinations"
- Would like to preserve the rural/suburban character
- Want more opportunities for work and revenue in that area - destination shopping center with retailers like Costco and Target would be great for the community.
- I'm not very interested in retail/commercial development.
- It depends on what kinds of industry you're talking about.
- Need to add a balance of public green space/parks.
- Diversity of goods and services would be beneficial in this area
- Homeowners in the area would love a full size grocery
- There is a large need for medical facilities and medical office that this area could fulfill.
- Connectivity
- Preserve trees and habitat
- Fill rather than residential uses and affordable housing than more business use.
- Use waterways for local activities and tourism.
- Parking, traffic, and safety issues need to be addressed.

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## New and Updated Documents



- Economic Analysis
- Case Study Report
- Evaluation Criteria Memorandum



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# Project Goals and Objectives



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## Project Goals

**GOAL 1:** Support and enhance the district's economic vitality and marketability

**GOAL 2:** Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district

**GOAL 3:** Enhance multi-modal connections throughout the district.

**GOAL 4:** Create an aesthetically pleasing gateway to the City of McMinnville.

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# SWOT Analysis



	Helpful	Harmful
Internal	<b>Strengths</b> <ul style="list-style-type: none"> <li>• High visibility from Highway 18</li> <li>• Many large and/or undeveloped parcels</li> <li>• Airport</li> <li>• Concentration of tourist amenities</li> <li>• Concentration of medical uses</li> <li>• Variety of housing types</li> <li>• Strong connection to regional features – mountain views, agricultural land</li> <li>• Abundance of natural features (Yamhill River, wooded areas, Airport Park)</li> <li>• Expansive vista of McMinnville for pass-thru traffic</li> <li>• Placemaking started with Evergreen campus and vineyards</li> <li>• Gateway parcels owned by the City at eastern entrance</li> <li>• Proximity to Joe Dancer Park</li> </ul>	<b>Weaknesses</b> <ul style="list-style-type: none"> <li>• Geographical constraint of Yamhill River</li> <li>• Poor connectivity within study area</li> <li>• Poor connectivity from study area to downtown McMinnville &amp; adjacent areas</li> <li>• Limited bicycle and pedestrian facilities</li> <li>• Limited transit service</li> <li>• Deficient intersections at ends of study area</li> <li>• Highway 18 is a north/south barrier within study area</li> <li>• Existing base zones may not meet mixed use intent of study area</li> <li>• Minimal commercial amenities</li> <li>• Lack of neighborhood identity</li> <li>• Lack of sense of place</li> </ul>
External	<b>Opportunities</b> <ul style="list-style-type: none"> <li>• Creation of Gateways – Hwy 18 into study area, and from study area into downtown McMinnville</li> <li>• Integration of Complete Streets</li> <li>• Development of greenways/trail network using existing natural features &amp; corridors</li> <li>• Unifying urban design elements</li> <li>• Large-scale, cohesive development on undeveloped lots</li> <li>• Neighborhood serving amenities</li> <li>• Improved wayfinding</li> <li>• Integration of Great Neighborhood Principles</li> <li>• Reinforce McMinnville’s position in wine country</li> <li>• Leverage of airport as economic development asset</li> <li>• Reconstruction of the Yamhill River Bridge</li> <li>• Large contiguous tracts of developable land</li> <li>• Water Trail on Yamhill River</li> <li>• More river crossings for connectivity</li> </ul>	<b>Threats</b> <ul style="list-style-type: none"> <li>• Loss of larger employers due to lack of office space/amenities</li> <li>• Uncertain status of Evergreen Space &amp; Aviation Museum</li> <li>• Access to frontage development awkward</li> <li>• Pedestrian/Bicycle Safety Perceptions</li> <li>• Cut off from City Center and Amenities</li> </ul>

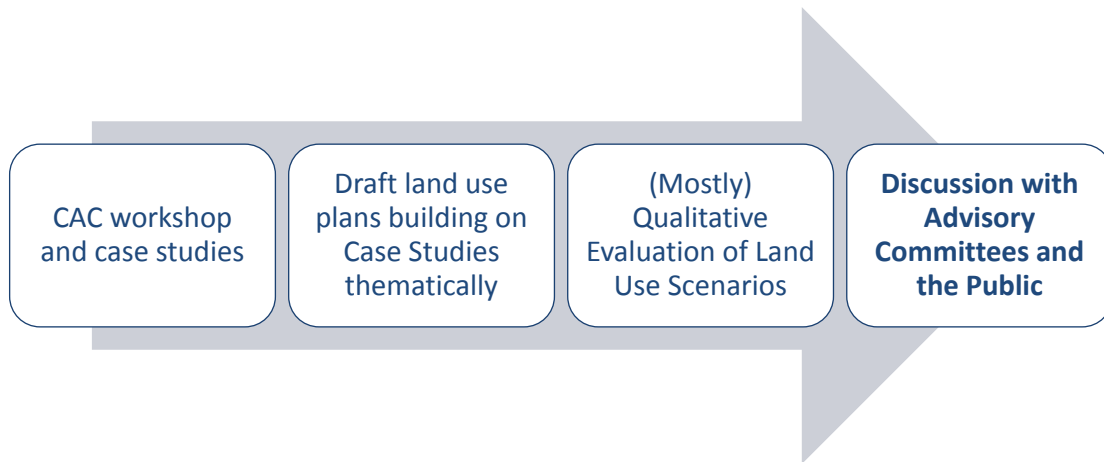
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# Process

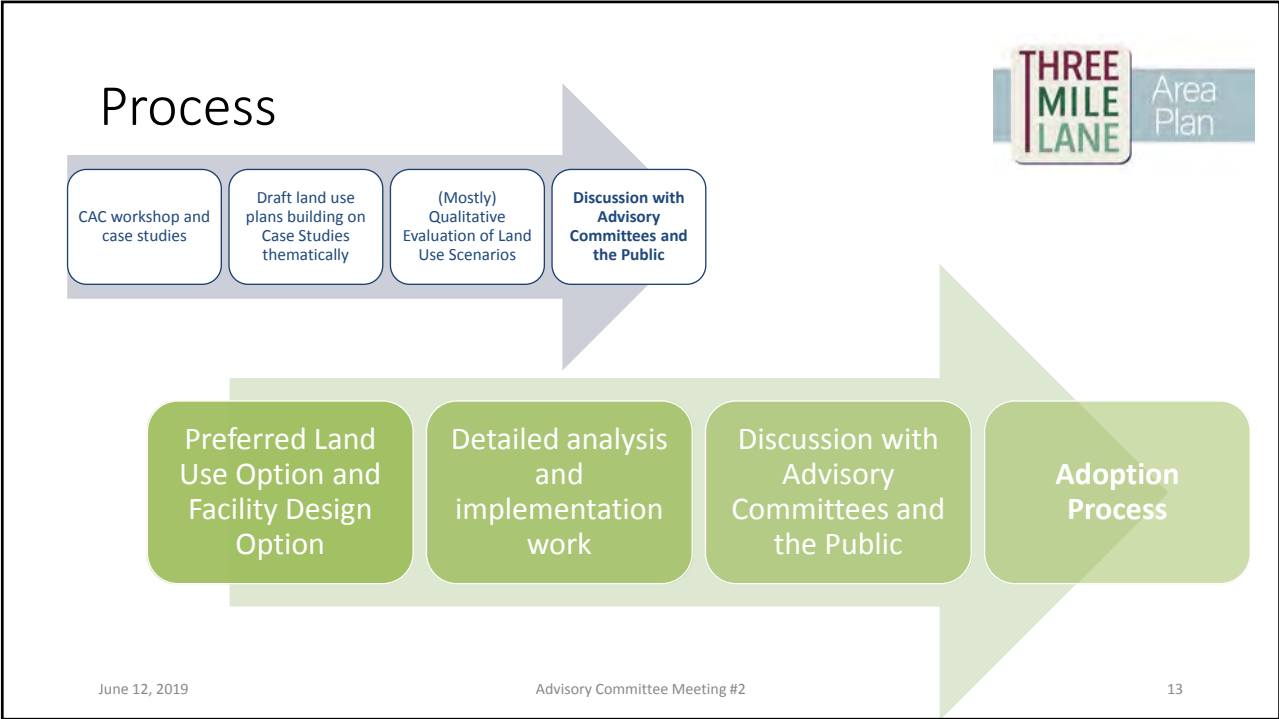


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**THREE MILE LANE Area Plan**

**Land Use and Facility Design Options**

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# Common Elements

- Boundaries remain the same: UGB is in the same location, developable land is roughly 400 acres
- Airport expected to develop per the 2004 Airport
- Local roadway designs are adaptable to any land use concept

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# Common Elements: Transportation

- Cumulus Avenue is connected to SW Norton Lane through or adjacent to the Chemeketa Community College campus.
- New public 'complete' streets are added to new developments south of Three Mile Lane.
- Three Mile Lane bridge is improved for bicycle and pedestrian safety.
- New and improved bicycle and pedestrian connections throughout the area.

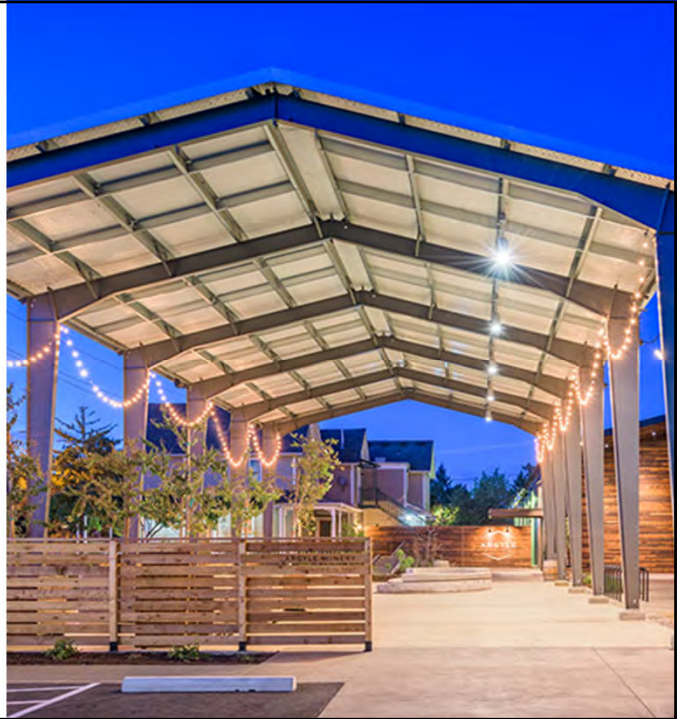


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## Common Elements: Urban Design

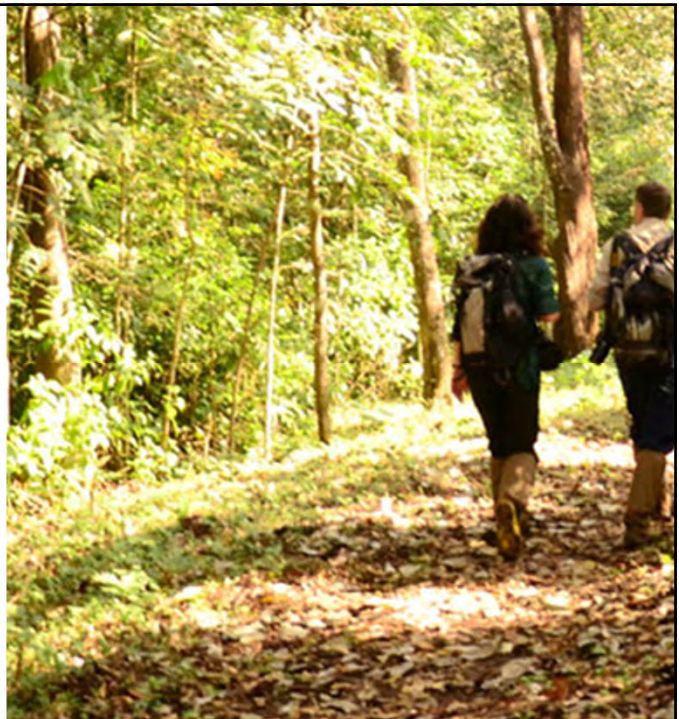
- Landscape and architectural design standards are recommended to ensure new development is designed to reflect regional agricultural and historic forms and support this area's function as a gateway to McMinnville.
- Preserve views to natural features like mountains and the river
- Gateway elements are included to mark the entrance to McMinnville



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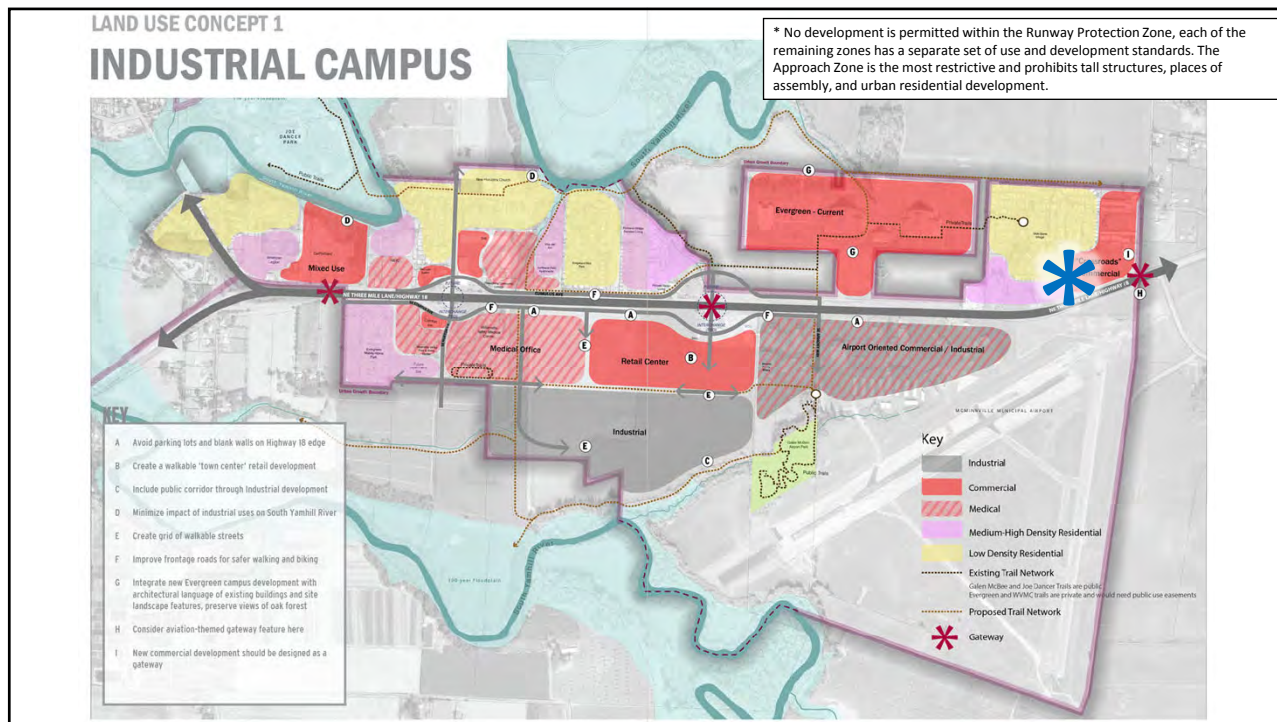
## Common Elements: Parks and Trails

- A trail system connects the South Yamhill River, Galen McBee Airport Park, Evergreen Campus, and Joe Dancer Park along riparian corridors and through new development. The location of these trails changes slightly per concept, but they are always present.
- Recreational access is added to the Yamhill River and riparian corridors and oak stands are protected



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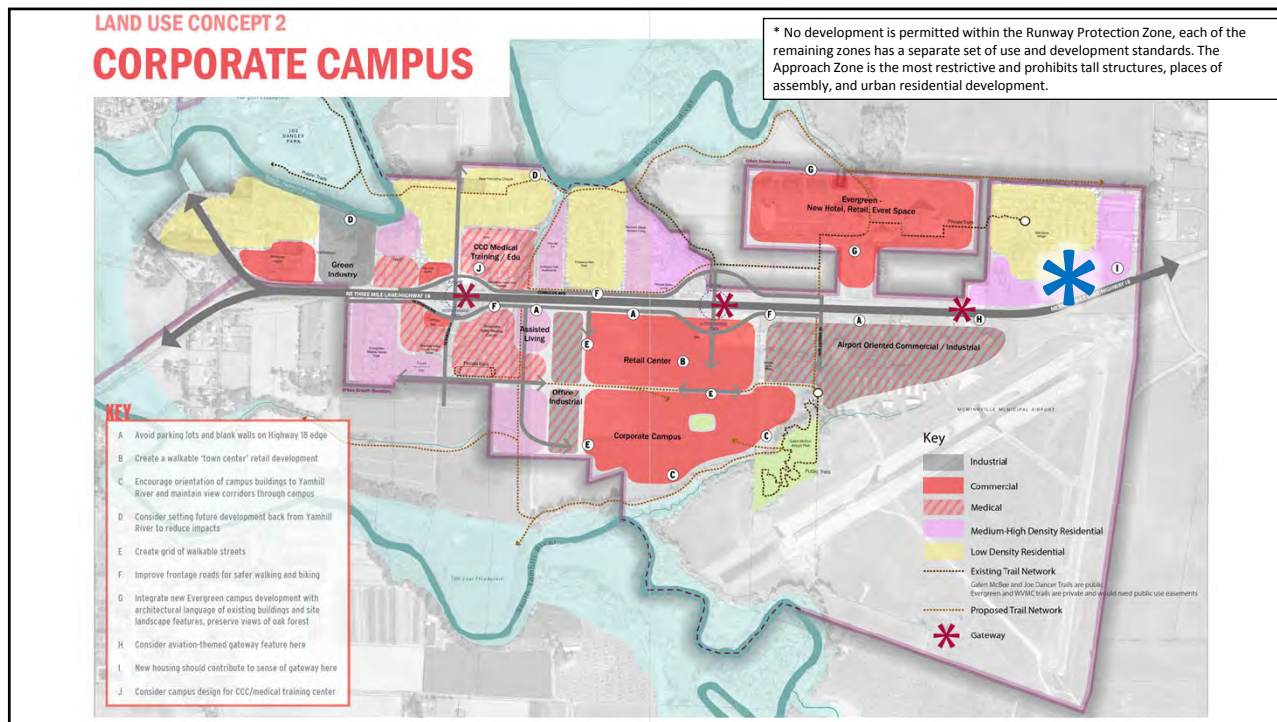


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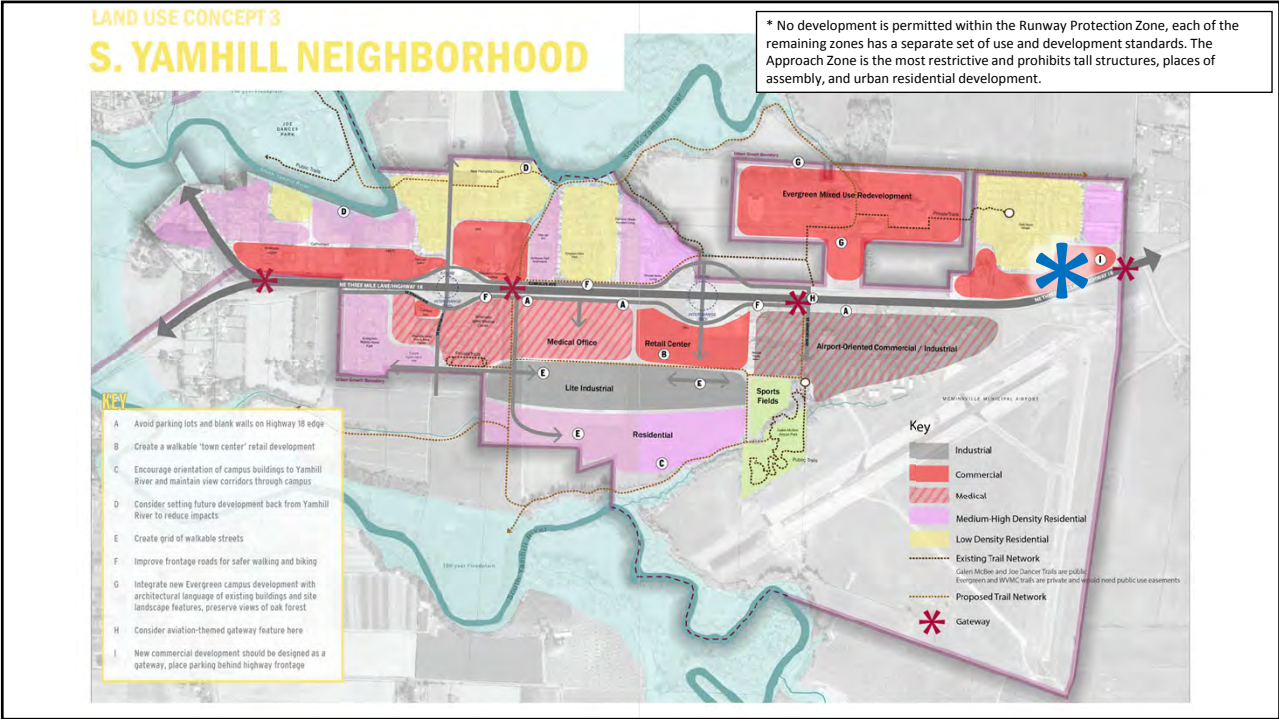


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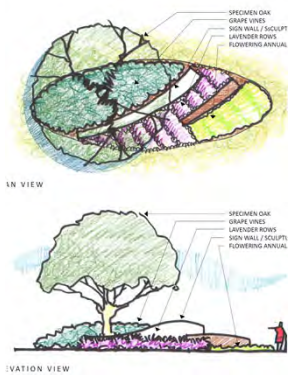




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# Gateways

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## COMPLETE STREETS DESIGN

The following table summarizes the street standards proposed in McMinnville's 2010 TSP, with potential adjustments noted to enhance cyclist and pedestrian comfort.

	Major Collector Existing Standards	Notes	Local Residential Existing Standards	Notes
Right-of-Way	74'	Increase to 80'	50'	Increase to 58'
Speed	25-30 mph		15-25 mph	
Maximum Average Daily Traffic (ADT)	16,000		1,200	
Adjacent Land Use Intensity	Medium		Low	
Sidewalks	5' residential 10-12' commercial	6'	5'	Increase to 6'
Planter Strips	6' residential N/A commercial	8'	5'	Increase to 6'
Curb-to-Curb Street Width	44'	Suggest 50'	28'	
On-Street Parking Two Sides	N/A	Possible in urban/town center area	yes	Switch to one side parking if travelway too narrow...see below
Bike Facility	2 lanes (5')	Change to 8' buffered bike lanes (or cycle tracks)	Shared Lane	OK, with sharrow markings
Median / Center Turn Lane	12'	Ensure canopy trees planted	None	
Travel Lane Width	2 Lanes (11')		See street width	With on-street parking on both sides, the resulting travelway will be 14', two-way, which is narrow.



Buffered Bike Lane



Cycle Track

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# Cross Sections



PROPOSED 3ML MAJOR COLLECTOR STREET CROSS-SECTION

June 12, 2019



PROPOSED 3ML LOCAL RESIDENTIAL STREET CROSS-SECTION

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# Land Use Options



- Initial Thoughts and Reactions?

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# Comments & Takeaways



	Concept 1 Industrial Campus	Concept 2 Corporate Campus	Concept 3 South Yamhill N'hood
Does Well	Space for a potential large lot user	Space for a potential corporate campus user	Greatest variety of new residential uses; expanded Galen McBee park
Does Less Well	Lesser value per acre of vacant land	Large amount of commercial land in the area	Smaller amount of commercial land south of Hwy 18
	Potential adjacency issues with Airport	Potential adjacency issues with Airport	Potential adjacency issues with Airport
	Limited new residential areas	Smaller pockets of potentially isolated residential uses	Expanded Galen McBee park shown on Airport property

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# Evaluation & Discussion



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# Evaluation Criteria



## **GOAL 1: Support and Enhance the district's economic vitality and marketability**

- Estimated number of new employment uses.
- Estimated number of new jobs, economic development and business opportunities.
- Opportunity for additional goods and services for employees in the study area.
- Improved airport access for business and tourism.
- Economic feasibility of potential development scenarios for large contiguous vacant sites.
- Support for physical expansion and increased capacity of airport.
- Impacts to the functional integrity of Highway 18 for freight movement.
- Opportunity for enhanced or new tourism opportunities within the area.

## **GOAL 2: Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district**

- Estimated number of City of McMinnville Great Neighborhood Principles achieved in the study area. (See draft list of principles attached.)
- Estimated number of new residential units accommodated in study area.
- Likely mix of residential units within the area at build-out.
- Number of existing and proposed residential units with multi-modal access to parks/natural areas and goods/services.
- Provides transit-supportive land uses.

# Evaluation Criteria



## **GOAL 3: Enhance multi-modal connections throughout the district**

- Pedestrian Level of Traffic Stress (PLTS) of existing and proposed facilities
- Bicycle Level of Traffic Stress (BLTS) of existing and proposed facilities.
- Transit-supportive circulation.
- Traffic volumes (measured at key intersections and along key segments).
- Features that may increase travel time through the district.
- Intersection Operation (typically measured as Volume/Capacity).

## **GOAL 4: Create an aesthetically pleasing gateway to the City of McMinnville**

- Qualitative assessment of urban design elements.

# Land Use Decision Points

## Economic & Employment Opportunities

- Retail “Town Center” Size and Features
- Tourist Commercial Focus Areas (NE Subarea; Evergreen Tourism Area)
- Medical Center Area; Cal-Portland site

## Mix of Land Uses

- Mix of activities
- Residential uses, types, location
- Park Location(s) and Features

## Multi-modal connections

- Enable connections through and within the 3ML Area
- “Walkable,” well-connected centers and neighborhoods

## Gateways

- Location, design

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	Concept 1 Industrial Campus	Concept 2 Corporate Campus	Concept 3 South Yamhill N’hood
Residential Uses	Modest infill of existing neighborhoods. Mixed use development on CalPortland site.	Modest infill of existing neighborhoods, new residential uses near Medical Center and in northeastern area.	Greater amount of infill than Concept 1 or 2. Large new South Yamhill Neighborhood. Mixed-use redevelopment of Evergreen Tourism Area
Industrial Uses	Large industrial site, airport-related industrial uses	Industrial use of CalPortland site, airport and hospital related office/industrial.	Light Industrial area north of S. Yamhill Neighborhood
Commercial Uses	New medical office space near Norton Lane. Significant retail “town center.”	Large corporate campus site, significant retail “town center,” redeveloped Evergreen Tourism Area	Medical office, smaller retail center development, commercial frontage on north side of Hwy 18.
Parks & Open Space	New trails, potential connection to Joe Dancer	Similar to 1	Expanded Galen McBee park
Gateways	Three locations for primarily highway-oriented gateways identified	Three locations for primarily highway-oriented gateways identified	Four locations identified, several more pedestrian-accessible locations

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	Concept 1 Industrial Campus	Concept 2 Corporate Campus	Concept 3 South Yamhill N'hood
Industrial Uses	Large industrial site, airport-related industrial uses	Industrial use of CalPortland site, airport and hospital related office/industrial.	Light Industrial area north of S. Yamhill Neighborhood
Commercial Uses	New medical office space near Norton Lane. Significant retail "town center."	Large corporate campus site, significant retail "town center," redeveloped Evergreen Tourism Area	Medical office, smaller retail center development, commercial frontage on north side of Hwy 18.

- *What size commercial "town center" supports this area? How does it relate to Downtown?*
- *Are desired industrial uses and jobs supported?*
- *Are there sufficient opportunities for additional goods and services to be located in the area?*
- *How do future employment opportunities relate to the airport?*

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	Concept 1 Industrial Campus	Concept 2 Corporate Campus	Concept 3 South Yamhill N'hood
Tourism Uses	Preserves aviation concept for continued growth; no significant increase in tourism capacity	Significant commercial opportunities throughout district and tourism-focused development of Evergreen site	Preserves aviation complex for continued growth; smallest amount of land for commercial

- *How do proposed land uses reflect tourism opportunities in this area?*
- *What are the opportunities in the NE, where development would be in close proximity to the Airport Approach Zone?*
- *Would a tourism-oriented commercial zone be appropriate for these uses?*

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	Concept 1 Industrial Campus	Concept 2 Corporate Campus	Concept 3 South Yamhill N'hood
Residential Uses	Modest infill of existing neighborhoods. Mixed use development on CalPortland site.	Modest infill of existing neighborhoods, new residential uses near Medical Center and in northeastern area.	Greater amount of infill than Concept 1 or 2. Large new South Yamhill Neighborhood. Mixed-use redevelopment of Evergreen Tourism Area

- *Where should there be new residential opportunities?*
- *Are there enough opportunities for a diverse mix of housing?*
- *Where are the residential areas that have the greatest opportunity to meet or further GNPs?*

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	Concept 1 Industrial Campus	Concept 2 Corporate Campus	Concept 3 South Yamhill N'hood
Parks & Open Space	New trails, potential connection to Joe Dancer	Similar to 1	Expanded Galen McBee park
Gateways	Three locations for primarily highway-oriented gateways identified	Three locations for primarily highway-oriented gateways identified	Four locations identified, several more pedestrian-accessible locations

- *How do proposed land uses maximize connections to parks and open space?*
- *Are desired industrial uses and jobs supported?*
- *Are there sufficient opportunities for additional goods and services to be located in the area?*
- *How do future employment opportunities relate to the airport?*

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# Facility Design Options



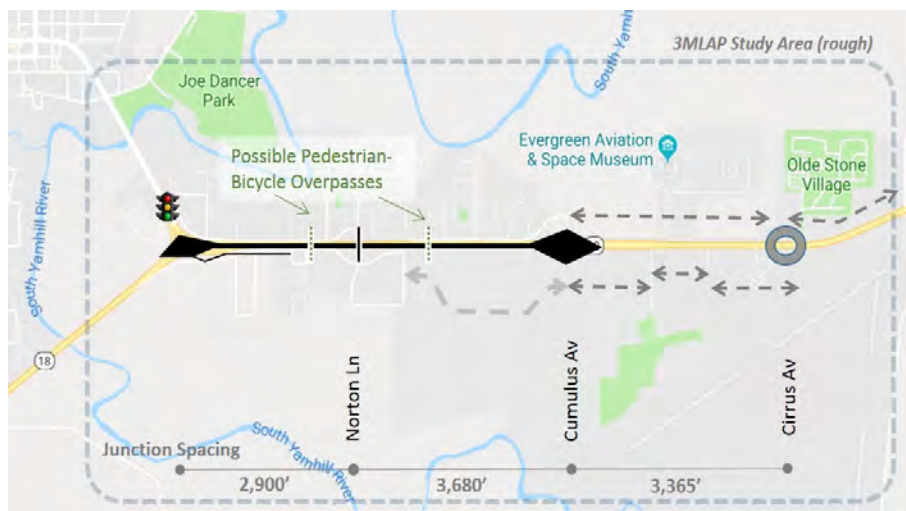
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# Facility Design Option 1: Interchanges



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# Facility Design Option 1: Interchanges



## West Section



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# Facility Design Option 1: Interchanges



## East Section



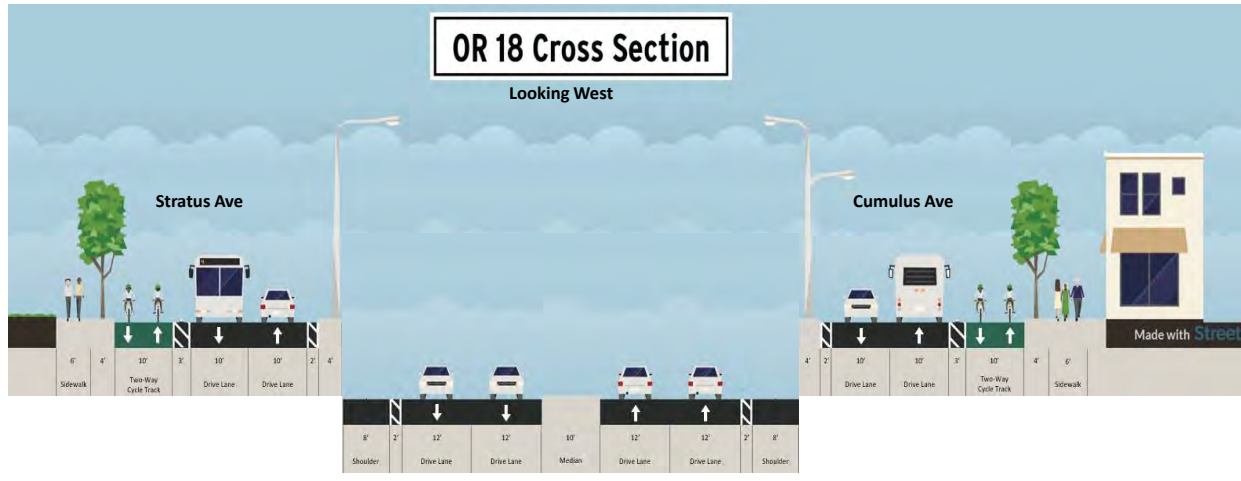
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# Facility Design Options



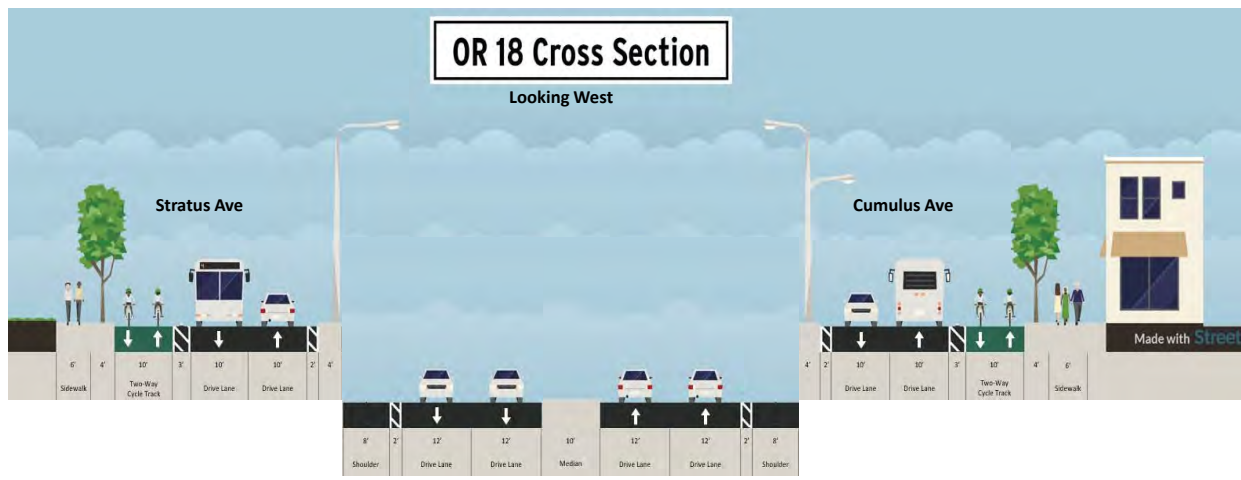
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# Facility Design Options



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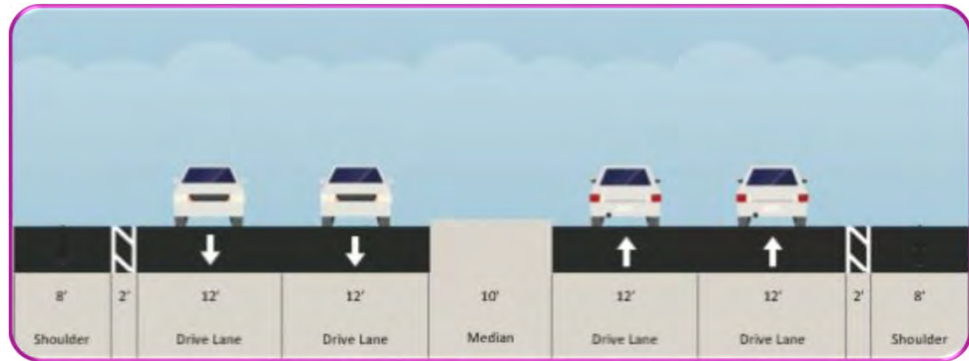
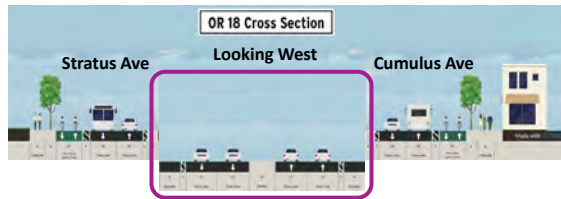
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# OR 18 Cross-Section



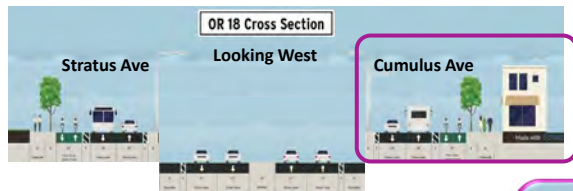
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# Cumulus Ave Cross-Section



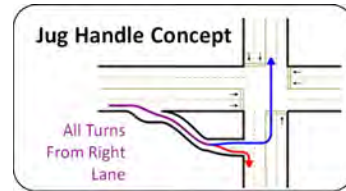
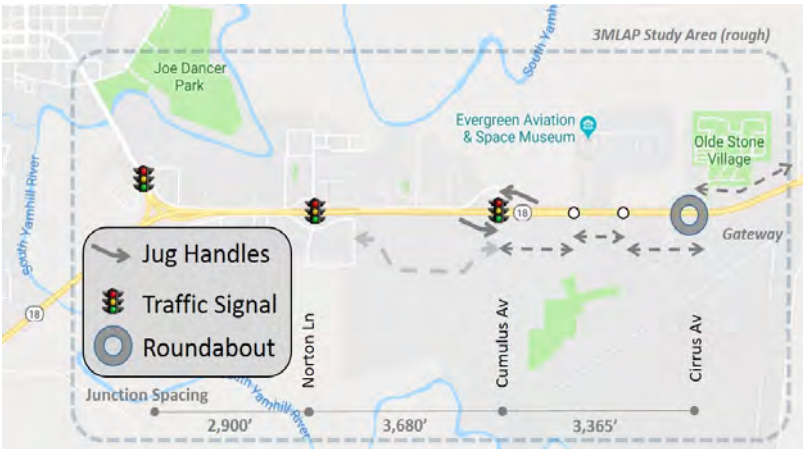
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# Facility Design Option 1: Interim Junction Enhancements



The Jug Handle concept removes all turn movements from the major highway and shifts them to the cross-street via a right-turn lane.

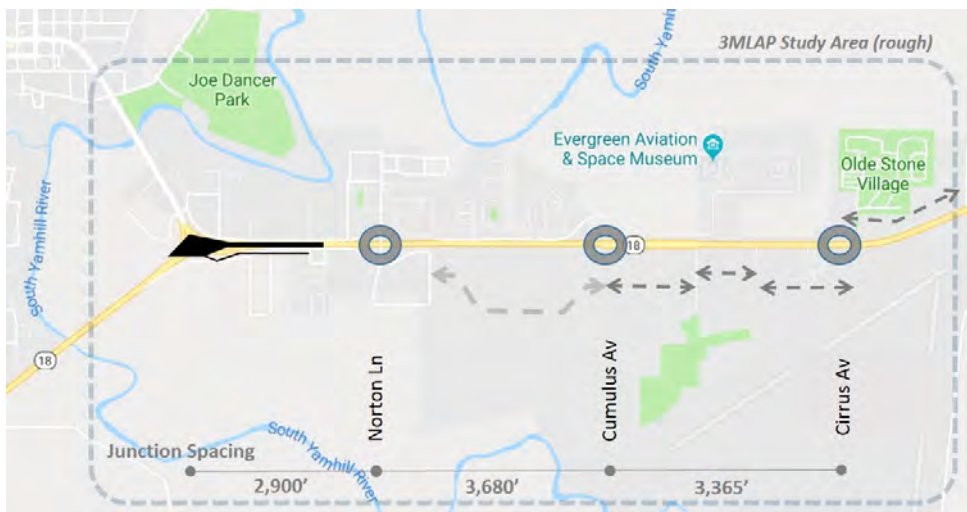
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# Facility Design Option 2: Roundabouts



March 23, 2019

Citizen Advisory Committee Meeting #1

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# Facility Design Option 2: Roundabouts



## West Section



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# Facility Design Option 2: Roundabouts



## Norton Lane



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# Facility Design Option 2: Roundabouts



East Section



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## Facility Design



- Initial Thoughts and Reactions?

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# Transportation Decision Points

## Preferred Facility Design Elements

- Fostering Economic Development
- Freight Impacts
- Rights-of-Way and Costs

## Multi-Modal Connections

## Other Key Issues

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# Facility Design Option Evaluation



## Evaluation Criteria

### Facility Design Features Help:

#### Foster Economic Development\*

Ease of Access\*\* to Existing and Planned Land Use

Land Uses are Visible from Three-Mile Lane

#### Sustain Highway 18 as a Key Intercity Freight Route

Desired Travel Speed on Highway 18

Highway 18 Truck Maneuverability

\* Within the Three-Mile Lane Study Area

\*\* Auto, Truck, Pedestrian, Bicycle and Transit

## Highway 18 Facility Design Options:

### 1 - Interchanges

### 2 - Roundabouts

Interchange at Cumulus Avenue and Norton Lane overcrossing reduces direct accessibility to Willamette Valley Medical Center and other Norton Lane destinations.

Land uses are less visible from Three Mile Lane (Highway 18), when highway is lowered to fit interchange and overcrossings.

Limited access highway with single roundabout at Cirrus Avenue and interchange at Cumulus Avenue facilitates desired travel speed along Highway 18.

Limited access highway with single roundabout at Cirrus Avenue and interchange at Cumulus Avenue facilitates intercity truck maneuverability.

Multiple, dual-lane roundabouts provide more direct access to existing and planned land uses both north and south of Highway 18.

Interchange at Cumulus Avenue facilitates desired travel speed along Highway 18.

Multiple, dual-lane roundabouts (modestly) impede desired speed along Highway 18.

Multiple, dual-lane roundabouts impede intercity truck maneuverability.

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# Facility Design Option Evaluation



## Evaluation Criteria

### Facility Design Features Help:

#### Enhance Multimodal Connectivity

Within the Three-Mile Lane Study Area

Between Study Area and City Center

#### Minimize Rights-of-Way And Cost Requirements\*\*\*

Rights-of-Way

Cost (conceptual)

\*\*\* As differentiated between Options 1 and 2

## Highway 18 Facility Design Options:

### 1 - Interchanges

### 2 - Roundabouts

Overcrossing at Norton Lane, interchange at Cumulus Avenue, roundabout at Cirrus Avenue and potential ped-bike overcrossings provide good vehicle (including transit), pedestrian and bicycle connectivity across Highway 18.	Evenly-spaced roundabouts provide good vehicle (including transit), pedestrian and bicycle connectivity across Highway 18. Dual-lane roundabouts may intimidate north-south pedestrian and bicycle connectivity, especially as Highway 18 traffic increases in the future.
Replacement Three Mile Lane interchange with new Stratus Avenue connection, and new two-way cycle tracks and sidewalks along Cumulus and Stratus Avenues, significantly improve connectivity between the study area and city center.	Replacement Three Mile Lane interchange with new Stratus Avenue connection, and new two-way cycle tracks and sidewalks along Cumulus and Stratus Avenues significantly improve connectivity between the study area and city center.
ROW requirement for diamond interchange at Cumulus Avenue is greater than roundabout (Option 2).	ROW requirement for dual-lane roundabout at Cumulus Avenue expected to be less than tight diamond interchange (Option 1). Roundabout at Norton Lane will require additional ROW and impact several homes and possible businesses to re-align Cumulus and Stratus Avenues.
Costs are significant: new interchange at Cumulus Avenue, lowering Highway 18, and overcrossings at Norton lane and possible pedestrian-bicycle crossings.	Cost of roundabout at Cumulus Avenue is modest. Cost to re-align Cumulus and Stratus Avenues at Norton Lane is significant.

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## Next Steps



- Public Event: Scheduled for June 26
- Preferred Alternative Design and Evaluation
  - Recommended changes in land use
  - Traffic operations, multimodal assessment, and safety analysis
- TAC & CAC Meeting #3
  - Late summer/early fall

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Area  
Plan

City of McMinnville

**Advisory Committee Meeting #3**  
April 7, 2021

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Welcome and  
Introductions



April 7, 2021

Advisory Committee Meeting #3

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# Agenda



1. Welcome & Introductions
2. Project Update
3. Three Mile Lane Area Preferred Alternative
4. Evaluation & Implementation
5. Next Steps

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# Meeting Objectives



Review the desired vision for the Three Mile Lane Area; discuss land use and transportation outcomes; arrive at consensus on Area Plan elements.

- Review project goals and objectives.
- Review land use and urban design elements of the Area Plan concept.
- Review transportation needs to support the concept.
- Come to consensus on policy direction to memorialize in the Area Plan.
- Provide direction on Implementation.

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# Project Goals and Objectives



April 7, 2021

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# Project Goals

**GOAL 1:** Support and enhance the district's economic vitality and marketability

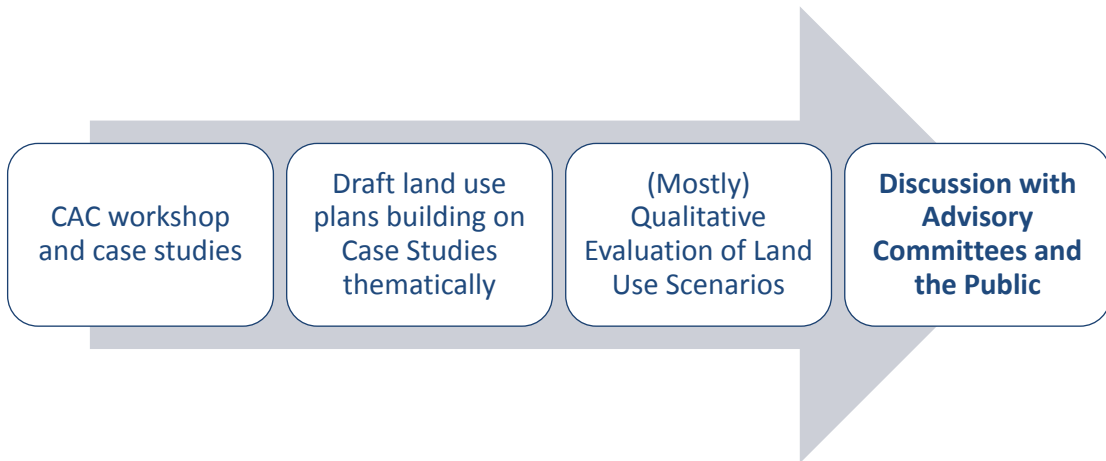
**GOAL 2:** Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district

**GOAL 3:** Enhance multi-modal connections throughout the district.

**GOAL 4:** Create an aesthetically pleasing gateway to the City of McMinnville.

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# Process



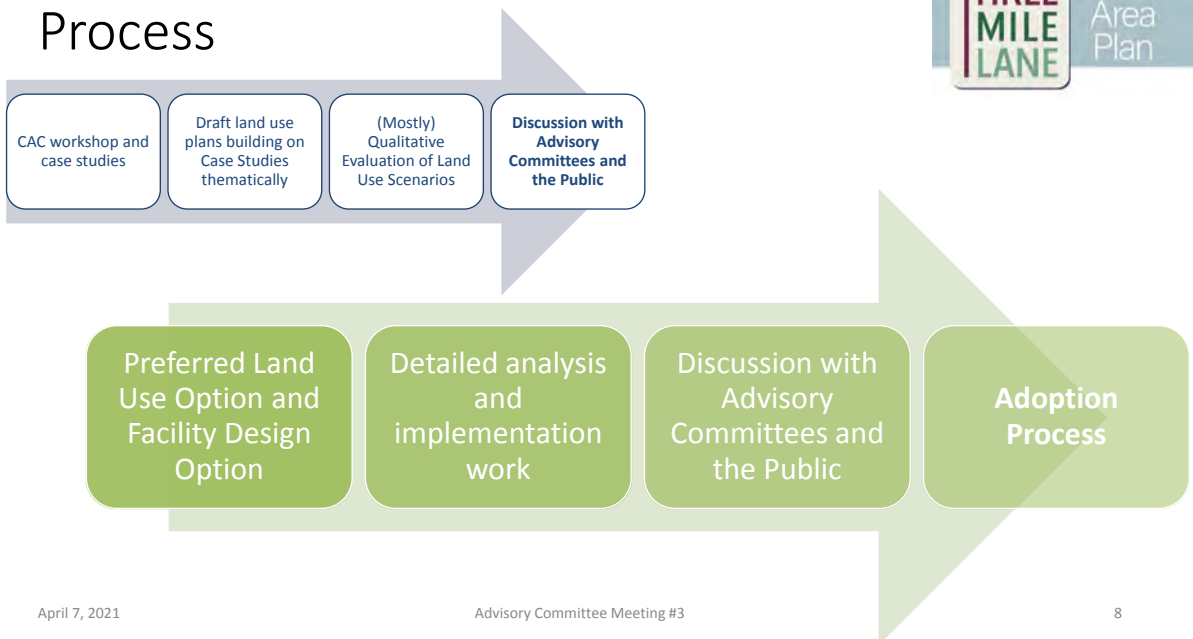
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# Process



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# Reference Documents



- Economic Analysis
- Case Study Report
- Evaluation Criteria Memorandum

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# Public Outreach



- Advisory Committee Meeting & Design Charrette
- Property Owners Work Session & Case Studies
- Open Houses

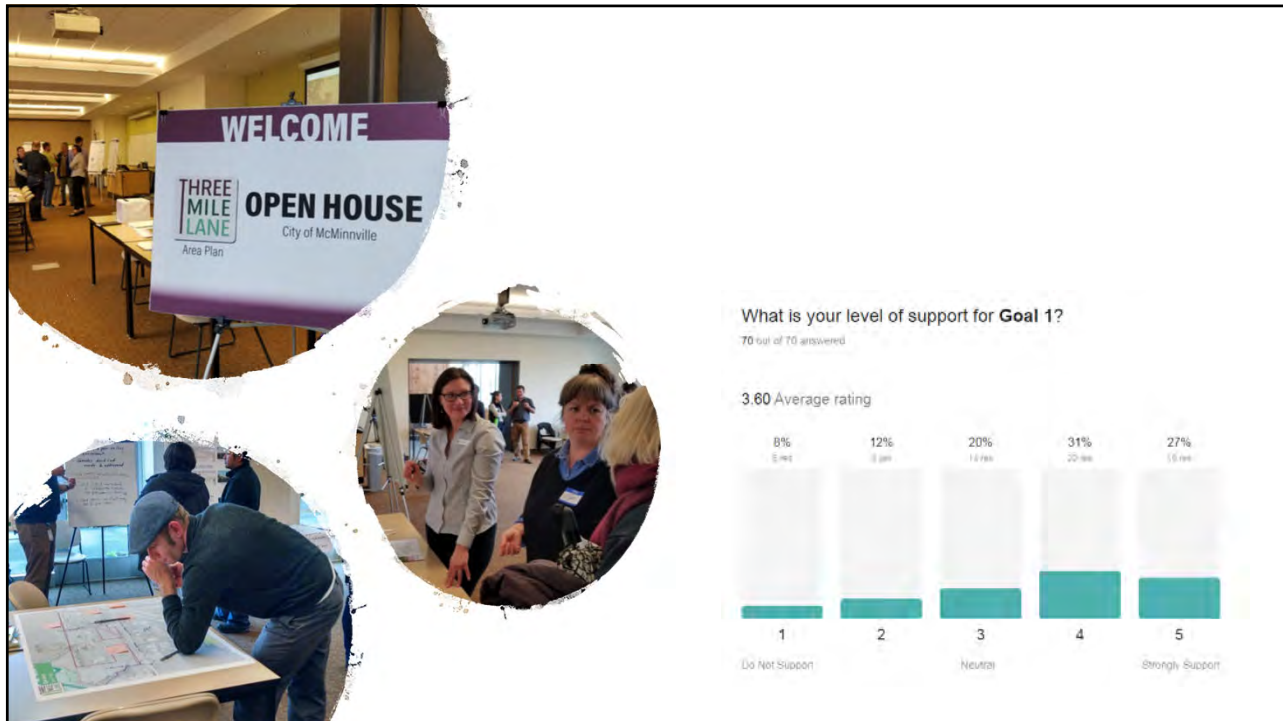


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# Preferred Alternative: Land Use and Facility Design

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# Foundational Elements

- Boundaries remain the same: UGB in the same location, developable land is roughly 400 acres
- Airport expected to develop per the 2004 Airport Plan
- Local roadway designs are adaptable to any land use concept

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# Foundational Elements: Transportation

- Cumulus Avenue is connected to SW Norton Lane through or adjacent to the Chemeketa Community College campus.
- New public 'complete' streets are added to new developments south of Three Mile Lane.
- Three Mile Lane bridge is improved for bicycle and pedestrian safety.
- New and improved bicycle and pedestrian connections throughout the area.



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# Complete Streets Design



The following table summarizes the street standards proposed in McMinnville's 2010 TSP, with potential adjustments noted to enhance cyclist and pedestrian comfort.

	Major Collector Existing Standards	Notes	Local Residential Existing Standards	Notes
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Travel Lane Width	2 Lanes (11')		See street width	With on-street parking on both sides, the resulting travelway will be 14', two-way, which is narrow.

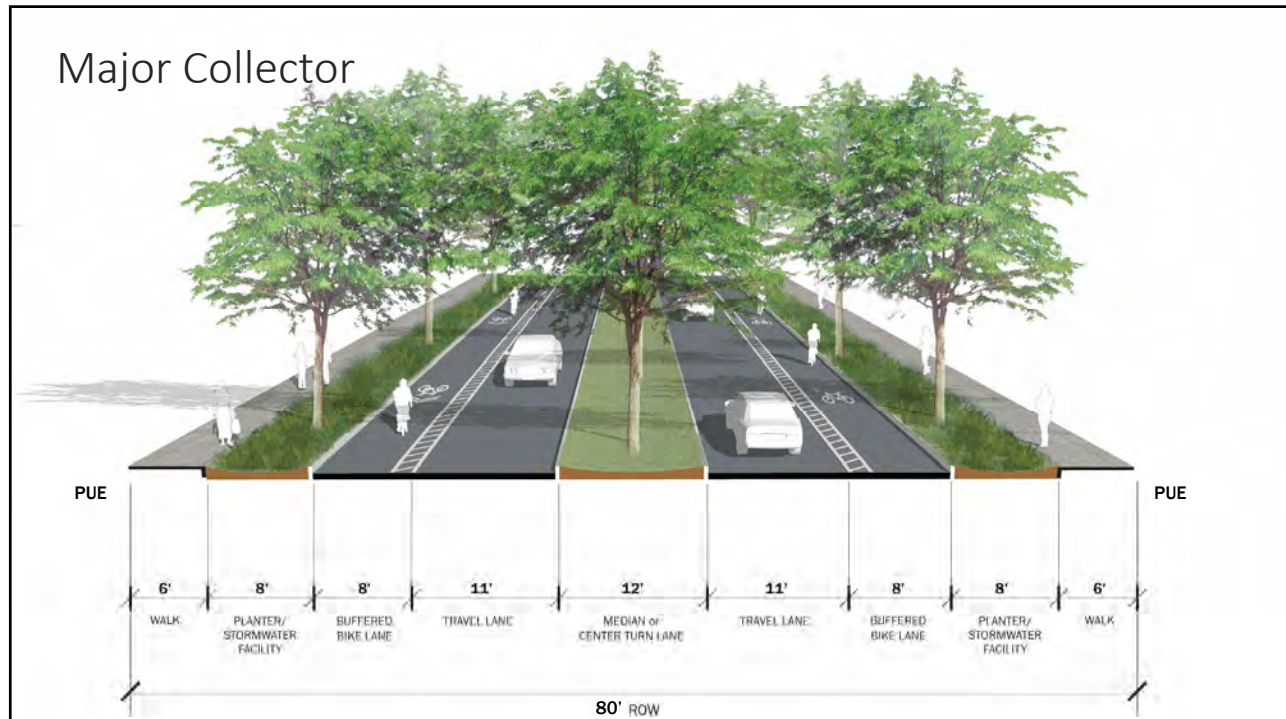


Buffered Bike Lane

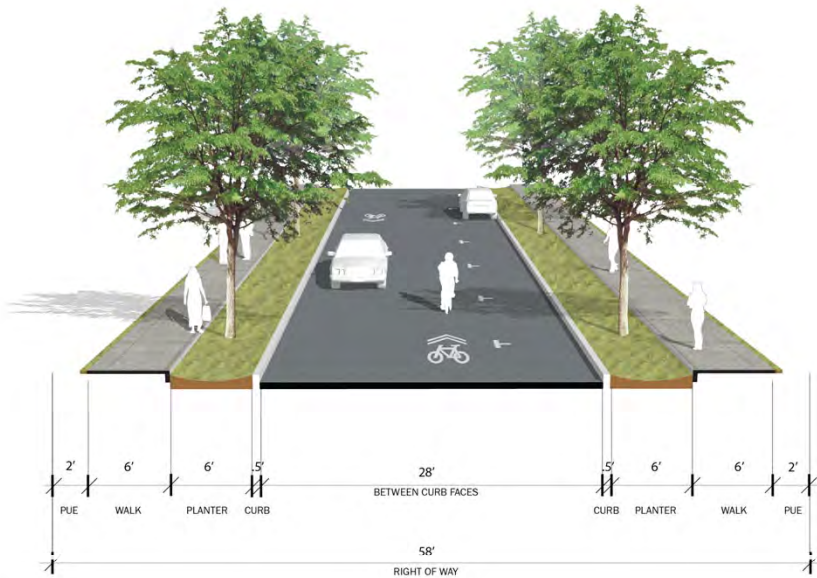


Cycle Track

# Major Collector



## Local Residential



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## Foundational Elements: Urban Design

- Landscape and architectural design standards are recommended to ensure new development is designed to reflect regional agricultural and historic forms and support this area's function as a gateway to McMinnville.
- Preserve views to natural features like mountains and the river
- Gateway elements are included to mark the entrance to McMinnville



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## Foundational Elements: Parks and Trails

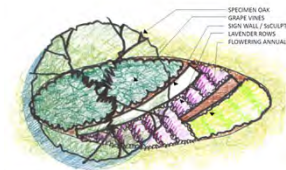
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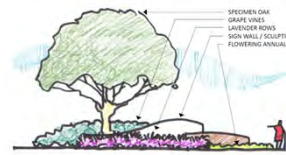
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## Gateways

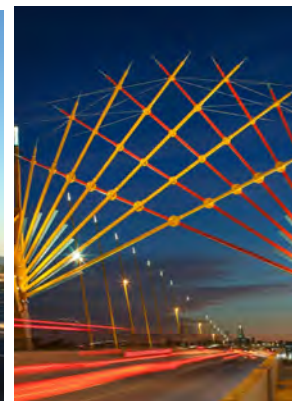


PLAN VIEW



ELEVATION VIEW

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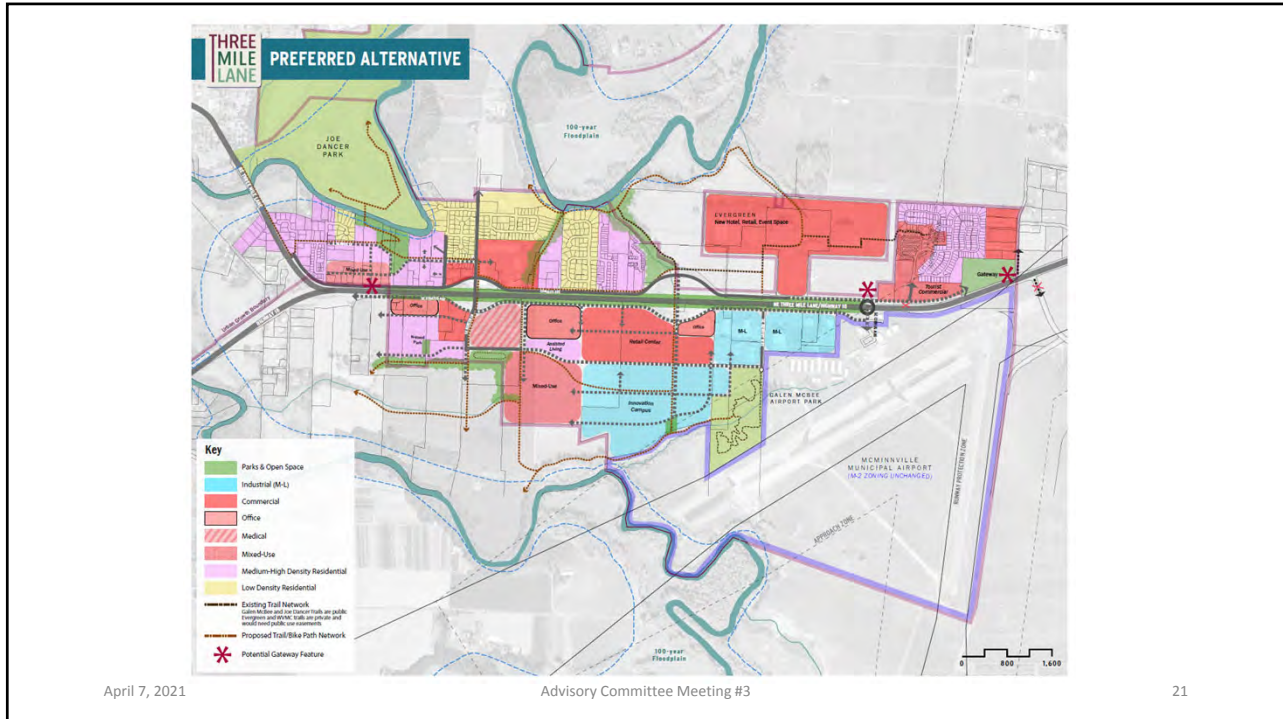


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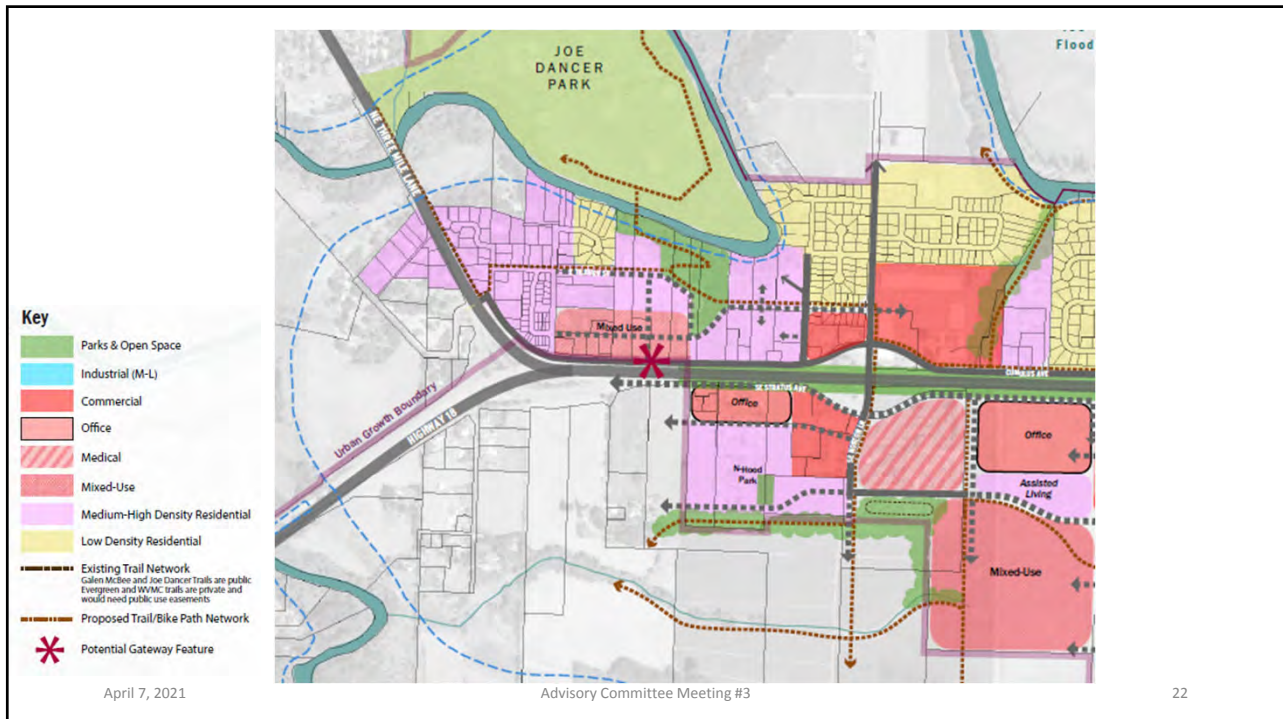
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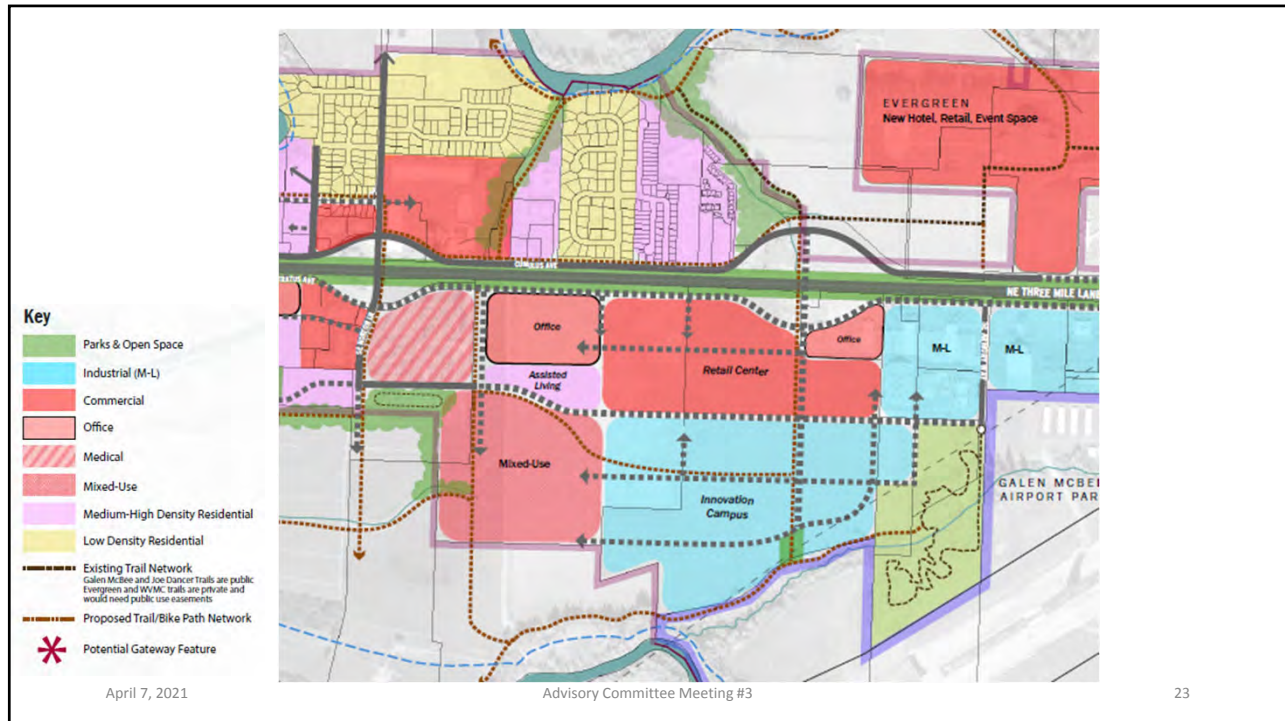




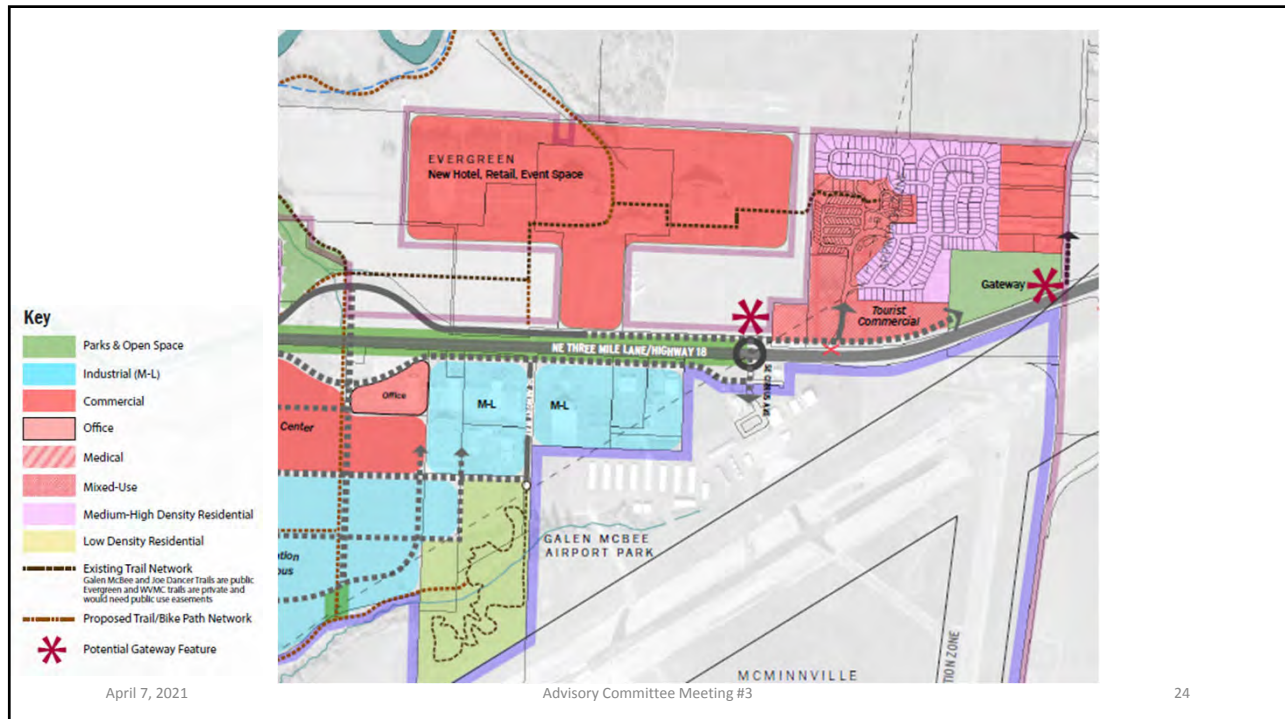
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# Key Features: Walkable Commercial Center



- Gateway Location
- Connectivity



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# Key Features: Innovation Campus



- Local Identity
- Connectivity
- Parks and Open Space



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## Key Features: Mixed-use Neighborhoods

- Local Street Grid with safe crossings
- Pedestrian-Oriented Buildings (no setbacks, parking behind buildings, pedestrian-scaled ground floor)
- Incorporate Natural Features

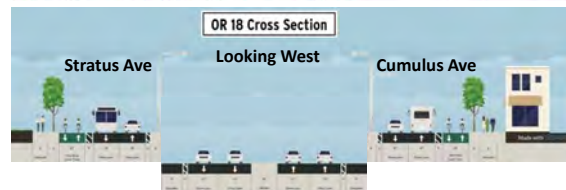


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# Facility Design



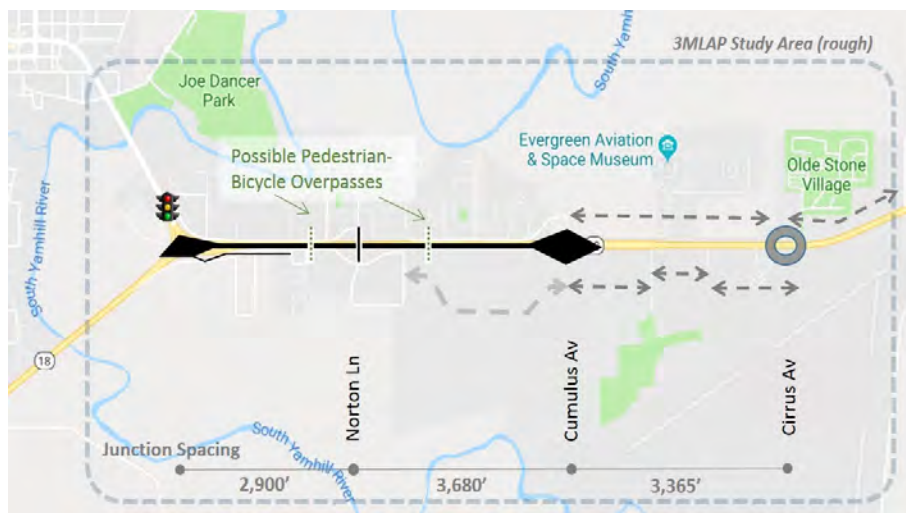
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# OR 18 Options: Interchanges



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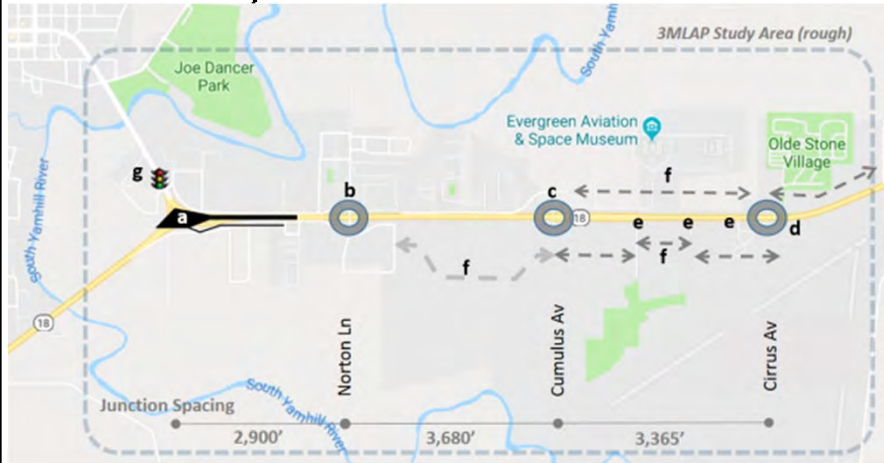
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# OR 18 Options: Roundabouts



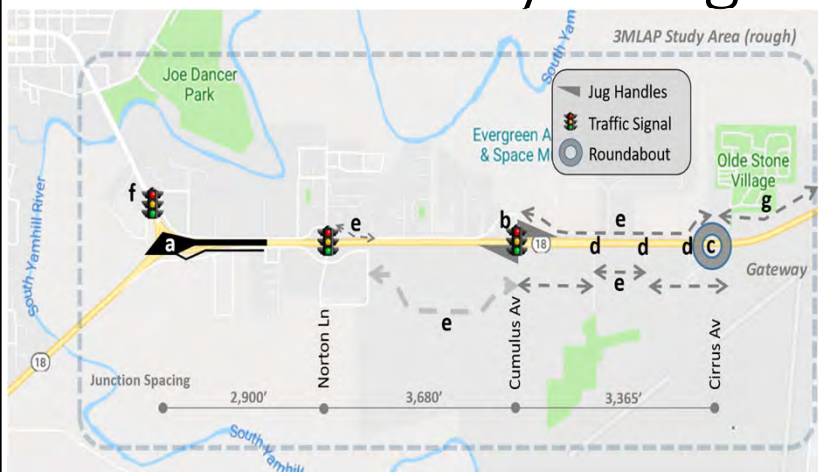
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# Preferred Facility Design



- a. **Three Mile Lane interchange** - reconstructed for full directional access and crossing, with new connector to Stratus Avenue - see Figure 9).
- b. **Cumulus Avenue** – construct new “jug handles” for local traffic exiting OR 18 and modify or replace the existing at-grade traffic signal.
- c. **Cirrus Avenue** - new roundabout on OR 18, with McMinnville gateway features.
- d. Removal of at-grade street and driveway accesses to OR 18 in the section between Cumulus Avenue and the eastern edge of the study area, including Loop Road and Cruickshank Road (Cruickshank Road is not shown in Figure 8, as Cruickshank Road is external to the Three Mile Lane Study area).
- e. **New east-west frontage streets** north and south of OR 18, linking Cirrus Avenue, Cumulus Avenue and Norton Lane. These and other local street connectors are depicted in Figure 11.
- f. **New traffic signal** (or roundabout) at Three-Mile Lane and Cumulus Avenue.
- g. **Loop Road** - disconnect from OR 18 and realign to new Cirrus Avenue connector and roundabout.

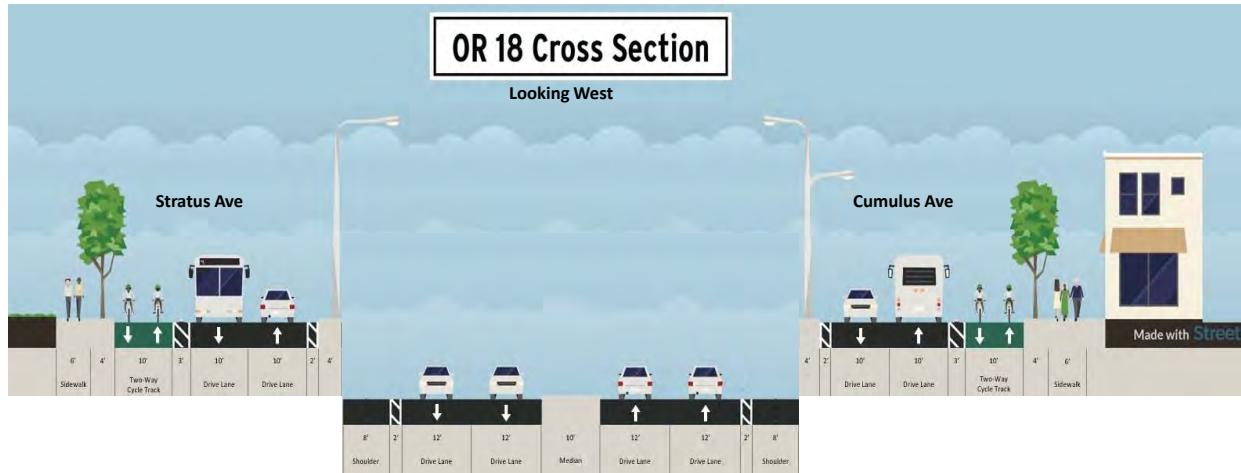
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# Preferred Facility Design



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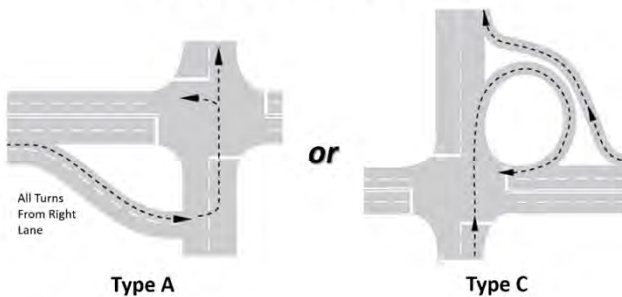
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# Preferred Facility Design



## Jug Handle Concepts



Source: New Jersey Department of Transportation

*The Jug Handle concept removes all turn movements from the major highway and shifts them to the cross-street via a right-turn lane.*

Note: The draft Preferred Facility Design was developed in coordination with the CAC prior to the development and evaluation of future traffic volumes and operations. The later traffic operations analysis indicates that the traffic signal at OR 18/Cumulus Avenue will accommodate year 2041 traffic operations under both the Base and Preferred Alternative scenarios, without the need for additional jug handles. Jug handles may be needed beyond the 20-year planning horizon.

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# Evaluation & Implementation



- Facility Needs & Transportation System Plan Updates
- Implementing Project Goals & Great Neighborhood Principles
- Land Use & Regulatory Modifications



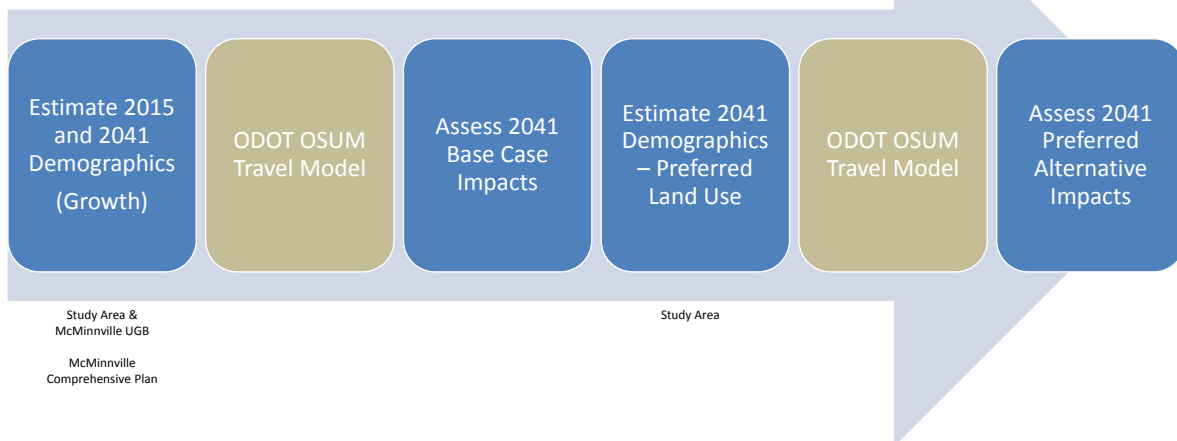
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# Analytical Steps – Future Impacts



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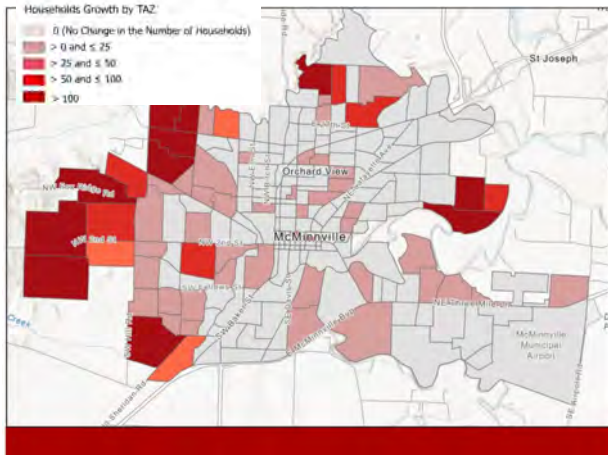
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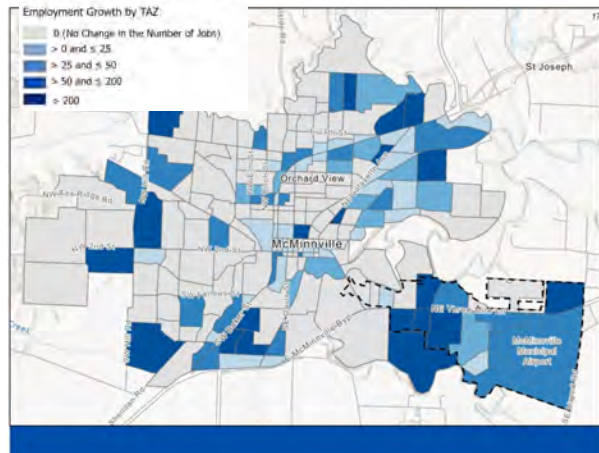
# Growth



Household Growth (2041-2015)



Employment Growth (2041-2015)



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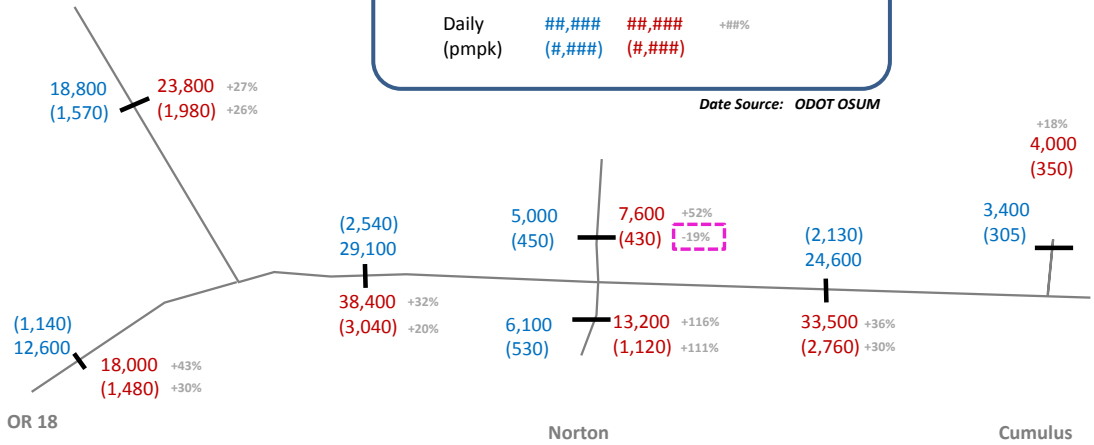
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# Traffic Volumes



	2015	2041	Growth Rate
Daily (pmpk)	##,### (#,###)	##,### (#,###)	+###%

Date Source: ODOT OSUM



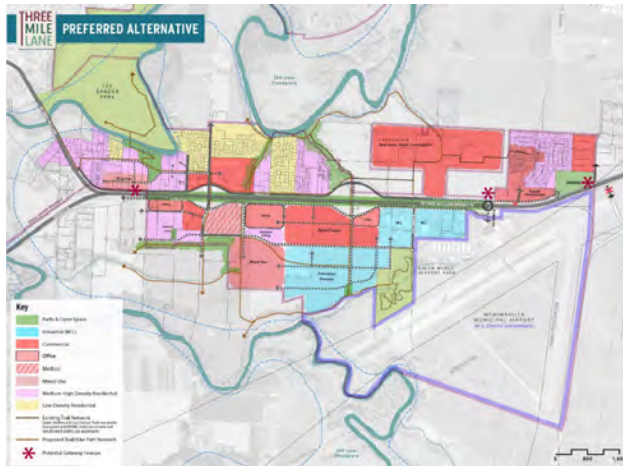
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# Preferred Land Use Alternative



Study Area Demographics

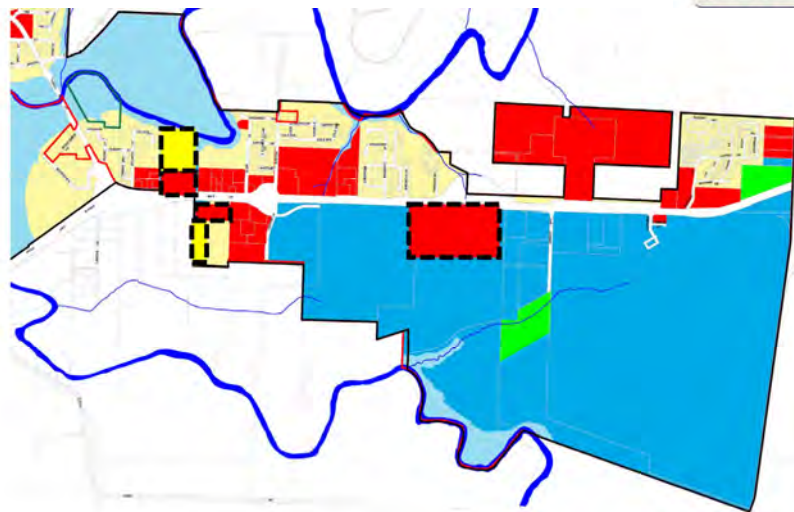


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# Land Use: Comprehensive Plan Changes



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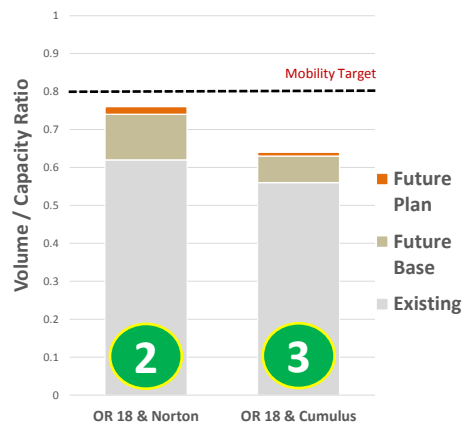
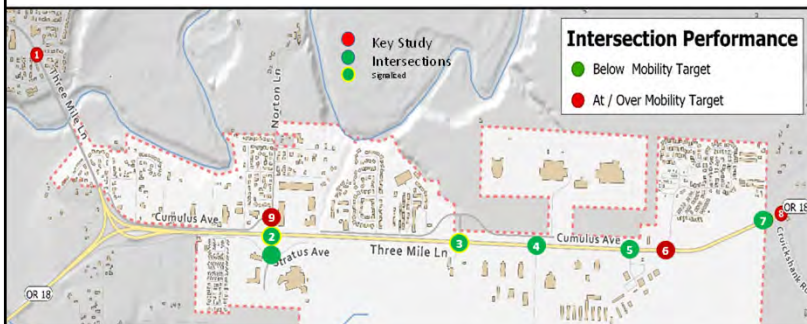
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# Vehicle Performance



2041 P.M. Peak Hour - Base



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P.M. Peak Hour

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# OR 18 / 3 Mile Lane Interchange



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## Further Study / Analysis Needed

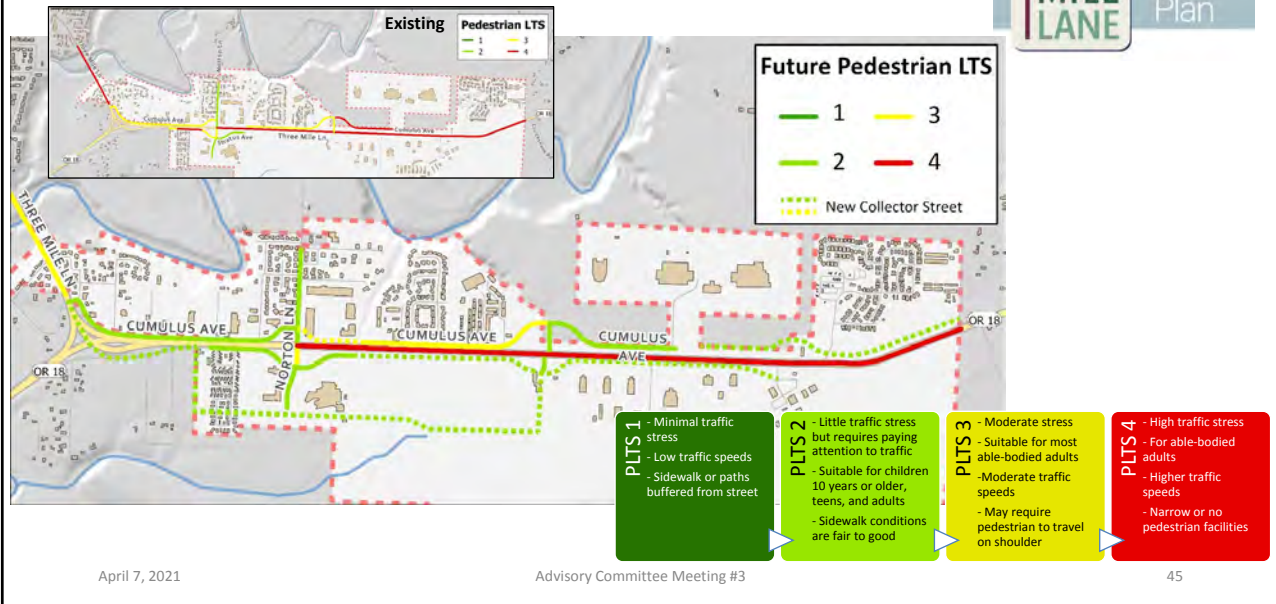
- A. Re-alignment of Cumulus Avenue (and Nehemiah Lane) intersection with Three Mile Lane.
- B. New traffic signals (whether MUTCD warrants are met) or roundabouts.
- C. Spacing sufficiency on Three Mile Lane between the new traffic signal and OR 18 westbound off-ramp.
- D. Re-alignment of Lawson Lane and its new connection to Martin Lane.
- E. The Urban Growth Boundary (UGB) is approximately coterminous with Stratus Avenue. The Stratus Avenue extension to the new interchange (and Lawson Lane re-alignment) will likely not require a UGB amendment (see ORS 215.283).

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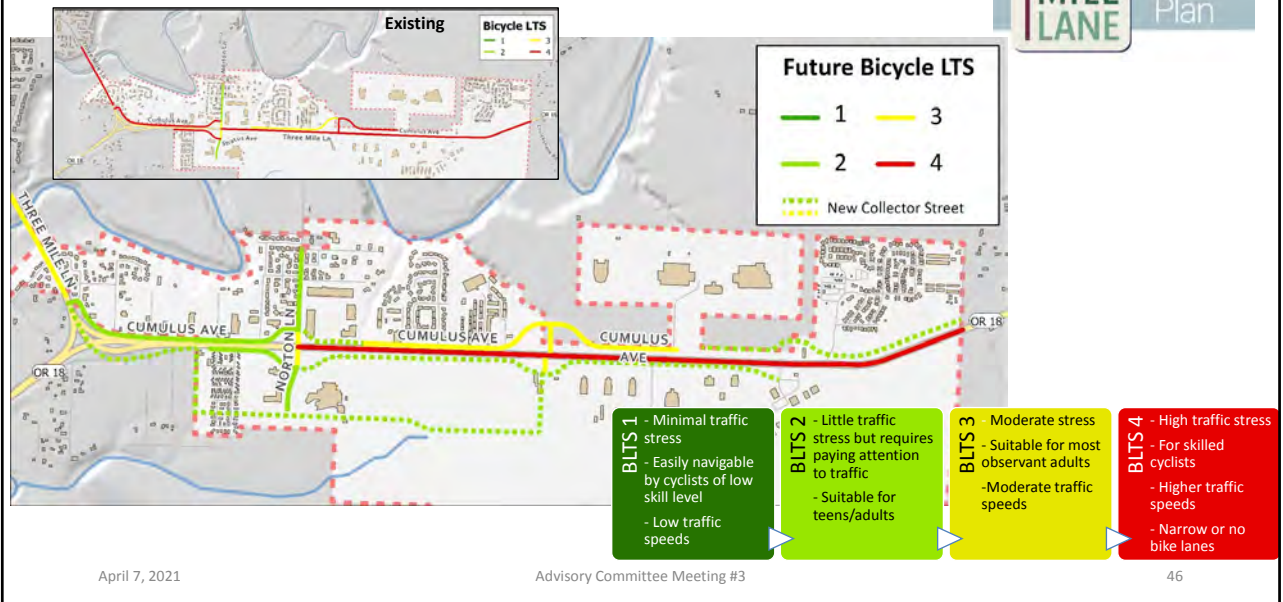


# Pedestrian Performance



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# Bicycle Performance

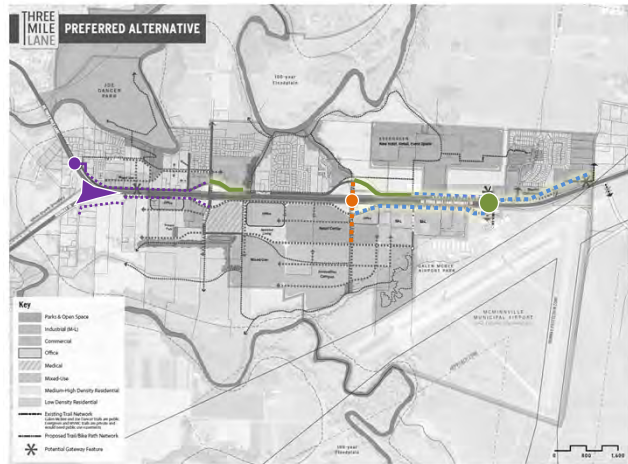


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# Concept Phasing and Costs, TSP Update



Phase	Description	Notes	Cost - 2021 Dollars (millions)	
			Low	High
<b>1 Independent State and/or City Projects</b>				
	New Multi-Lane Roundabout at OR 18 and Cirrus Avenue		\$8.0	\$10.0
	Construct Bicycle Lanes and Sidewalks on NE Cumulus Avenue from Cumulus Avenue to Evergreen Air and Space Museum Entrance		\$0.4	\$0.6
	Extend Cumulus Avenue East from Norton Lane and Modify Intersection Traffic Control at Existing Norton Lane/Cumulus Avenue Intersection	[1]	To be determined	
<b>2 City/State Projects Reliant on Completion of New OR 18/Cirrus Roundabout</b>				
	Disconnect Loop Road from OR 18 and Re-align to Cirrus Avenue		\$2.5	\$3.0
	New OR 18 Frontage Roads Between Cumulus Avenue and Cirrus Avenue (both north and south of OR 18)	[2]	To be determined	
<b>3 City/State Projects Commensurate with/Reliant on New Extension of Cumulus Avenue South of OR 18</b>				
	Construct Cumulus Avenue south of OR 18	[2]	To be determined	
	Revise Traffic Signal at OR 18/Cumulus Avenue Intersection		\$1.1	\$1.2
	Construct Bicycle Lanes and Sidewalks on Cumulus Avenue from OR 18 to NE Cumulus Avenue		\$0.5	\$0.7
<b>4 State and City Projects Commensurate with/Reliant on New OR 18/Three Mile Lane Interchange</b>				
	Reconstruct OR 18/Three Mile Lane Interchange	[3]	\$65.0	\$95.0
	Re-align Cumulus Avenue and Nehemiah Lane at Three Mile Lane		\$2.4	\$2.6
	New Traffic Signal on Three-Mile Lane at Cumulus Avenue		\$0.5	\$0.6
	Re-align Lawson Lane		\$1.5	\$1.7
<b>Total</b>			<b>\$81.9</b>	<b>\$115.4</b>



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# 2010 TSP – OR 18 Corridor



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# Design Standard Exceptions

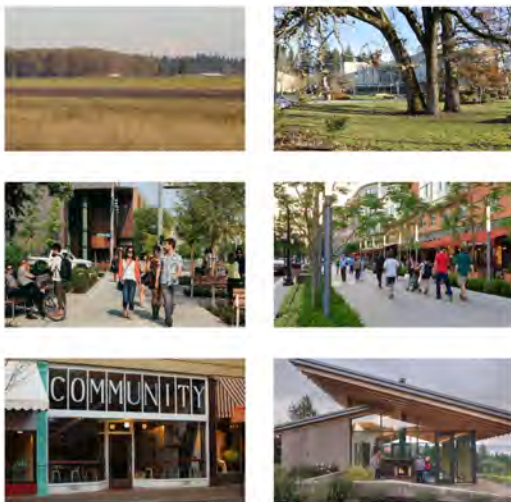


Recommended Plan Project	Constraints	Design Standard Issues or Possible Exceptions
Reconstruct OR 18/Three Mile Lane Interchange	Proximity of Yamhill River Bridge, Cumulus Avenue/Nehemiah Lane intersection, OR 18 eastbound off-ramp junction, and UGB boundary (current alignment of Stratus Avenue).	Junction spacing and traffic control at: <ol style="list-style-type: none"> <li>Three Mile Lane / Cumulus Avenue</li> <li>OR 18 Westbound Off-Ramp at Three Mile Lane</li> <li>OR 18 Eastbound Off-ramp at Three Mile Lane/Stratus Avenue</li> </ol>
New Roundabout at OR 18 and Cirrus Avenue	Standard two-lane roundabout likely requires additional rights-of-way. OR 18 posted and design speeds entering McMinnville UGB.	Roundabout geometric design treatments to: <ol style="list-style-type: none"> <li>Reduce approaching vehicle speeds and accommodate multi-axle trucks on OR 18</li> <li>Accommodate bicycle and pedestrian traffic</li> </ol>
Re-purposing Cumulus and Stratus Avenues with two-way cycle tracks	Limited street rights-of-way and need to accommodate future bus stops amenities.	Two-way cycle tracks are not currently incorporated in the City's design standards. Reference ODOT Blueprint for Urban Design, AASHTO and NACTO for design guidance.

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## Great Neighborhood Principles: Design Elements that express "McMinnville-ness"

How future redevelopment in the Three Mile Lane area can respect and honor McMinnville's Great Neighborhood Principles through context-specific design elements.



- 1. Natural Feature Preservation**
  - Strive to protect tree groves
  - Strive to protect individual trees
  - Protect riparian corridors and adjacent native landscape
- 2. Scenic Views**
  - Provide and protect views to rolling hills and volcanoes
  - Provide visual and physical access to North Yamhill River
  - Orient streets and open spaces to views
- 3. Parks and Open Spaces**
  - Connect to Galen McBee Airport Park
  - Create new parks that incorporate natural areas and views
  - Plant landscapes that incorporate natives and exhibit seasonal variation
- 4. Pedestrian Friendly**
  - Provide a network of sidewalks and trails to connect people to key locations
  - Incorporate shade streets with mature tree canopy
- 5. Bike-Friendly**
  - Plan safe routes for residents and touring cyclists
- 6. Connected Streets**
  - Connect to existing street grid in Three Mile Lane
- 7. Accessibility**
  - Design new development for ease of use by all ages and abilities
- 8. Human Scale Design**
  - Respect typical scale of commercial uses in McMinnville
  - Design to reflect the micro-climate—outdoor life, porches, balconies
  - Promote inclusion and interaction within the right-of-way

Three Mile Lane Area Plan  
March 2021

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## Great Neighborhood Principles:

### Design Elements that express "McMinnville-ness"

How future redevelopment in the Three Mile Lane area can respect and honor McMinnville's Great Neighborhood Principles through context-specific design elements.



Three Mile Lane Area Plan  
March 2021

#### 9. Mix of Activities

- Encourage mixed-use development where feasible

#### 10. Urban-Rural Interface

- Reflect patterns of wine industry—eg, rows of vines, southern orientation, shelter belts of trees
- Consider adjacency to agricultural fields and respect this heritage through careful transitions
- Design simple roof forms (industrial and agricultural). Height and distinctive forms of silos can be inspiration
- Consider functional site planning of vineyard and farm complexes as conceptual model for new development

#### 11. Housing for Diverse Incomes and Generations

- Allow for a mix of future housing forms and types, respecting the current character of Three Mile Lane

#### 12. Housing Variety

- Respect existing variety of housing types in Three Mile Lane and ensure diversity of design for future housing

#### 13. Unique and Integrated Design Elements

- Ensure visibility from highway; Welcome to McMinnville
- Make functions of sites visible (airplanes, wine-making); continue expression of industry/making where applicable
- Aviation legacy: display large planes; consider sensation of low-flying planes, potential visual impact of sites from the air
- Consider local materials for cladding and building structure (timber, corrugated steel cladding, red brick)
- Use vibrant color

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## Regulatory Framework



- Zoning Ordinance  
*Governs uses, density, and dimensional requirements for zoning districts in the area, as well as site design and permitting requirements.*
- Planned Development Overlay  
*Contains requirements specific to the Three Mile Lane area that either modify or are in addition to underlying zoning standards.*

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# Plan Elements and Overlay Requirements For Discussion



- Restrict use types and/or require a mix of uses in Mixed-Use
- Revise “tourist commercial” uses
- Restrict commercial uses in vicinity of Medical Center to medical office/services
- Require site/design standards in Commercial Center
- Require site/design standards in Innovation Campus

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# Plan Elements and Overlay Requirements For Discussion



- Buffer/perimeter requirements for Mixed-use, Medical, and Commercial
- Additional guidelines or standards related to façade treatments.
- Require mapping and protection of stream corridors and re-vegetation with native plantings.
- Require viewshed protection.
- Define/include approved planting list.

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# Plan Elements and Overlay Requirements For Discussion



- Require connection to proposed trail, trail right-of-way dedication, and trail construction.
- Expand pedestrian walkway/connectivity standards to apply to all commercial and office development.
- Parking maximums for all uses; parking lot location requirements for commercial uses.
- Provision of on-street parking for ground-floor commercial uses.

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## Next Steps



- Public Event: April Virtual Open House
- Draft Design Booklet
- Draft Three Mile Lane Area Plan
- Joint Planning Commission/City Council Work Session (May 2021)

Keep up to date at <https://threemilelane.com/>

April 7, 2021

Advisory Committee Meeting #3

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City of McMinnville  
Planning Department  
231 NE Fifth Street  
McMinnville, OR 97128  
(503) 434-7311

[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

## MEMORANDUM

**DATE:** April 8, 2019  
**TO:** 3MLAP Consultant Team  
**FROM:** Jamie Fleckenstein, Associate Planner, City of McMinnville  
**SUBJECT:** CAC Meeting #2 – 3MLAP Charrette - Summary



## CAC MEETING #2 CHARRETTE SUMMARY

**Charrette Format:** Participants broke into 2 groups, each lead by two City staff. Groups were given 45 minutes to brainstorm ideas, and then the groups switched concept diagrams to build on the other's ideas. Each group was asked to think about and identify the following high level concepts within the study area:

Connections (all modes – bicycle, pedestrian and vehicular)

- Within the Study Area
- From the Study Area to Other Destinations in the Community/Region

Larger Land Use Concepts

- Residential
- Commercial
- Industrial
- Tourism

Opportunity Sites

- Redevelopment
- Near-Term and Long-Term Development

Urban Design:

- Gateways
- Large Design Elements that Will Create an Unique Sense of Place

**Takeaways & Major Themes:** A recap of the work created by the two groups during the charrette revealed several consistent large themes:

- Connections are essential throughout the study area
  - Full development of and access from frontage roads could help provide multi-modal transportation opportunities, preserve Highway functionality, create more local access to sub areas.

---

Attachments: List in Order

- A connection via extension of Norton Lane to the NE Industrial Area is desirable.
- Connections into Joe Dancer Park are important.
- Connect and expand on existing bike routes through study area.
- Pedestrian bridges over the highway could provide needed connections at key points.
  
- Land Use Concepts
  - Residential
    - Opportunity for new residential at south edge of study site and west of hospital.
  - Commercial
    - Lots of opportunity for neighborhood serving commercial redevelopment that could provide needed amenities to existing residential neighborhoods and east-west connectivity on the north side of Hwy 18.
    - Large master-planned mixed use/commercial developments on vacant parcels south of Hwy 18 are appropriate. Such development should emphasize local identity and businesses.
  - Open Space/Parks
    - Utilize existing wooded corridors and river to create extensive greenway/trail network
    - Opportunity to create connection to Yamhill River west of 3ML at Dayton Ave.
    - Expand Galen McBee Airport Park to connect to Yamhill River greenway.
    - Consider Joe Dancer East and Joe Dancer West park concept to increase open space opportunities in study area adjacent to residential use.
  - Opportunity to create “Agri-hood” to combine iconic agricultural uses (i.e. vineyards) with residential and commercial uses, and tourism related industries.
  
- Urban Design
  - Maintain local identity through gateway design elements & development opportunities.



Memorandum

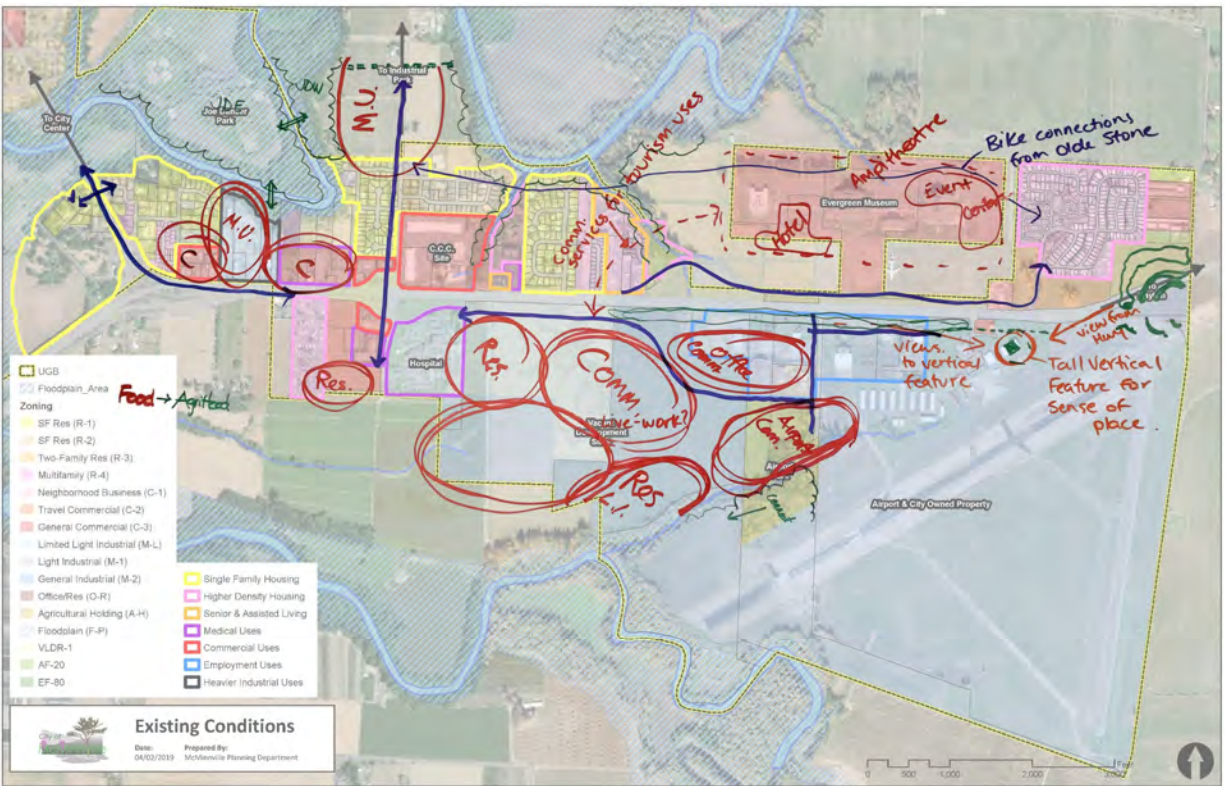
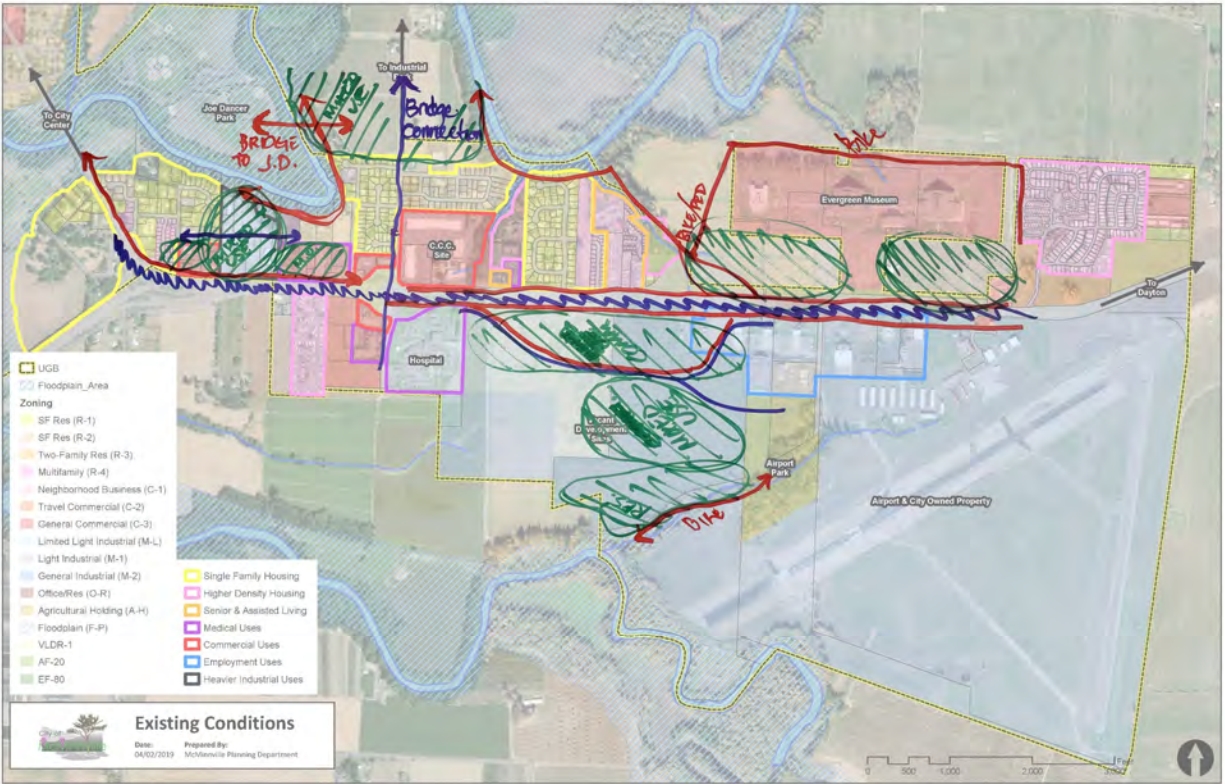
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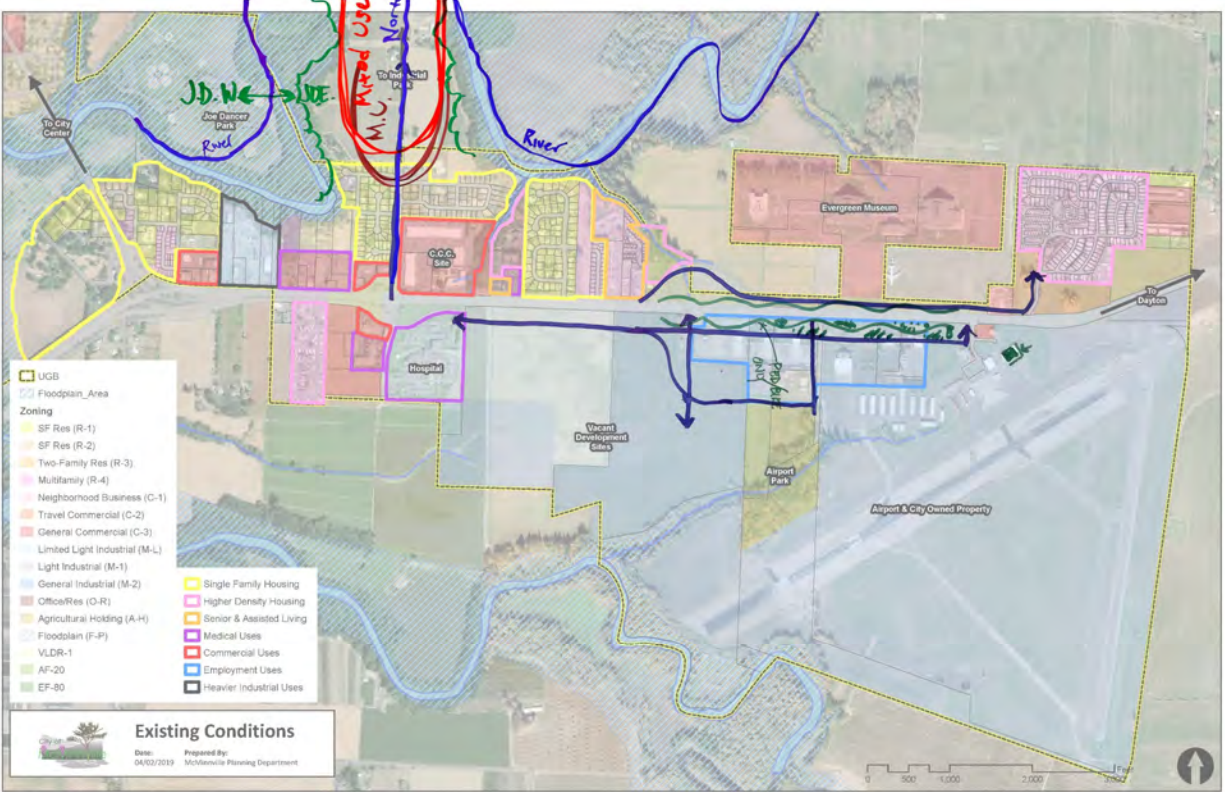
Re: CAC Meeting #2 – 3MLAP Charrette - Summary

Page 3











**PRESS RELEASE  
FOR IMMEDIATE RELEASE**

**Contact:**

Jamie Fleckenstein  
(503) 474-4153  
Planning Department  
Jamie.Fleckenstein@mcminnvilleoregon.gov

**You're invited to attend a public open house for Three Mile Lane Area Plan**

**MCMINNVILLE, Ore. – Mar. 27, 2019** – The City of McMinnville Planning Department is holding a public open house for the Three Mile Lane Area planning process.

The public open house will be held on Wednesday, April 10, 2019 from 4:30 p.m. – 6:30 p.m. at the Chemeketa Community College McMinnville Campus, rooms 101-105. Everyone is invited to attend as the City evaluates the land along the Three Mile Lane corridor (Highway 18 from Olde Stone Village to the Yamhill River Bridge), and envision how it could develop to support McMinnville's future.

During the Area Plan process, the City will consider transportation connectivity – pedestrian, bicycle, vehicular and public transit; land uses – residential, commercial, industrial and tourism; and urban design – gateway improvements, unique design elements that define McMinnville, etc. The public open house is an opportunity for residents to learn more about the project and provide input on what the future would like in this very unique area of the community.

# WELCOME



Area Plan

# OPEN HOUSE

City of McMinnville

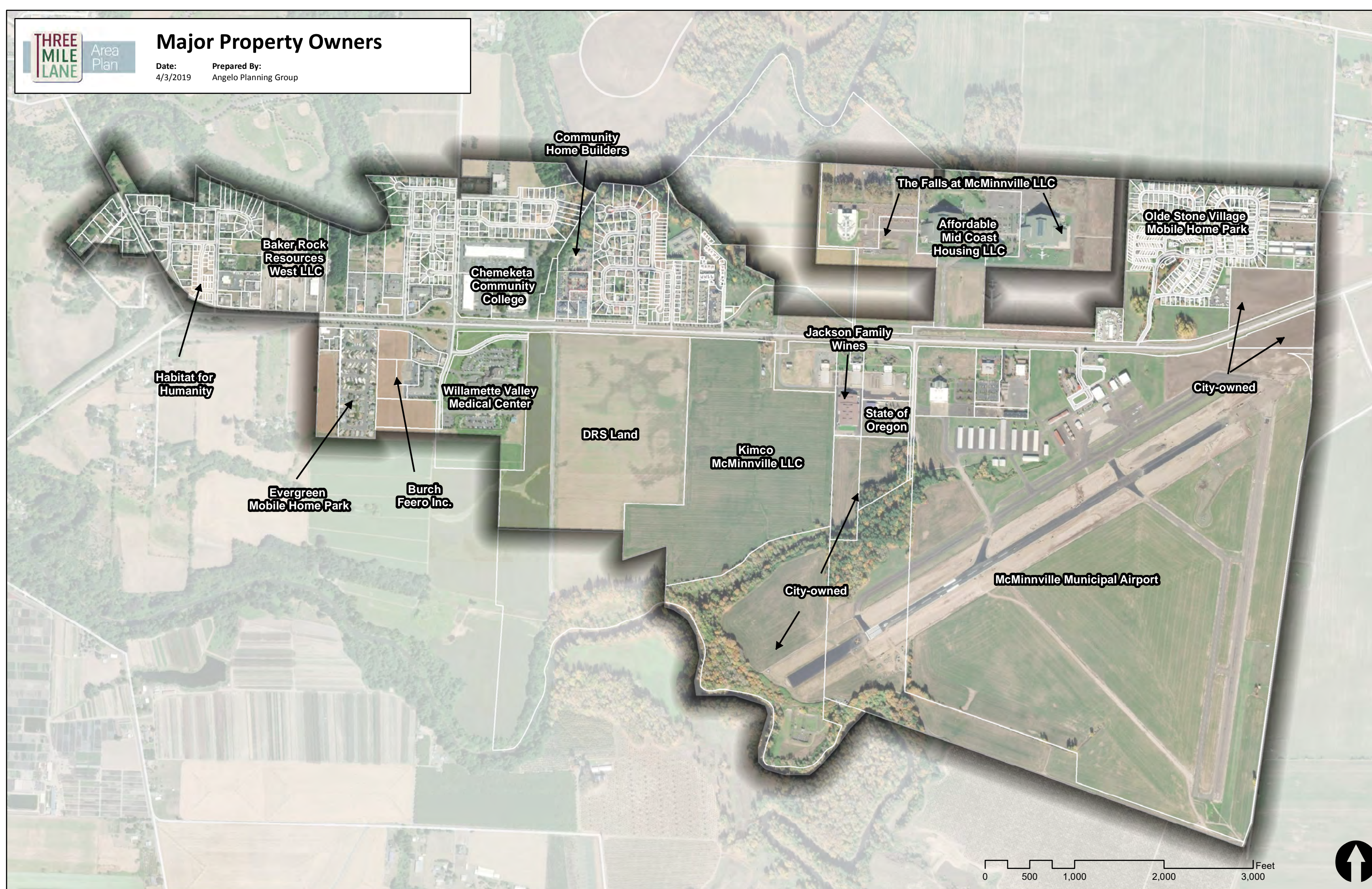
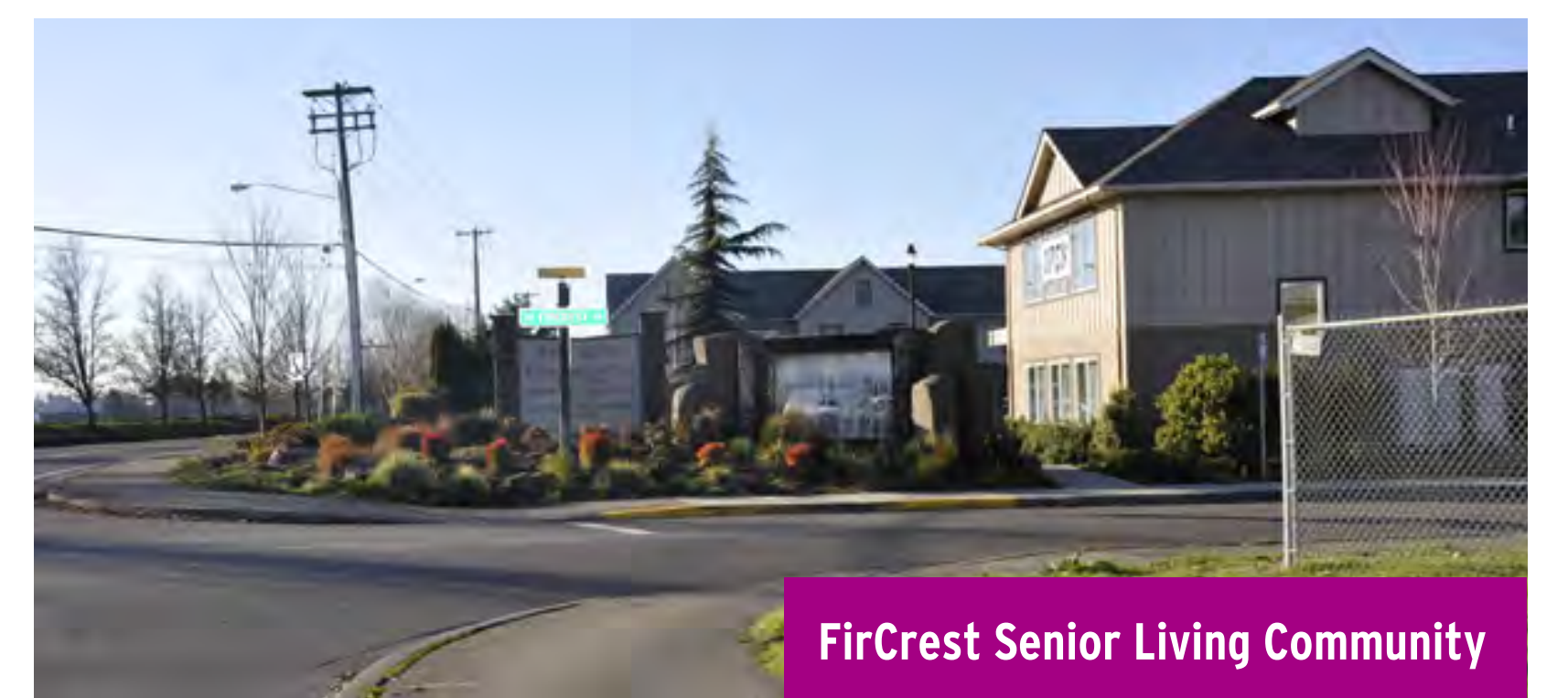
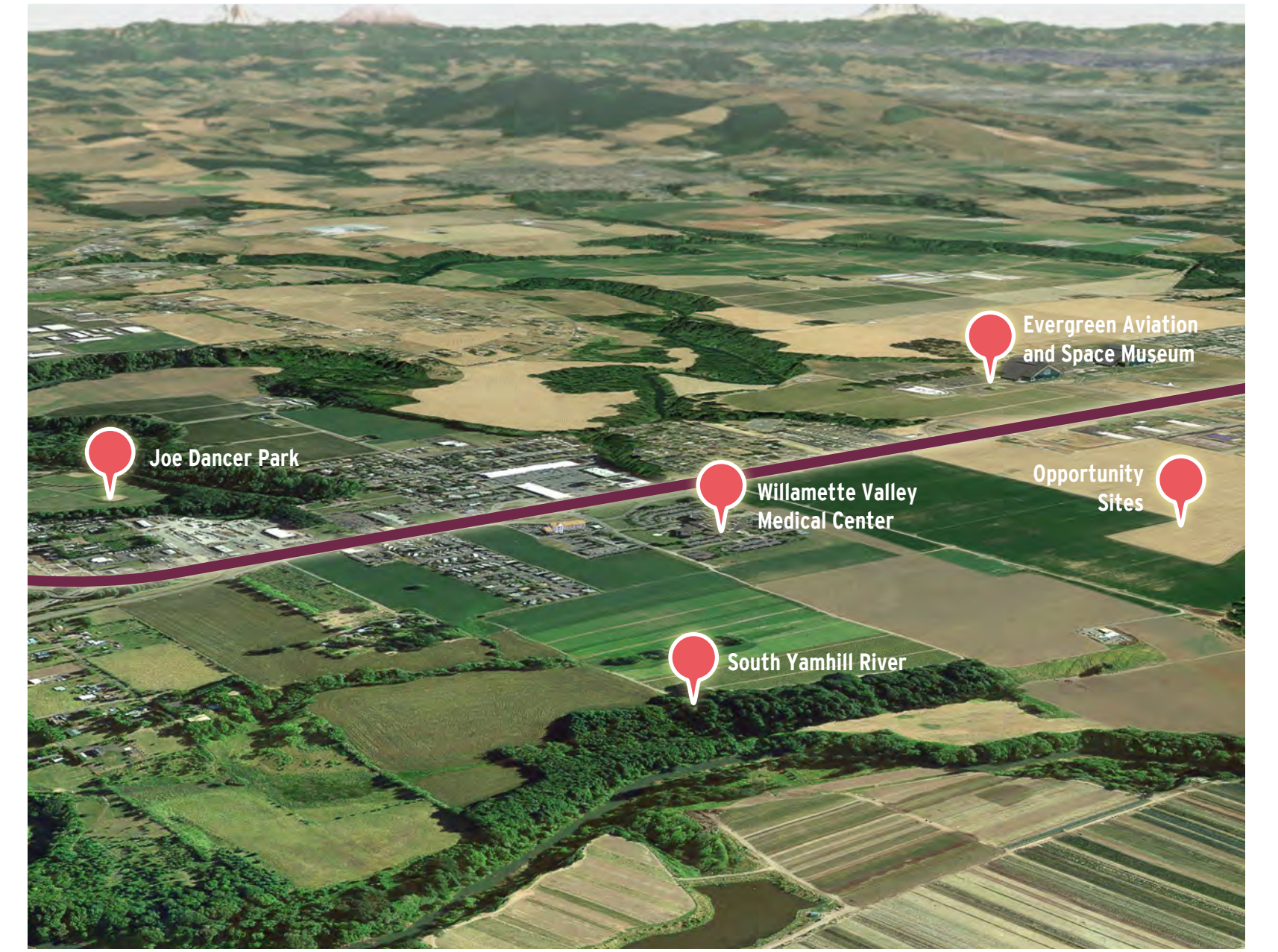
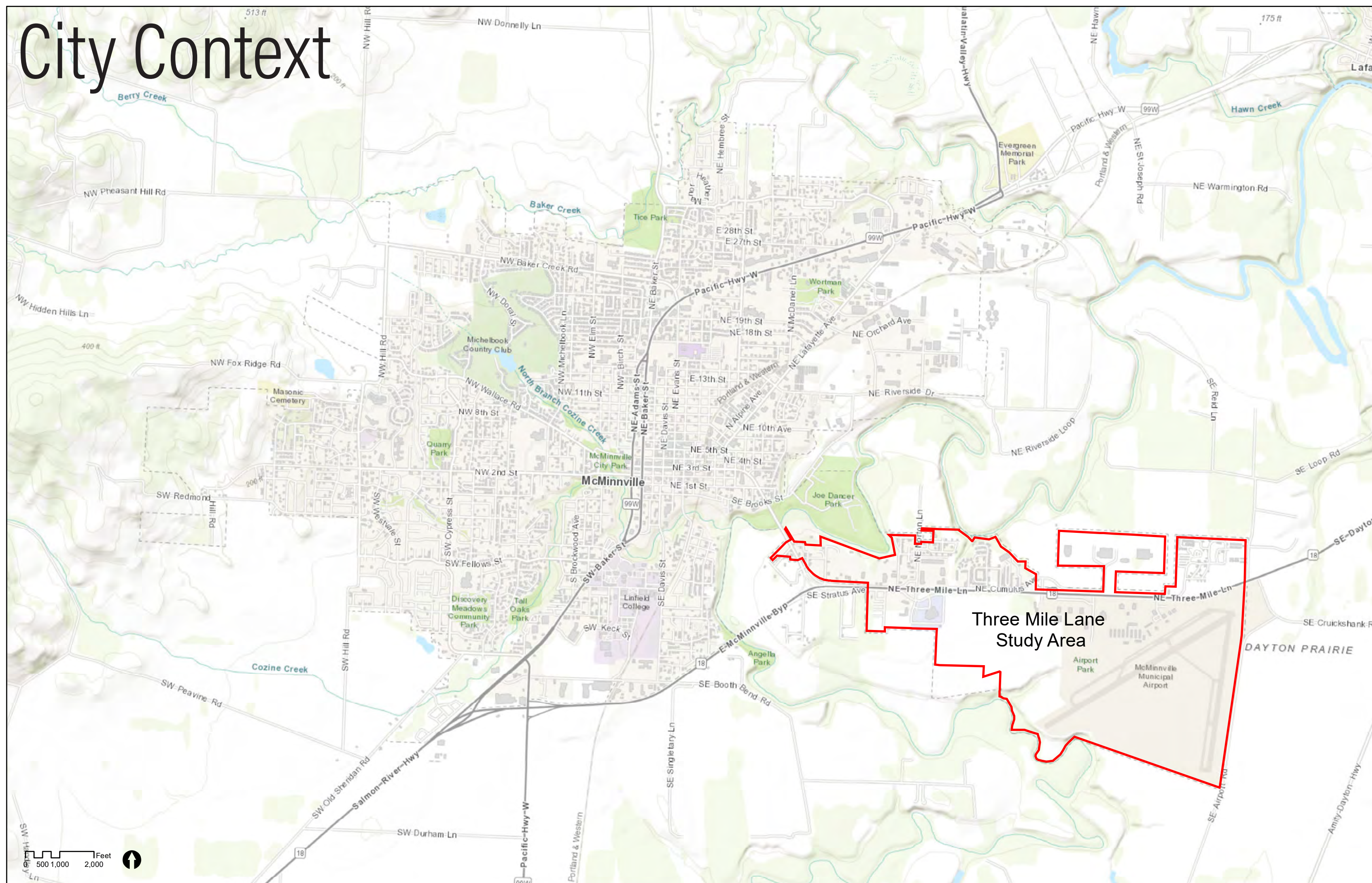






# INTRODUCTION

## Study Area





# GOALS & OBJECTIVES

## Project Vision Statement (draft)

The Three Mile Lane District is a vibrant community that serves as the gateway to Downtown McMinnville and Oregon Wine Country. Employment opportunities, attractive housing options, and tourist destinations characterize the area. Residents and workers enjoy safe and efficient options to travel to Downtown McMinnville and benefit from close proximity to a variety of goods and services, all easily reached by motorist, bicyclist, pedestrian, and transit rider alike. The connection to McMinnville's rich history and the surrounding landscape is reflected in urban design elements throughout the area, highlighting the uniqueness of this special place.

## Goals & Objectives Activity

The proposed project goals and objectives are intended to reflect and implement the project vision statement.



**Please use a dot to note your level of support for each proposed goal and objective in the table below.**

### What are McMinnville's Great Neighborhood Principles?

The City is currently in the process of adopting a set of principles that are meant to create equity and inclusion for all residents in McMinnville and to ensure that all residents live in a great neighborhood. Principles include:

- |                                 |                                  |
|---------------------------------|----------------------------------|
| 1. Natural Feature Preservation | 8. Human Scale Design            |
| 2. Scenic Views                 | 9. Mix of Activities             |
| 3. Parks and Open Spaces        | 10. Urban Rural Interface        |
| 4. Pedestrian Friendly          | 11. Housing for Diverse Incomes  |
| 5. Bike Friendly                | 12. Housing Variety              |
| 6. Connected Streets            | 13. Unique and Integrated Design |
| 7. Accessibility                |                                  |

	DO NOT SUPPORT		NEUTRAL		STRONGLY SUPPORT
<b>GOAL 1: Support and enhance the district's economic vitality and marketability</b>					
Incorporate City of McMinnville Great Neighborhood Principles into residential development. (see purple box)					
Provide an appropriate amount of additional housing.					
Provide for a mix of housing types, including single-family detached, attached housing, and multi-family housing.					
Allow for mixed-use developments that provide housing and non-housing uses.					
Provide a transit-supportive land use pattern.					
Provide access to amenities for residents, employees, and visitors to the area.					
Maintain public access (visual and physical) to natural resources and amenities in the area.					
Create a bicycle/pedestrian trail/pathway system that integrates existing and proposed uses.					
Create new economic opportunities that capitalize on the area's unique assets and support other uses, while not directly competing with other parts of the City.					
<b>GOAL 2: Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district</b>					
Incorporate City of McMinnville Great Neighborhood Principles into residential development.					
Provide an appropriate amount of additional housing.					
Provide for a mix of housing types, including single-family detached, attached housing, and multi-family housing.					
Allow for mixed-use developments that provide housing and non-housing uses.					
Provide a transit-supportive land use pattern.					
Provide access to amenities for residents, employees, and visitors to the area.					
Maintain public access (visual and physical) to natural resources and amenities in the area.					
Create a bicycle/pedestrian trail/pathway system that integrates existing and proposed uses.					










# GOALS & OBJECTIVES

## Goals & Objectives Activity (continued)



**Please use a dot to note your level of support for each proposed goal and objective in the table below.**

		DO NOT SUPPORT	NEUTRAL	STRONGLY SUPPORT
<b>GOAL 3: Enhance multi-modal connections throughout the district</b>				
Pedestrian 	Improve pedestrian realm through design, land use, and connectivity.			
	Provide pedestrian connections within the study area and to Joe Dancer Park, downtown McMinnville and the NE Gateway District.			
	Improve safety and comfort of pedestrian travel throughout the study area.			
Bicycle 	Improve bicycle realm through design, land use, and connectivity.			
	Provide bicycle connections within the study area and to Joe Dancer Park, downtown McMinnville and the NE Gateway District.			
	Improve safety of bicycle travel within the study area.			
	Encourage bicycle use by a range of users, including commuters, students, children, and tourists.			
Transit 	Improve connectivity for transit.			
	Provide increased access to transit.			
Auto / Truck  	Improve driver safety in the corridor.			
	Achieve traffic operations on study area transportation facilities that meet state and city mobility targets.			
	Sustain the mobility of Highway 18 through the area as a key intercity and freight route.			
	Balance access to properties and overall transportation function of facilities in the area.			
	Incorporate least cost planning principles in transportation planning.			
<b>GOAL 4: Create an aesthetically pleasing gateway to the City of McMinnville.</b>				
Include gateway features that can be enjoyed from multiple vantage points (i.e. not just from drivers on the highway).				
Create development opportunities and streetscape improvements that are well-designed, beautiful, and signal one's arrival within the City of McMinnville.				
Create a cohesive design language that complements existing developments.				
Utilize context-appropriate landscape design to create a buffer to the highway as well as create a human scale and sense of place.				



# TRANSPORTATION

## Pedestrian & Bicycle Level of Traffic Stress (LTS)



Sidewalk on Cumulus Ave



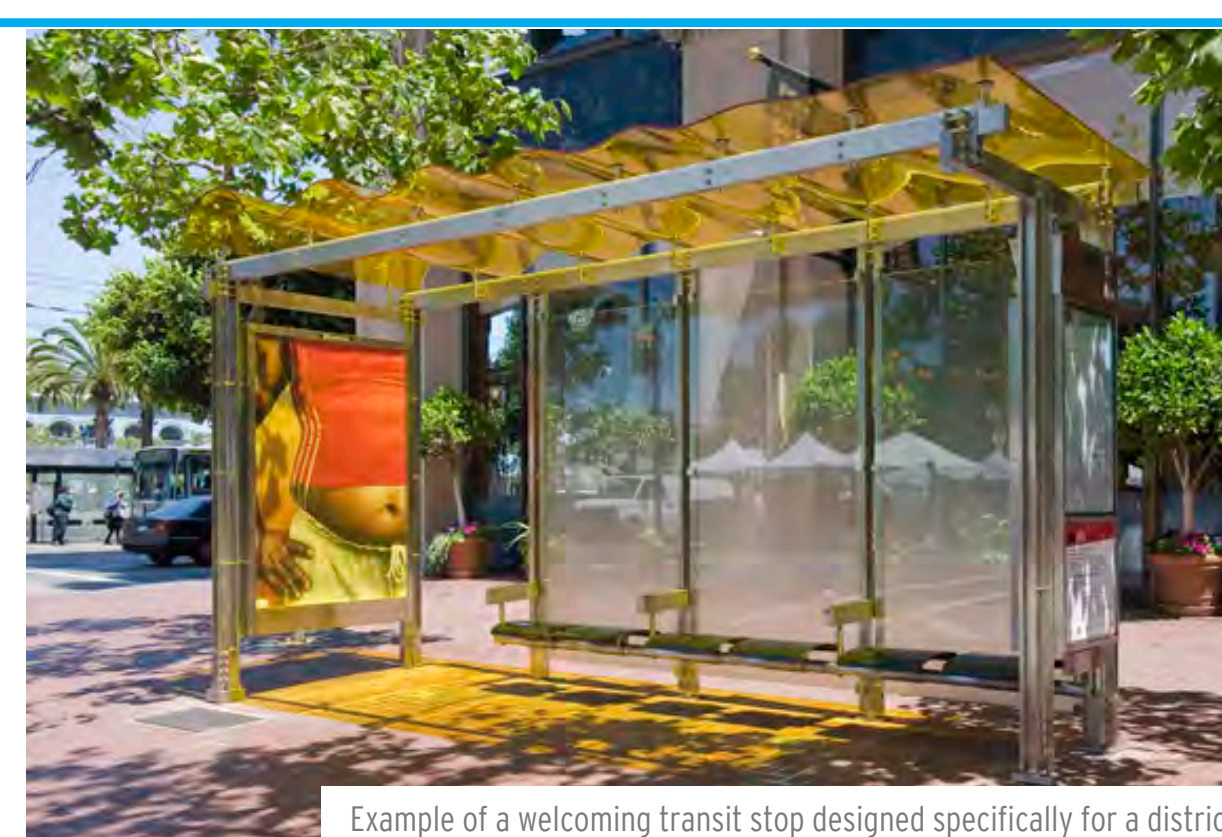
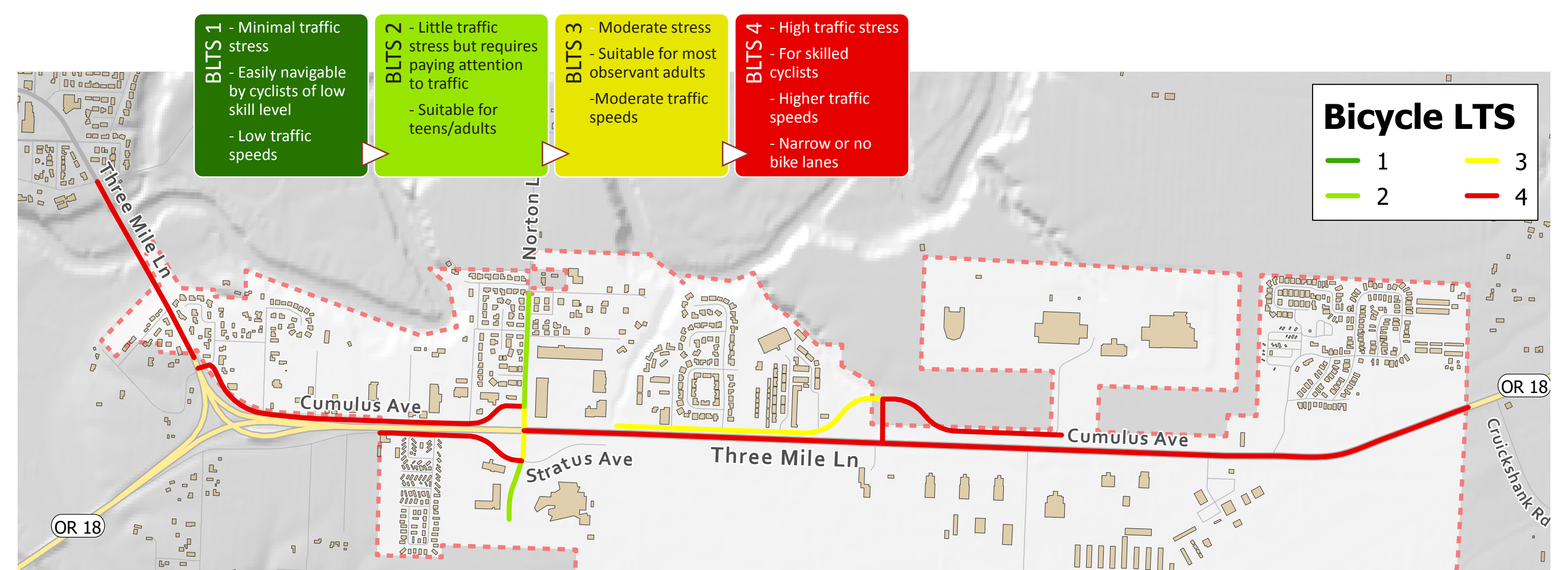
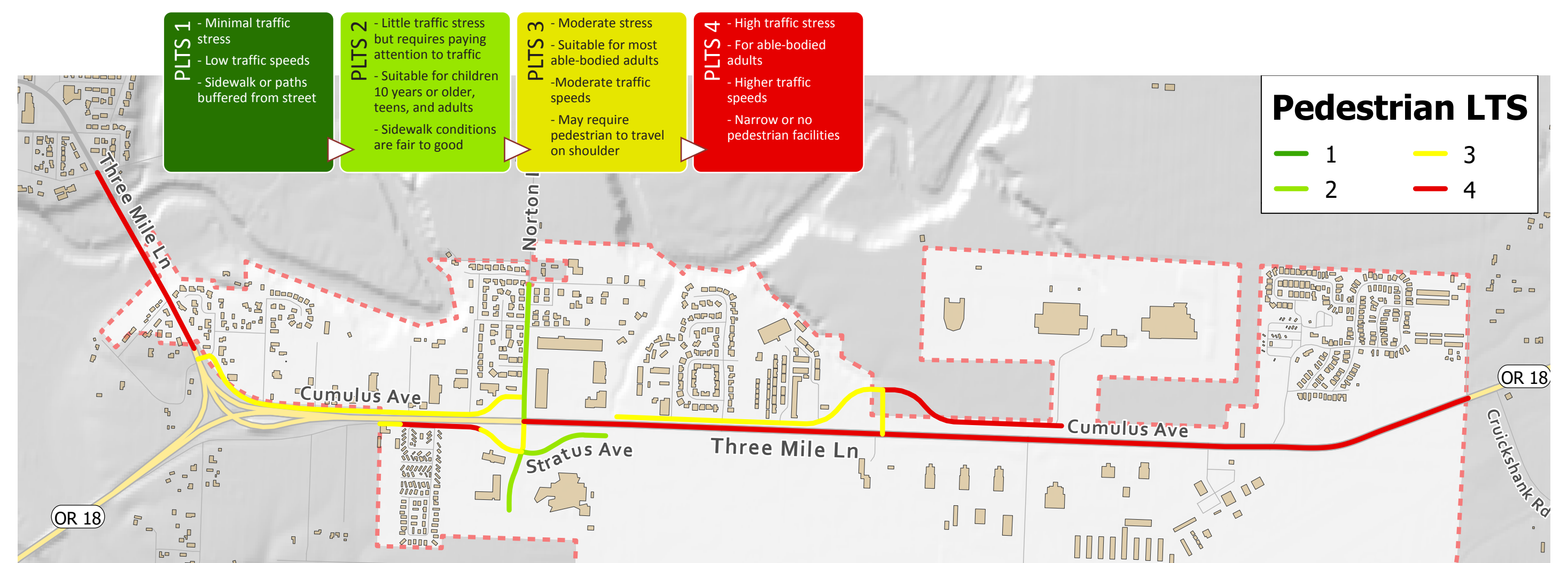
No sidewalk on parts of Stratus Ave



Narrow sidewalk, no bike lanes on Yamhill River Bridge

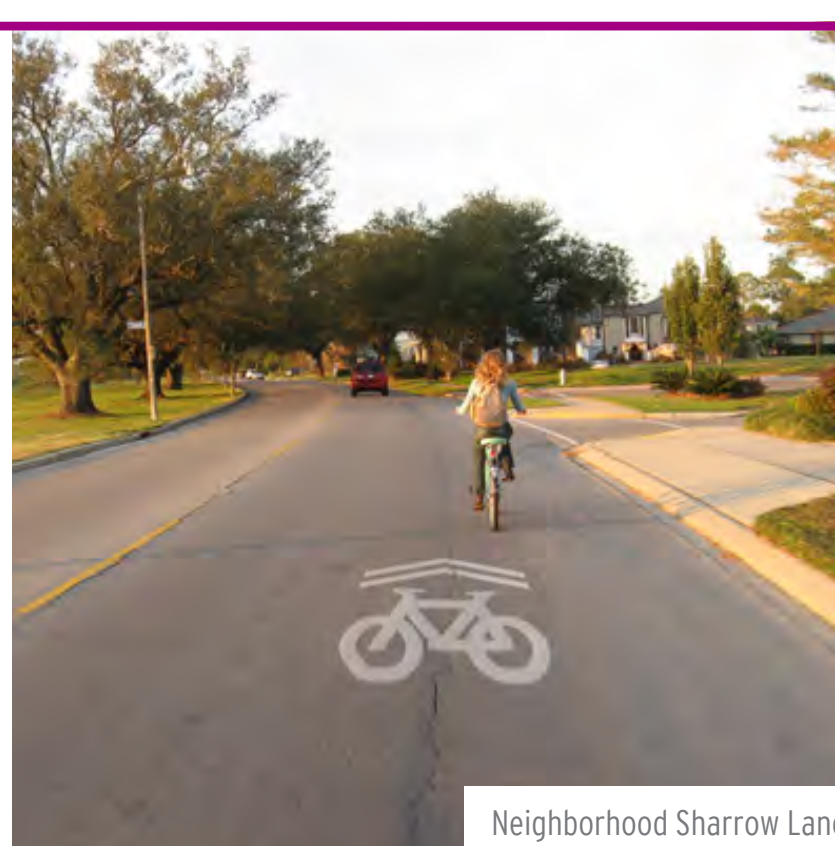
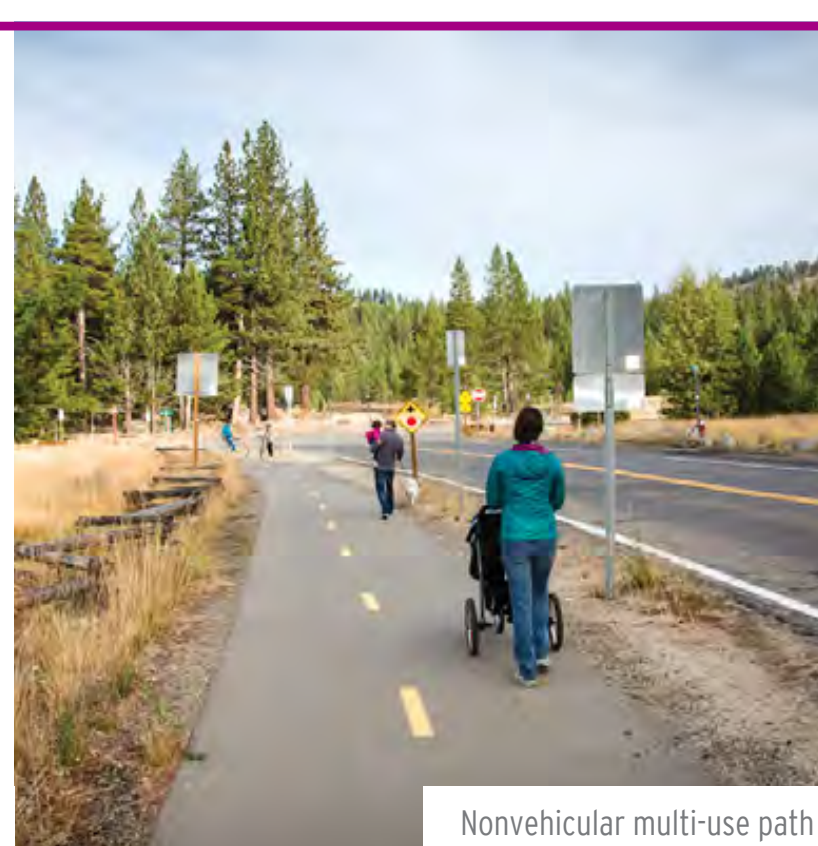
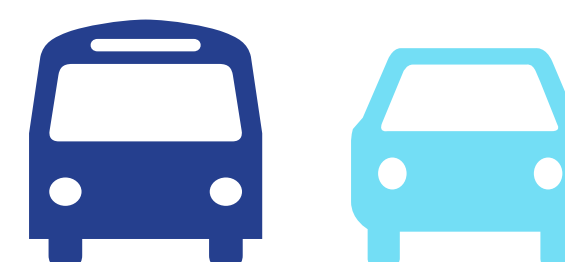


Narrow bike lanes on Cumulus Ave



Auto operation deficiencies are noted at the two intersections at the ends of the study area: Three Mile Lane at First Street, and OR 18 at Cruickshank Road. The two major signalized intersections on OR 18 at Norton Lane and Cumulus currently operate well within the mobility targets outlined in the Oregon Highway Plan. There is a notable crash history at the intersection of OR 18 and Cruickshank Road. This intersection is a logical location to consider including potential gateway streetscape improvements.

YCTA provides limited (hourly) service in the study area on Route 2, with direct links to downtown McMinnville and the city Transit Center. If and when YCTA service increases to a 30 minute frequency, future transit access will improve within the Three Mile Lane area.



The study area has very limited bicycle facilities, and frequently the only option available to cyclists is to ride in general purpose travel lanes. While the major streets in the area are generally flat with good pavement conditions, vehicular traffic volume is relatively high and travel is at higher speeds (35 mph and higher). The lack of separate bike lanes, buffered bike lanes, or separated facilities contributes to a poor overall environment for cyclists seeking to travel within the study area network.

Creating attractive, low-stress bicycle facilities on key routes within the study area will require examining traffic calming design adaptations and lower speed limits, and implementing buffered bike lanes or separated pathways.



Many of the key existing streets and intersections in the study area contain essential but limited pedestrian features. Some of the sidewalks are older, but functional and the system provides a baseline, if minimal, connected network within the study area. Linkage to the McMinnville city center is limited to the Yamhill River Bridge.

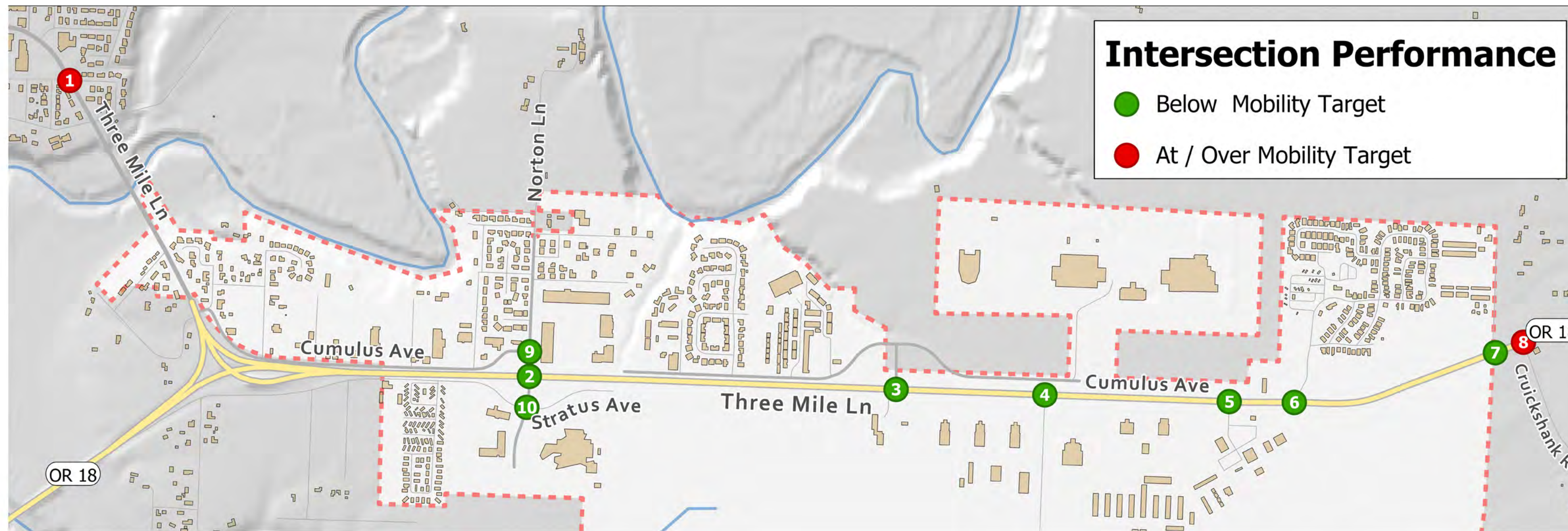
The existing pedestrian realm lacks important features that would otherwise contribute to more safe and inviting walking environments on Norton Lane, Cumulus Avenue, and Stratus Avenue. The original factory outlet mall development introduces a barrier to more direct pedestrian and bicycle travel along Cumulus Avenue and the crossing of Norton Lane, making it more difficult for residents east of Norton Lane to walk and cycle to McMinnville's central city.





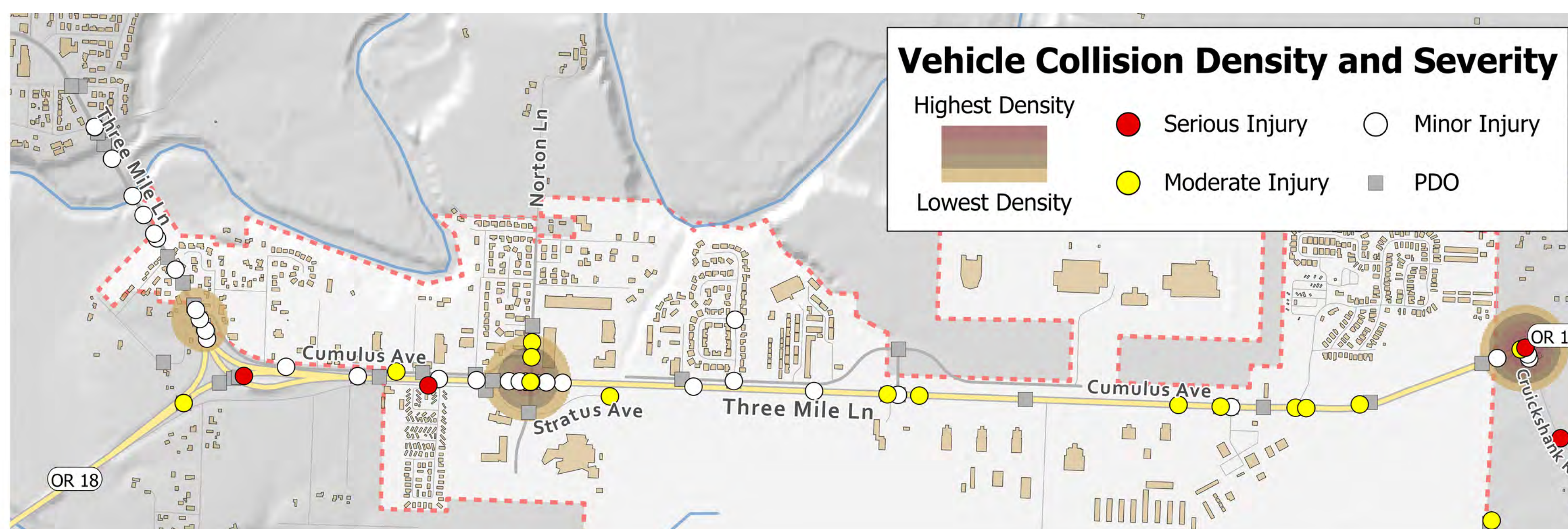
# TRANSPORTATION

## Traffic Operations



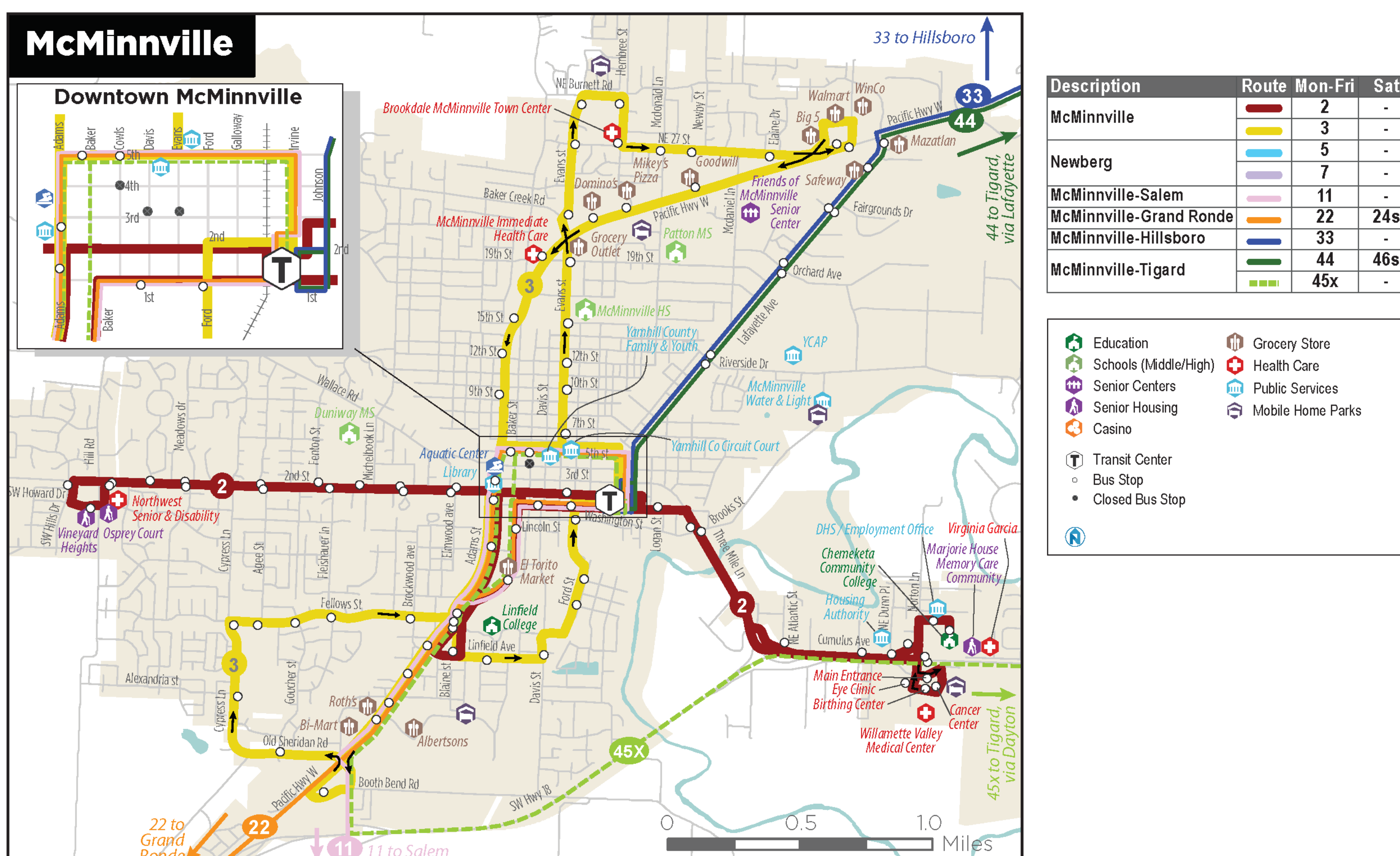
Cumulus Ave @ Highway 18

## Vehicle Crash History (2012-2016)



Highway 18 @ Norton Lane

## Transit Routes

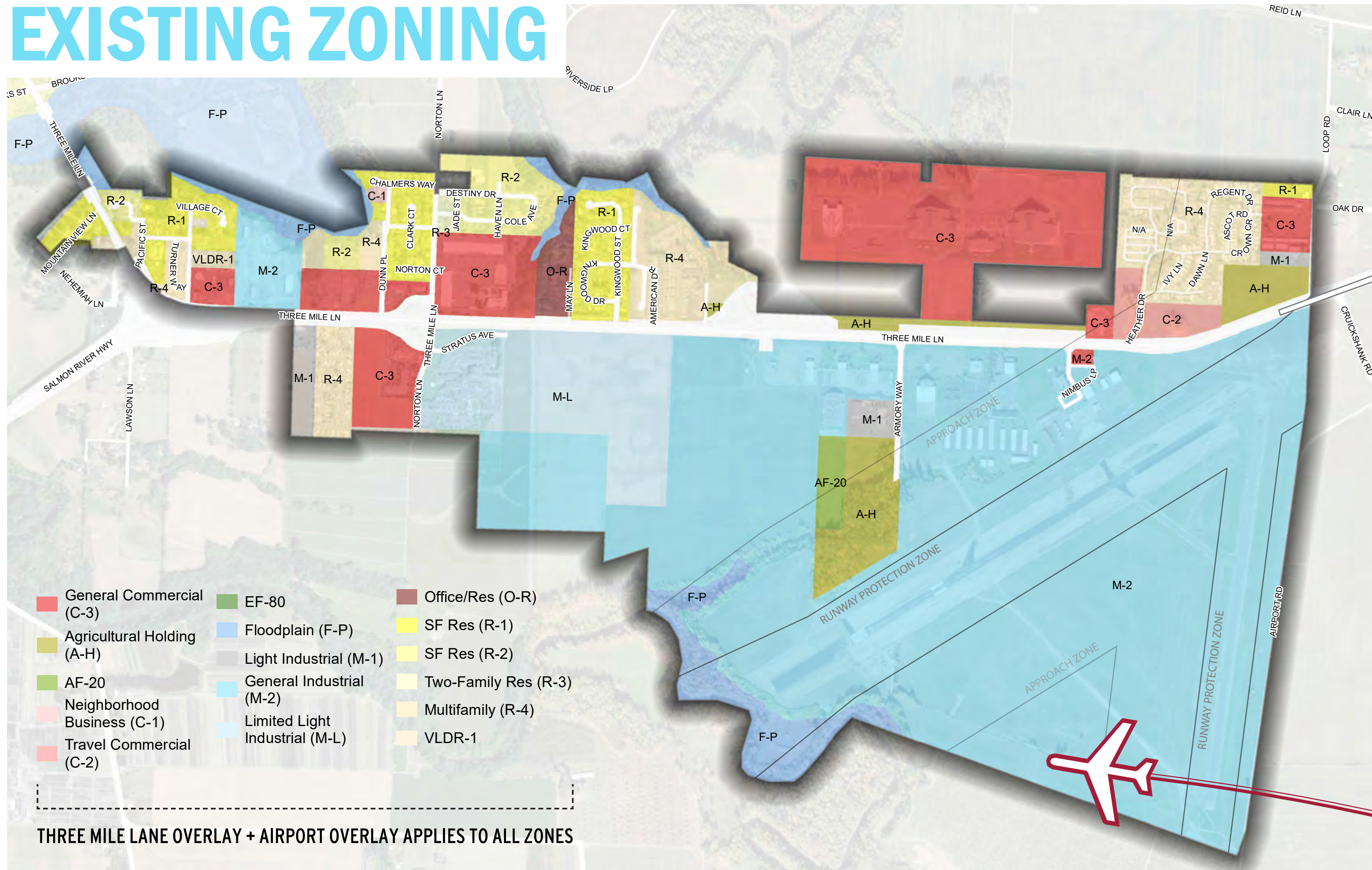


Yamhill County Transit Area (YCTA) bus



# LAND USE & DESIGN

## EXISTING ZONING



The Existing Three Mile Lane Overlay Zone was Intended To:

- Encourage mixed-use and mixed housing types
- Ensure high quality and design
- Compatible living and working environments
- Provide open spaces and parks
- Buffer residences from the highway

### 120' Setback

from centerline of Three Mile Lane  
- landscape and buffering may be required

### ZONING THOUGHTS:

- \* Existing base zones likely do not meet the mixed-use intent of the study area. New base zones may be appropriate for larger parcels that are currently undeveloped.
- \* It's easier to change the language of the existing overlay than create a new zone or overlay
- \* A single zone is easier to understand, as overlay zones create complexity for property owners and developers, even though they already exist in this area
- \* The Three Mile Lane Overlay Zone could be modified to apply regulations to some subareas, but not the entire area, if desired.

### RESIDENTIAL ZONES

R-1 is low density, single family residential; R-2 single family with a slightly higher density; R-3 allows two-family dwellings throughout the zone; R-4 allows multi-family dwellings and condos.

### COMMERCIAL ZONES

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

### AG HOLDING

49 acres held to provide for the continued practice of agriculture. Permitted uses are limited to farming, single-family dwellings, and sewage pump stations. Parks are allowed as conditional uses.

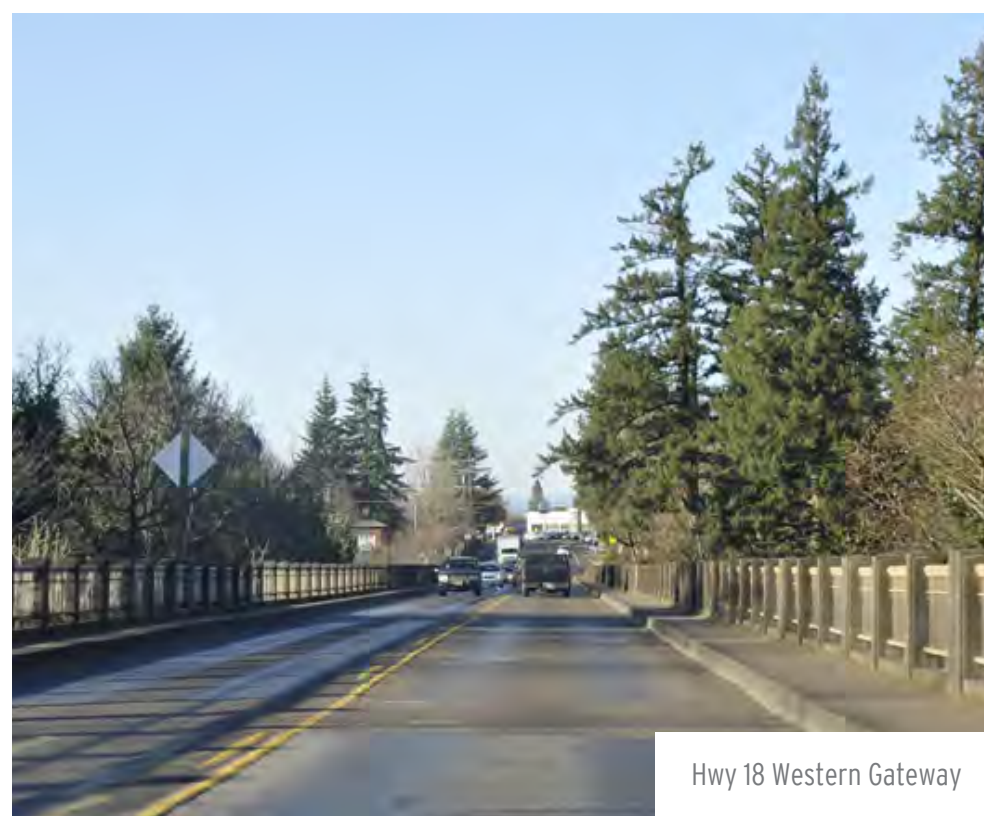
### INDUSTRIAL ZONES

M-L provides for industries with limited external impact in an attractive setting; M-1 is for industrial uses that require buffering from other uses and environmentally sensitive areas, it includes a wide range of industrial uses; M-2 allows all uses in M-L and M-1, but also allows general manufacturing and airports as well as "leisure time activities" as conditional uses.

The Airport Overlay includes a Runway Protection Zone that prohibits development and an Approach Zone that limits structures to below 209', prohibits places of public assembly, and limits residential density over 1 dwelling /20 acres.

## URBAN DESIGN: ISSUES + OPPORTUNITIES

### CIRCULATION



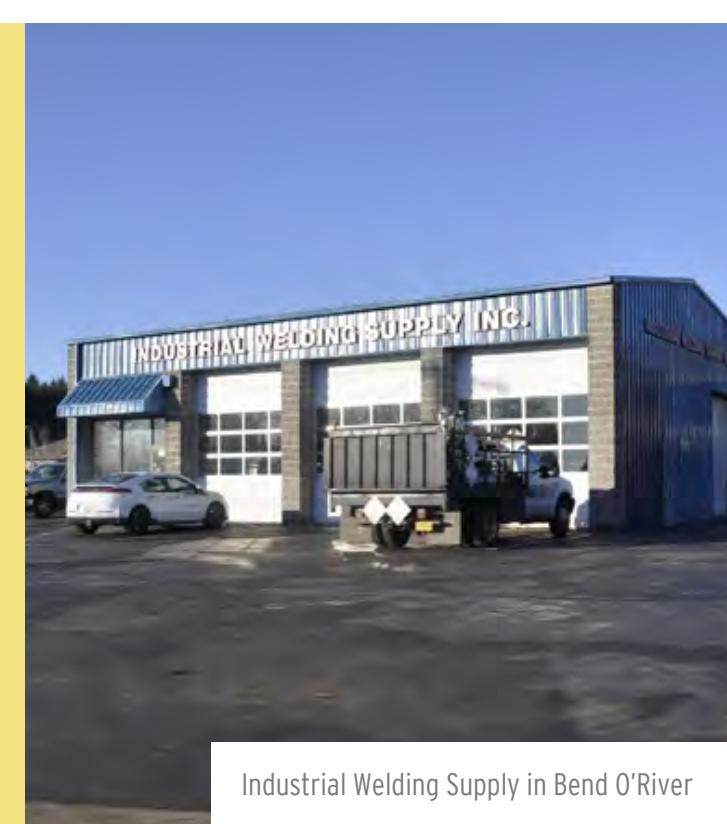
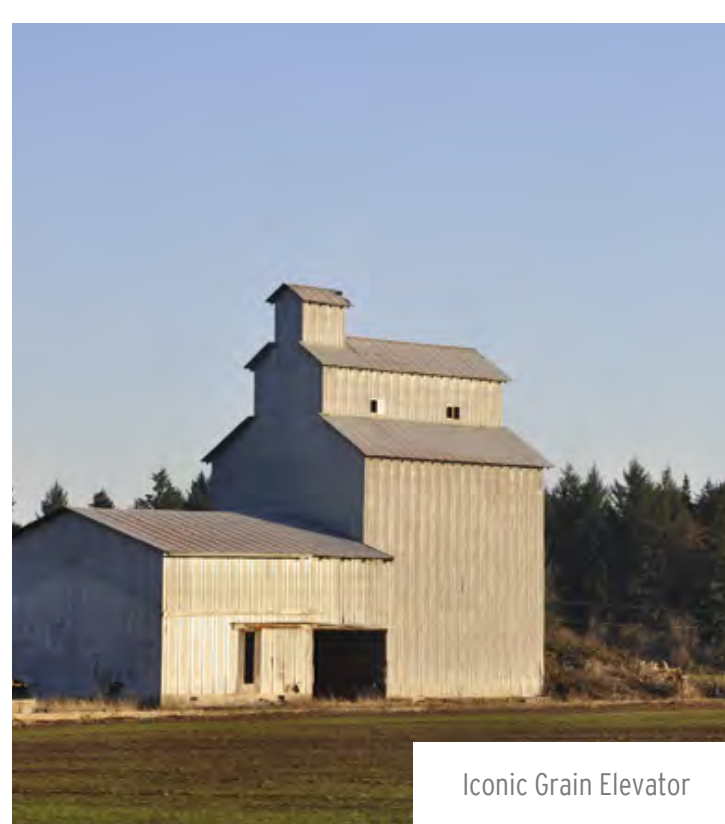
Highway 18/Three Mile Lane is important connection, but also a barrier.

Opportunities to increase E-W connections.

Improving non-motorized connections and wayfinding would better connect the Three Mile Lane area to the rest of the city.

South Yamhill River and Galen McBee Airport Park provide connections to nature.

### BUILDING DESIGN



Larger buildings like Chemeketa Community College are appropriate scale for highway frontage.

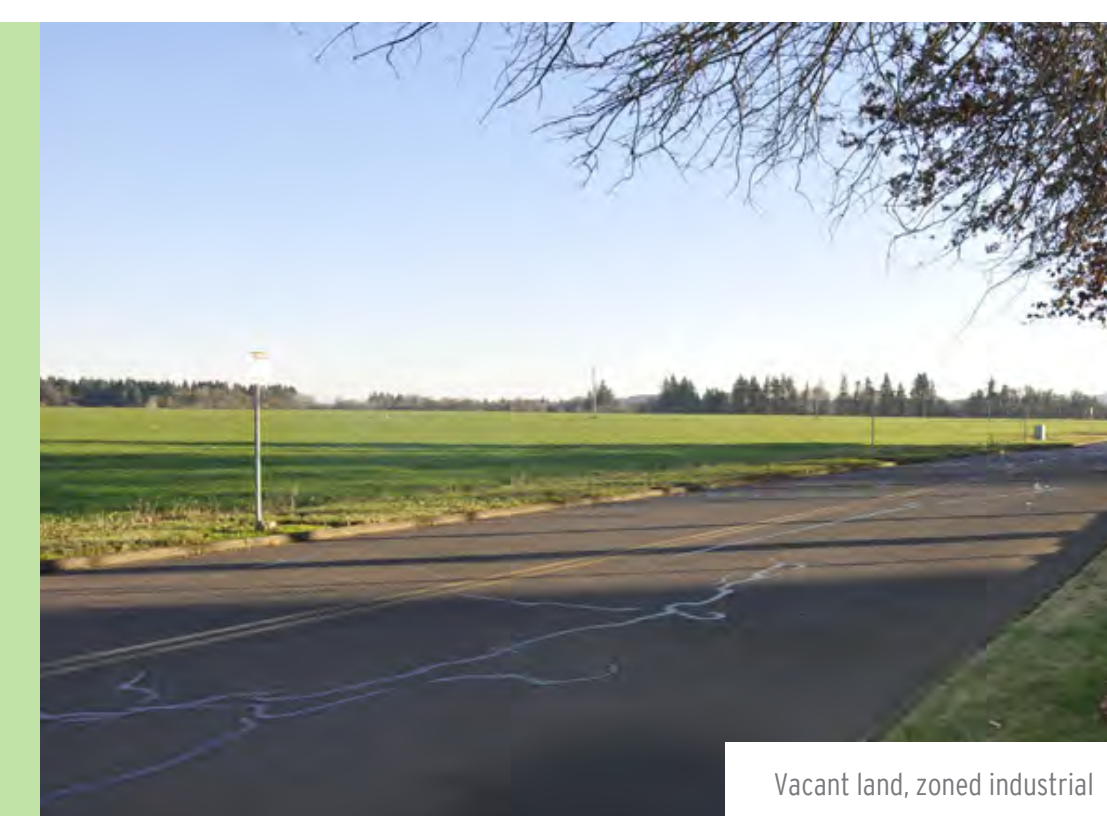
Lack of sidewalk connections and large parking lots limit pedestrian friendliness.

Denser development near land uses that support it.

Agricultural building forms could integrate with existing character.

Capitalize on visual character and views to forests, farm fields, and mountains in the distance.

### OPEN SPACE



Opportunities to connect to Galen McBee Airport Park and extend trail loops to South Yamhill River

Land for future nature trails and mature trees should be preserved if possible

Large open fields reflect agricultural heritage and strategic position in heart of wine country. Strive to maintain views of open fields; consider "Agrihoods," which incorporate farming into new mixed-use communities.

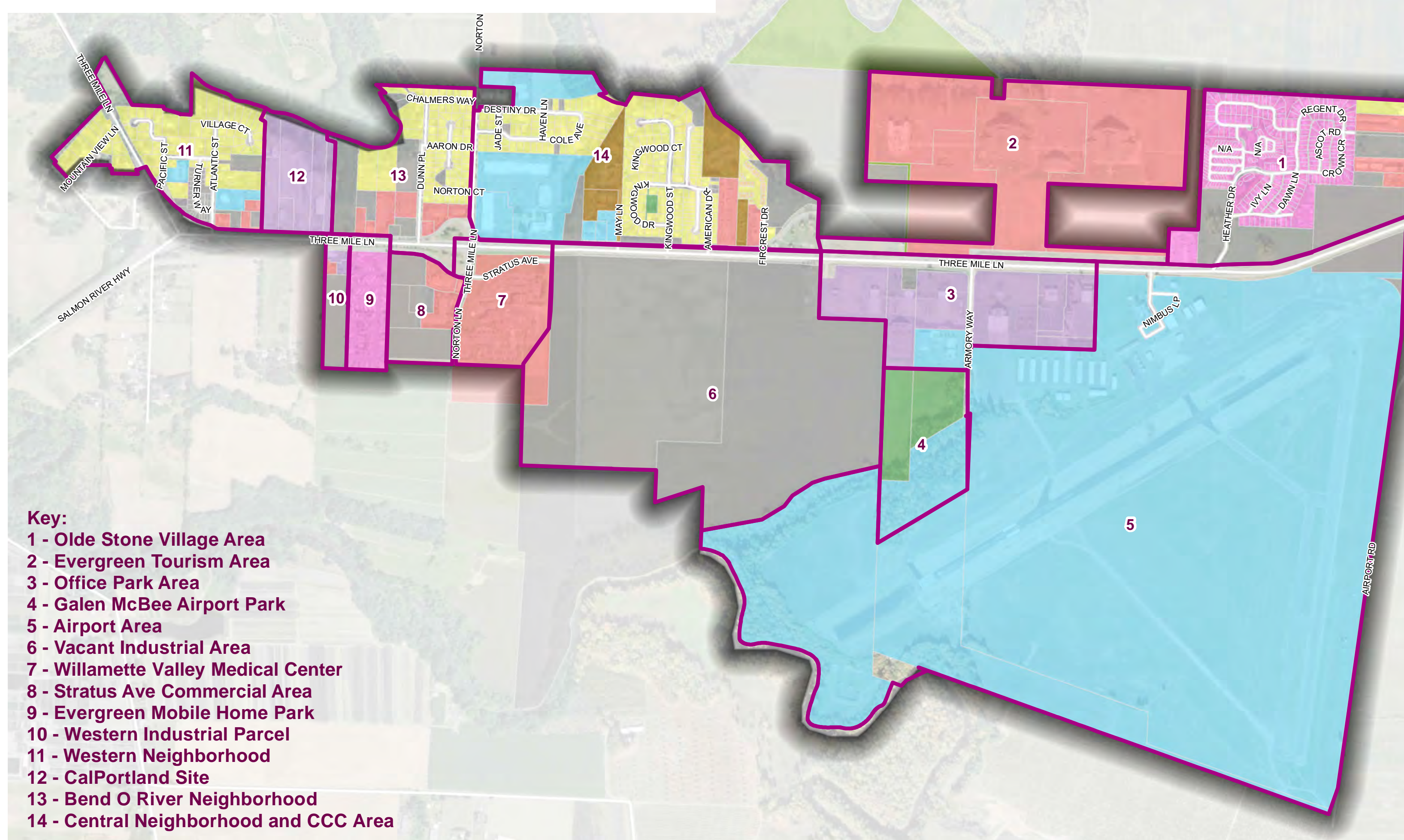


Area Plan



# LAND USE & DESIGN

## EXISTING LAND USES



- Residential Manufactured Homes
- Commercial
- Residential Single- & Two-Family
- Residential Condo
- Residential Multi-Family
- Open Space
- Industrial
- Public / Institutional
- Resource
- Vacant

## NORTH SOUTH

North of Three Mile Lane, land uses are mixed, with fewer large parcels except for the Evergreen Aviation & Space Museum complex. The north side includes single-family and multi-family uses, mobile homes, and commercial, industrial, and vacant land.

South of Three Mile Lane, much of the land is utilized by the McMinnville Municipal Airport (identified as public/institutional use), industrial, and undeveloped land. Jackson Family Wines and several commercial and manufactured home uses are also located in this area.

## LAND USE OPPORTUNITIES

### LIGHT INDUSTRIAL



Over 200 acres of undeveloped land, largely zoned for industrial uses. Large sites create opportunities for large-scale, cohesive development.

Light industrial can integrate well with other land uses.

Agricultural building forms can serve as inspiration (example: old grain elevator inspired design for Jackson Family Winery and processing center).

### AMENITIES AND TOURISM



Existing amenities & attractors: airport; Evergreen Space & Aviation Museum, water park, and event center; Yamhill River; large medical, industrial and office employers.

Safe and convenient connections and new amenities are needed to serve daily needs.

Opportunity to create a destination with a distinct personality.

### NEIGHBORHOODS



Opportunities for new mixed-use development in existing mixed residential and commercial areas.

Create varied, diverse, complete neighborhoods with a variety of housing and access to parks and services.

Integrate "complete streets" that prioritize safe walking and biking for people of different ages and abilities.

### NATURAL FEATURES



South Yamhill River and associated natural areas, and mature tree stands provide defining character.

Galen McBee Airport park has walking trails and dramatic views to Mt Hood and Mt Jefferson.

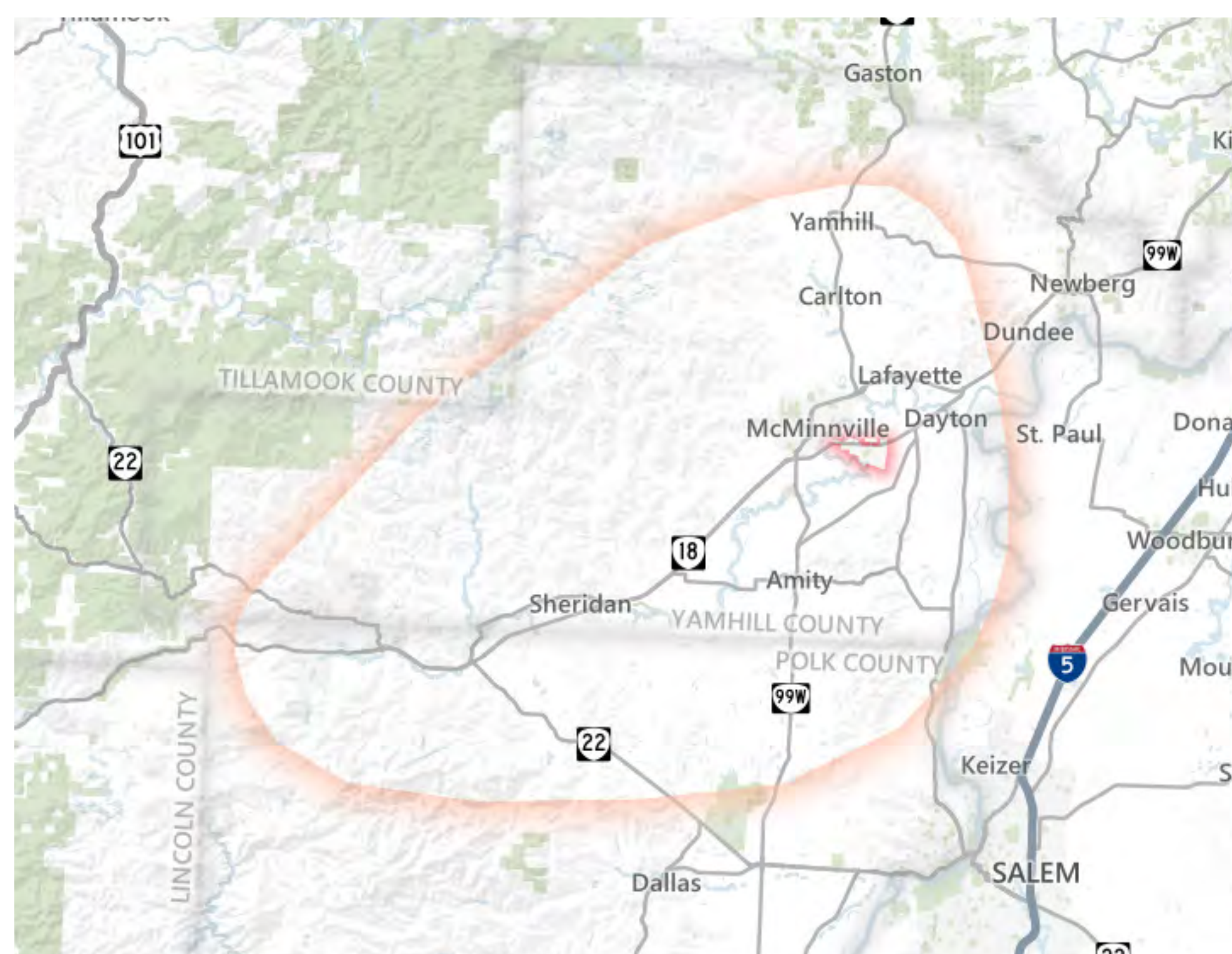
Connect residents and workers to these natural features.



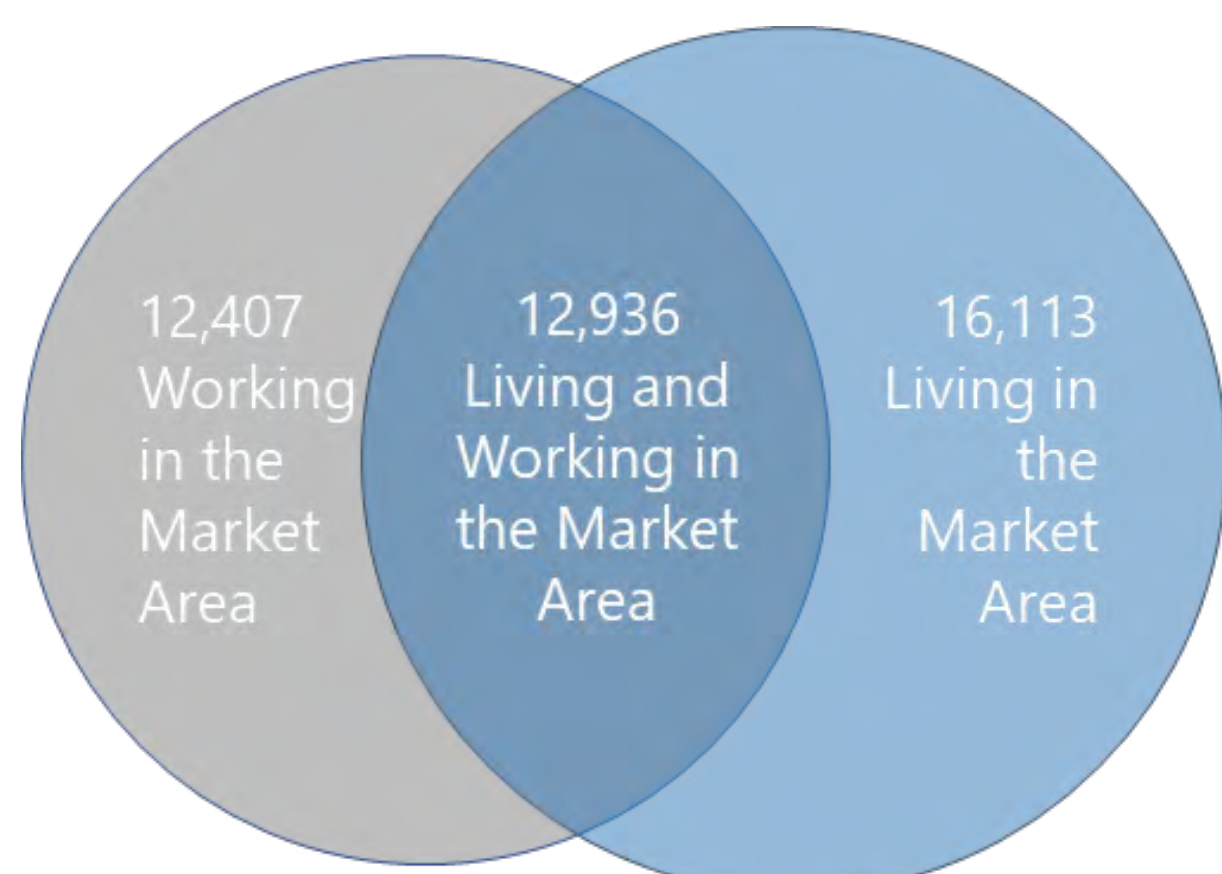
# MARKET ANALYSIS

## Background Information

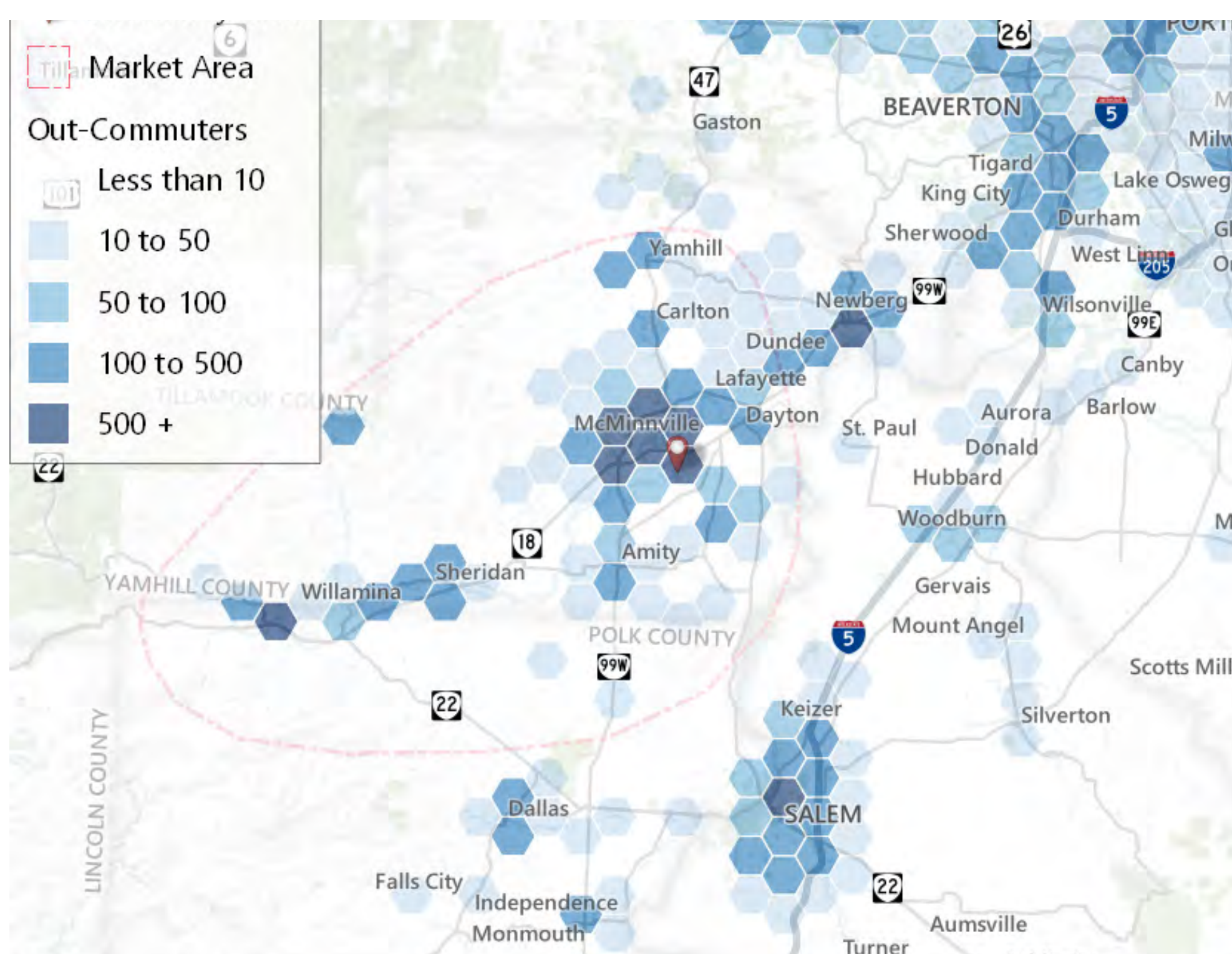
The market area represents the area from which most demand for residential, commercial, and industrial uses will originate and is used for most of the charts and statistics on these posters.



45% of residents live and work in the market area, compared to only 39% for McMinnville specifically.

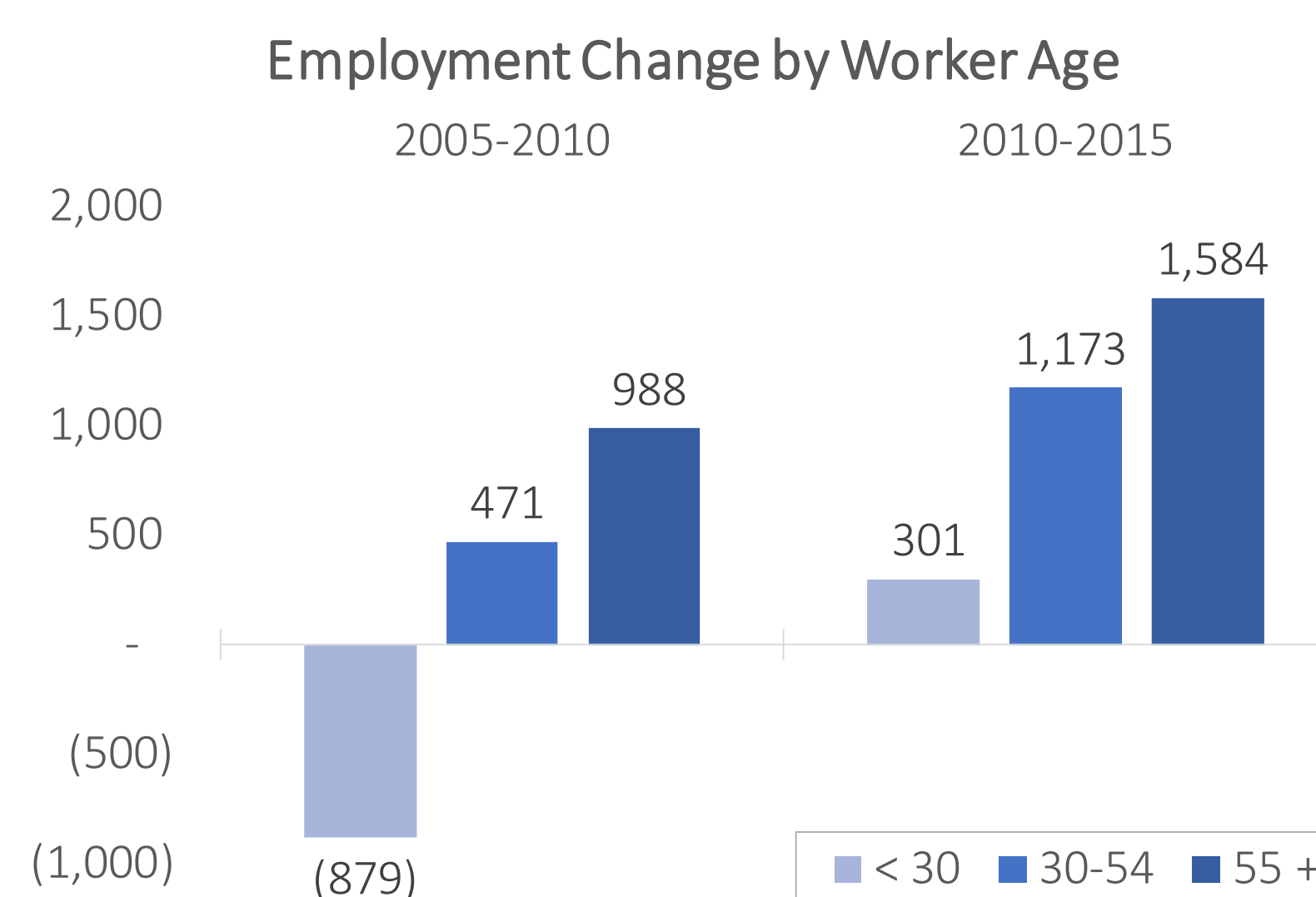


42% of market area residents work within 10 miles of home. Many people travel to parts of the Portland metro and Salem for work.



## Employment Conditions

The number of young workers declined from 2005 to 2015, while workers over the age of 55 grew significantly, suggesting challenges in keeping younger workers.

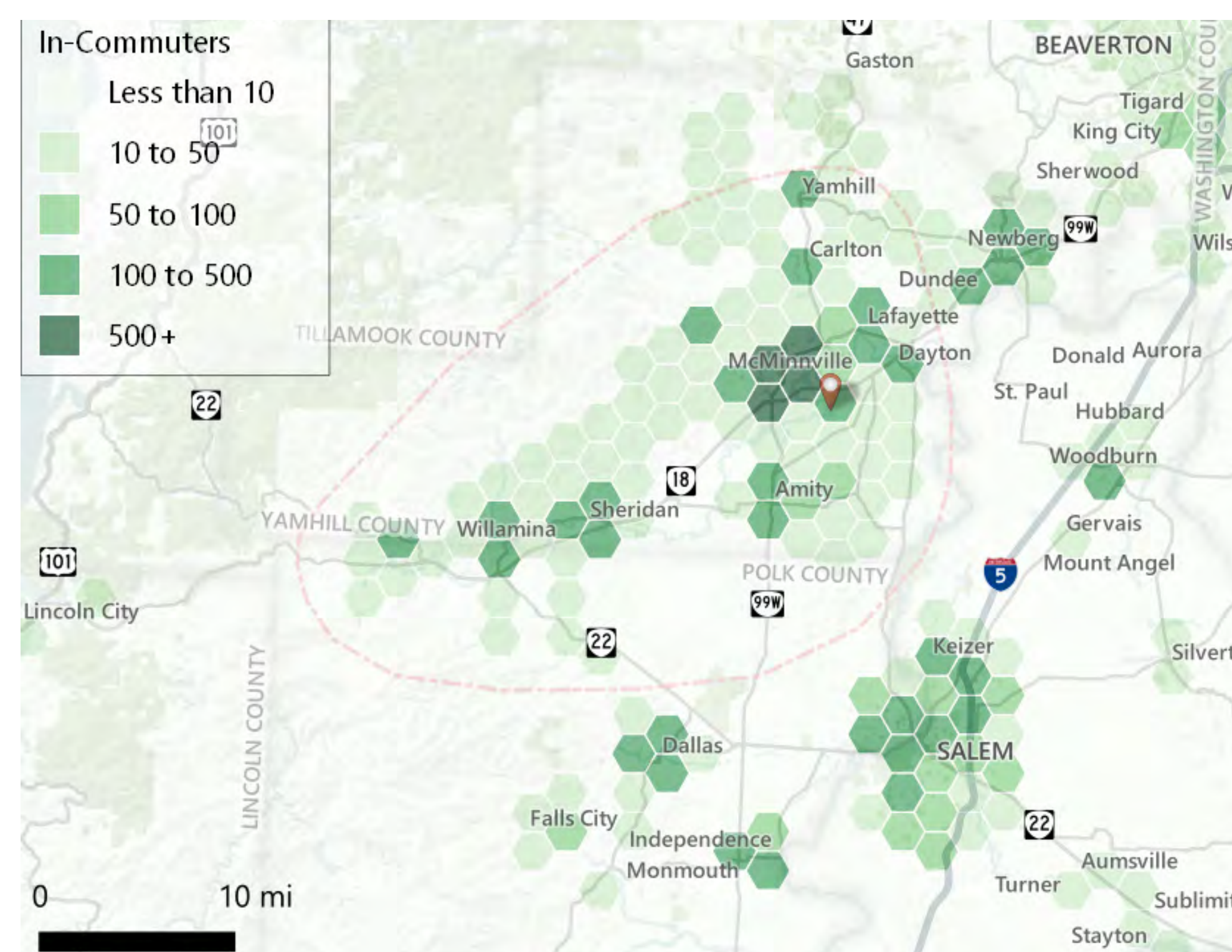


Agriculture, manufacturing, healthcare, and retail industries comprised 80% of all job growth over the past 5 years, a trend that is set to continue, driving demand for industrial, healthcare, and retail space.

### 5-yr Job Growth (3,060 total jobs)



50% of market area workers live within 10 miles of work. Most people commute to work in the market area from nearby, with fewer living in the Portland metro.





# MARKET ANALYSIS

## Housing & Demographics

By 2040, the senior population (65+) will comprise almost quarter of the population, increasing demand for walkable amenities, healthcare, and smaller housing units.



Smaller households suggest an opportunity for higher density residential development.



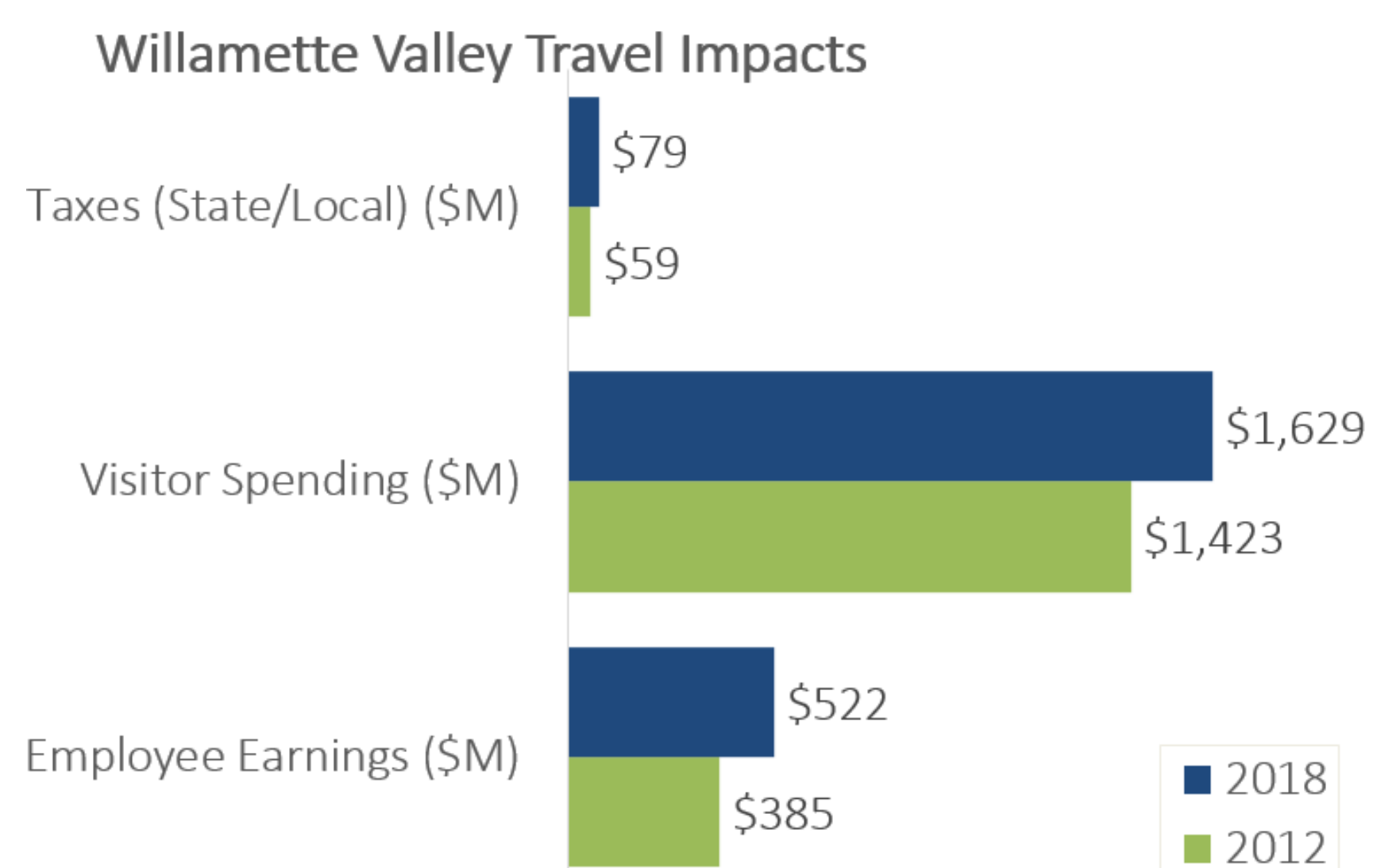
High projected growth rates indicate future demand for new housing and development related to high-growth employment industries (e.g., wine and agriculture, retail, and healthcare).

### High Projected 10-year Growth



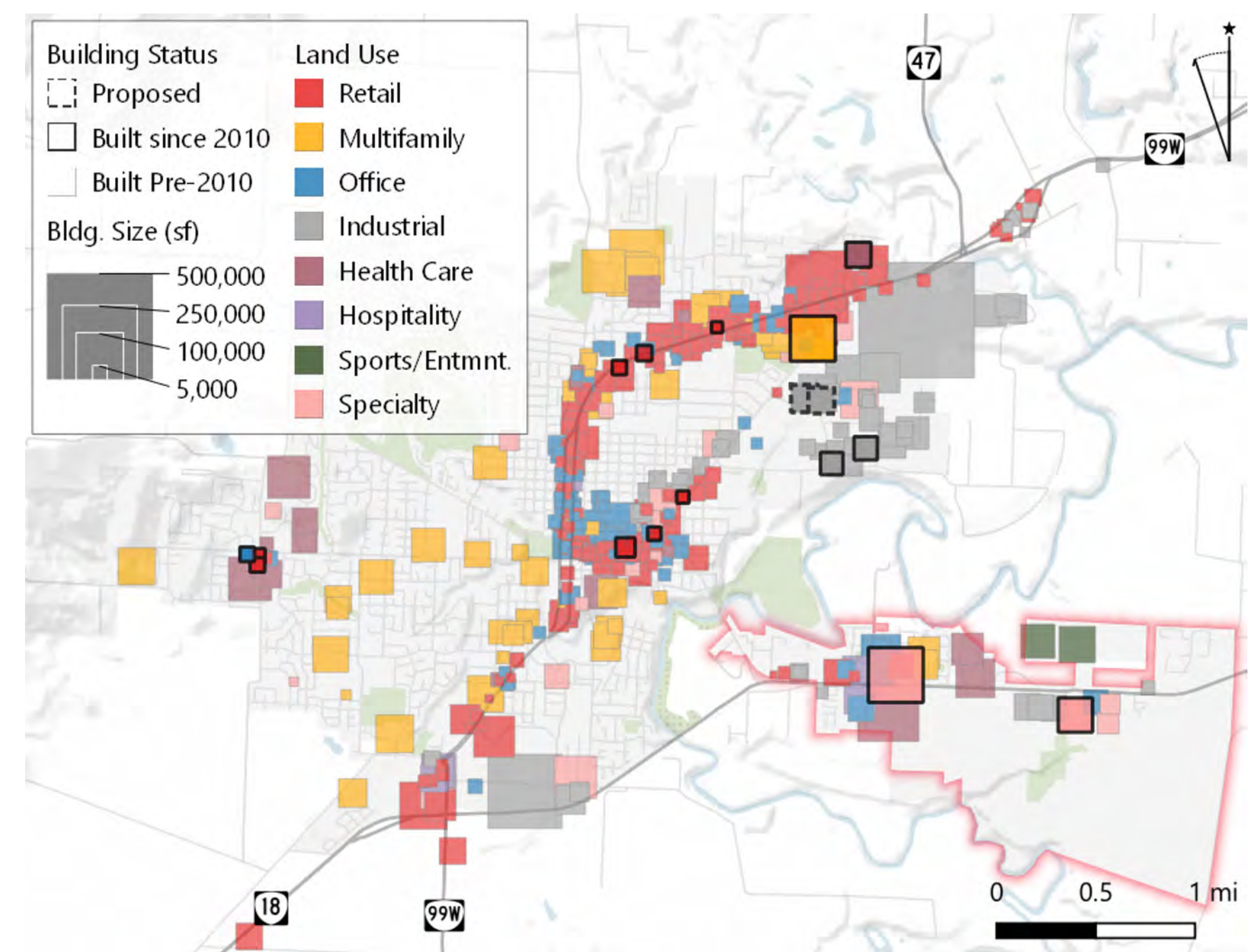
## Tourism

More money is being spent on travel and tourism than ever before, with positive impacts projected for McMinnville's retail and lodging industries.



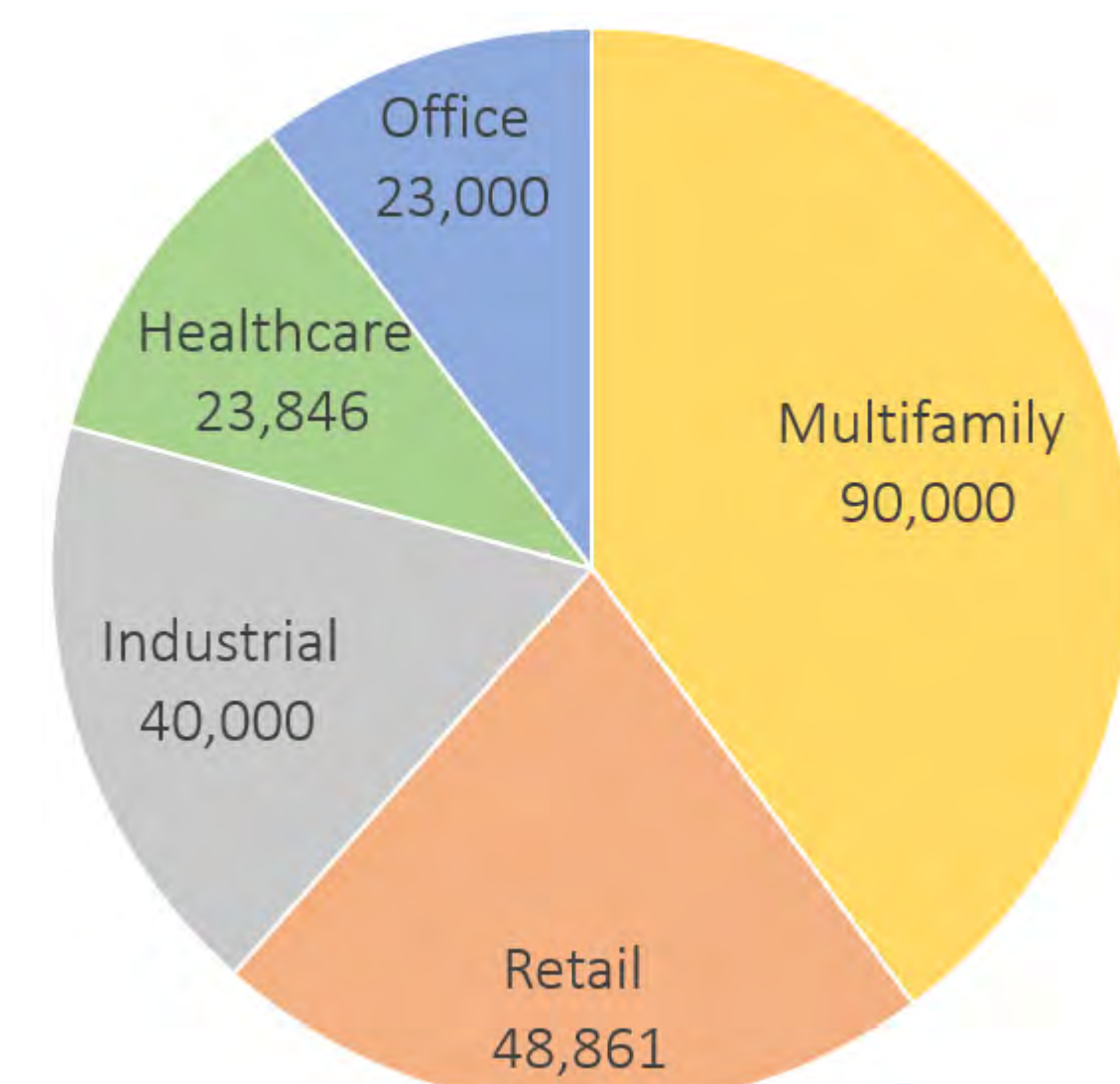
## Real Estate Overview

The following map shows development in McMinnville. Shaded squares show pre-2010 development, new/proposed developments have a black outline.



New development (since 2010) in the McMinnville market area has been:

- **40% Multifamily Residential**, consistent with national trends and consumer preferences.
- **22% Retail**: Generally comprised of smaller, community-serving retailers, not big boxes, which are struggling nationally with ecommerce and shifting consumer behaviors.
- **18% Industrial**: Prospects have improved recently due to constrained supply and increased demand for distribution and warehousing.
- **11% Healthcare**: Aging demographics and high job growth have increased prospects.
- **10% Office**: The market for speculative office appears weak, although build-to-suit opportunities may remain.

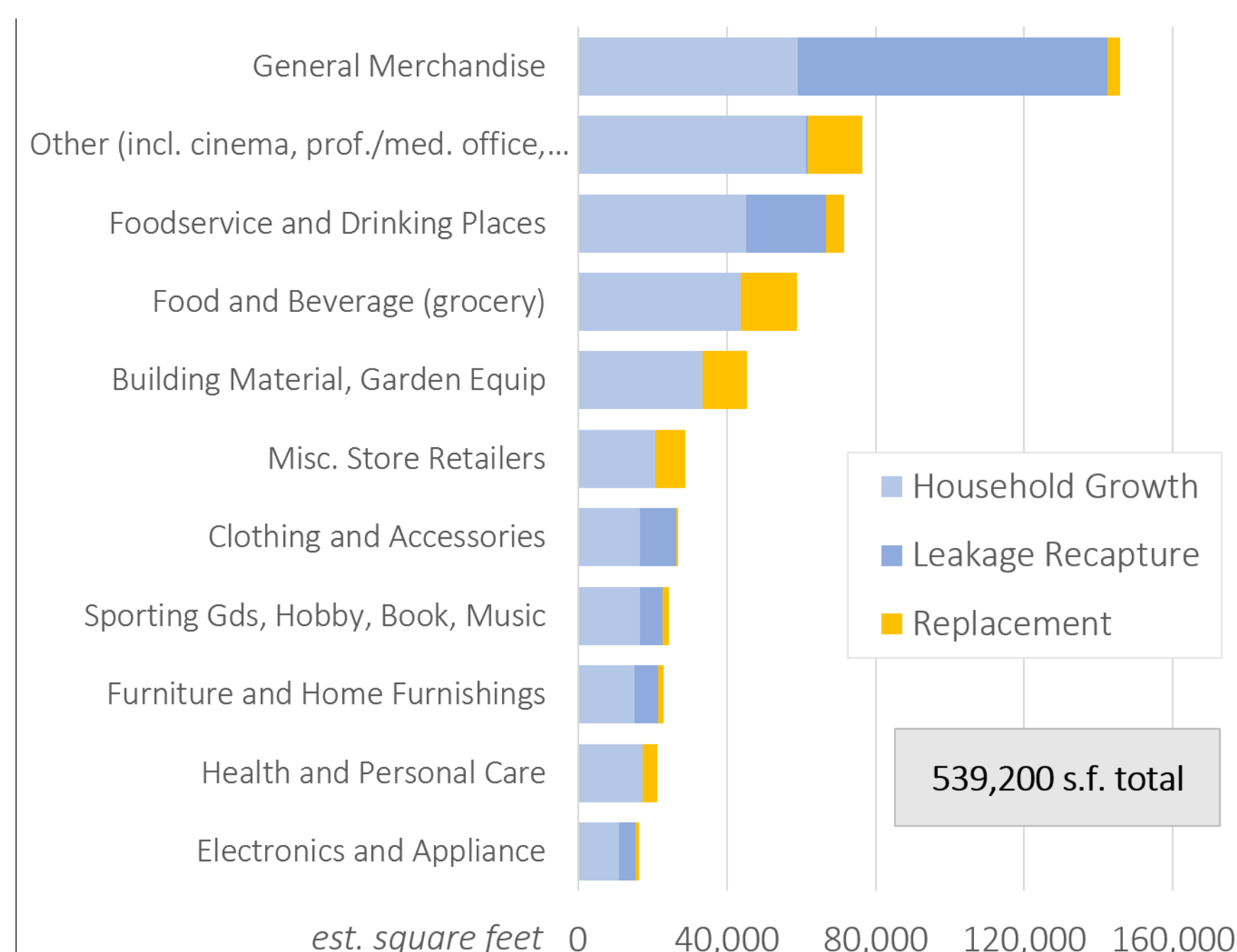




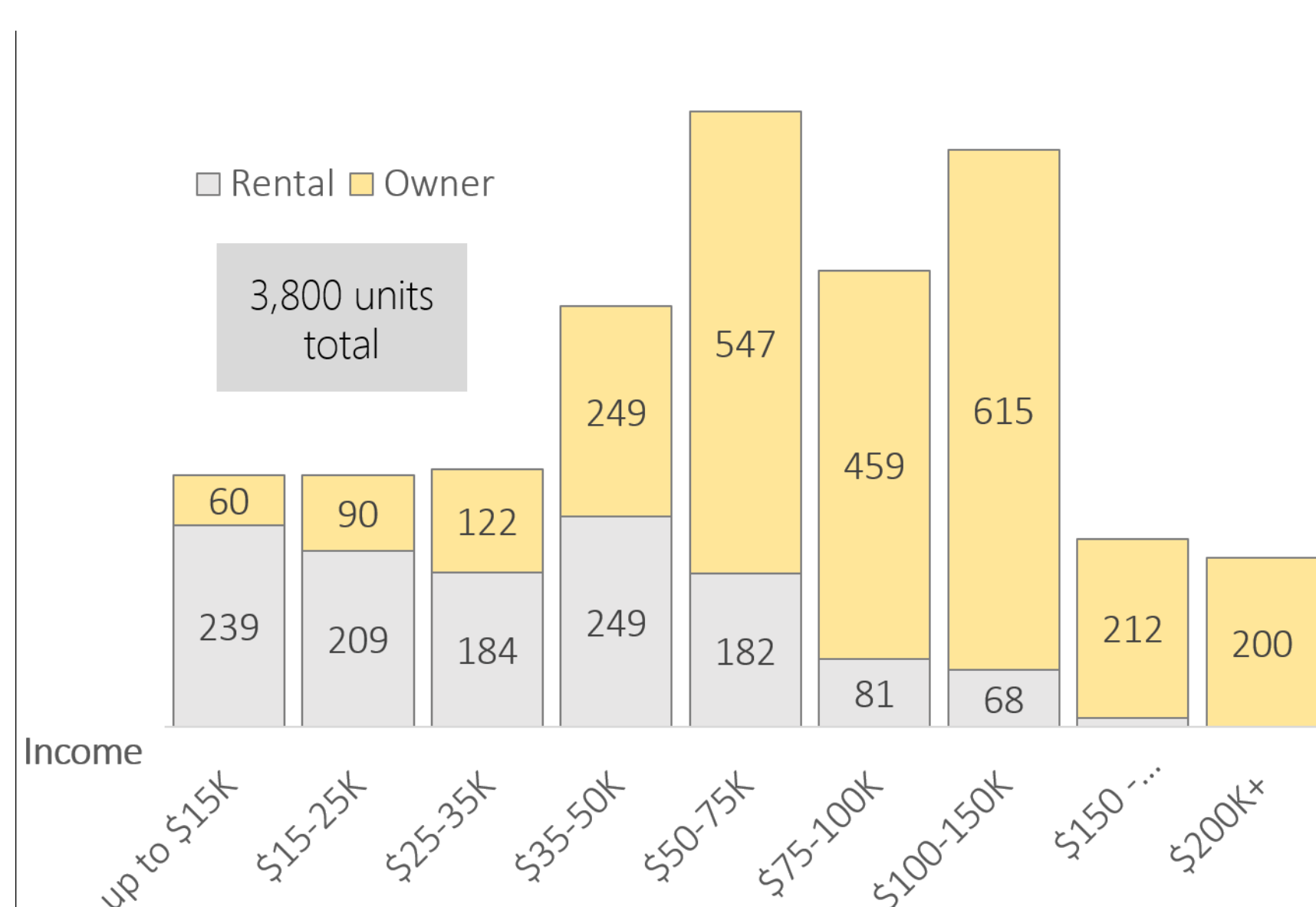
# MARKET ANALYSIS

## Market Area Demand

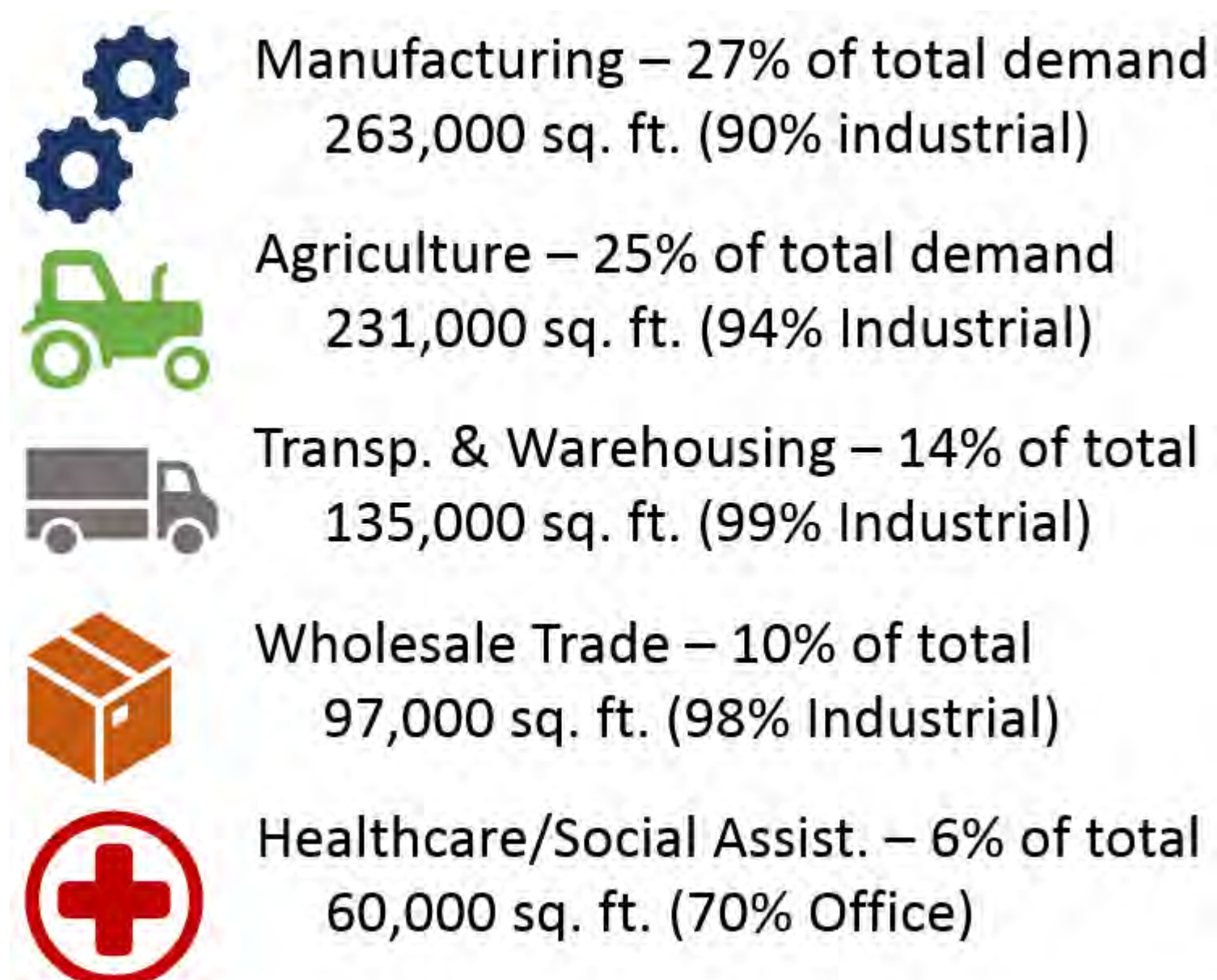
**Retail:** Spending data suggests immediate demand for general merchandisers, bars and restaurants, and clothing stores.



**Housing:** There is significant market area demand for housing, mostly within the middle-income categories.



**Office and Industrial:** Industrial demand linked mostly with manufacturing and ag. (e.g., wine), but not for office due to low growth in typical office-sector jobs. The following data shows market area demand for new development by industry.



## Development Program

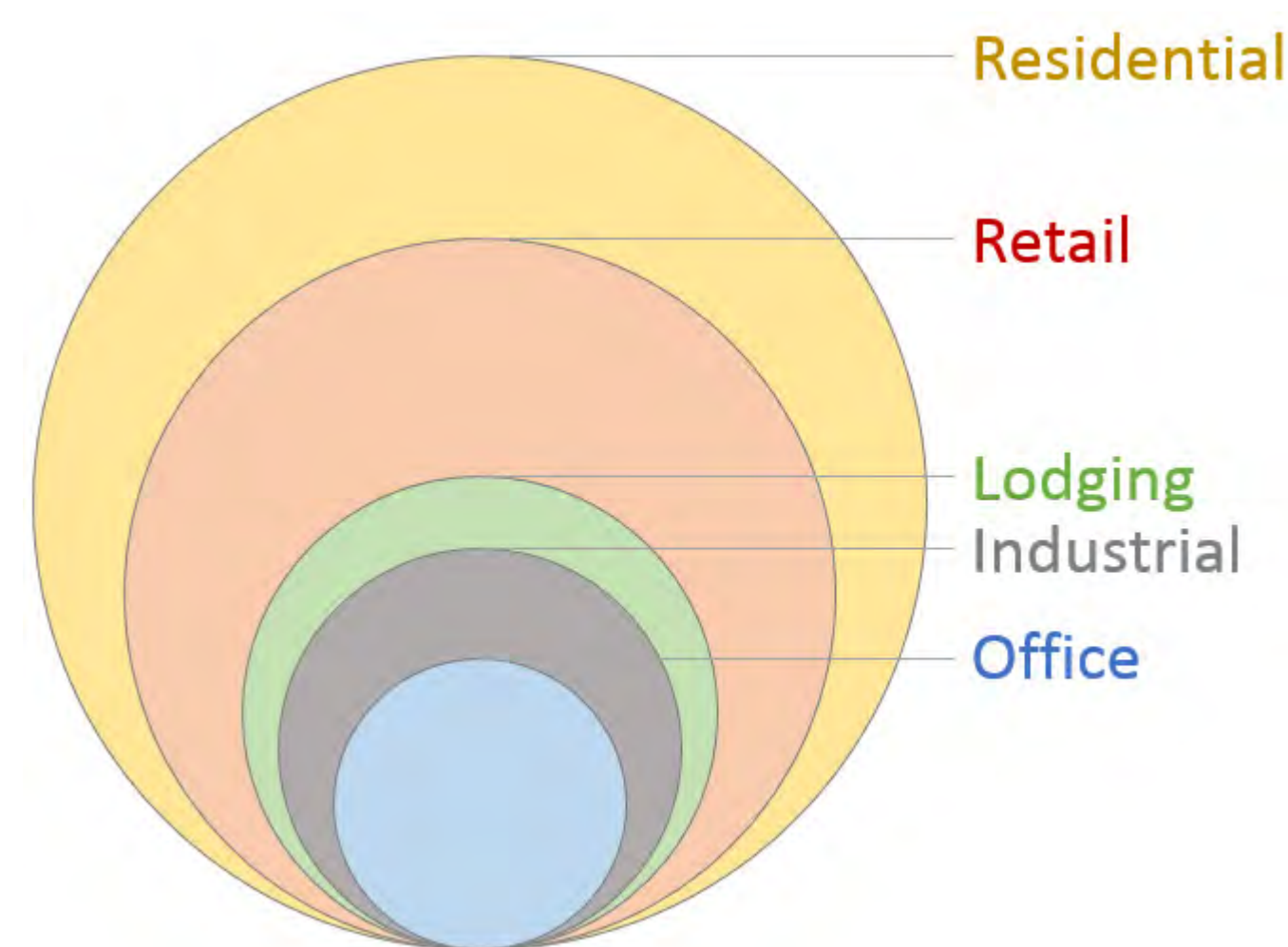
3 Mile Lane is poised to capture a significant portion of total regional demand.

Potential development in 3 Mile Lane is likely to be driven by strong demand for housing and retail.



Tourism, the airport, and existing needs for meeting space should drive demand for hotel.

With few large flat land tracts left in the area, there is potentially strong industrial demand, but industrial may not be compatible with significant residential development if that alternative is preferred.



**Housing** rents may only justify townhomes and apartments up to four stories. Single-family and multiplexes remain in demand.

**Retail** development will be surface parked, low-rise, with a potential grocery store, restaurants, etc.

**Office** will likely be limited, standalone, or above retail.

**Industrial** could be “craft” with retail components.







Area  
Plan

City of McMinnville

**Town Hall Meeting**

**July 11, 2019**



# Welcome and Project Update



# Town Hall Meeting Overview

- 5:30 - 5:45 Check-in
- 5:45 - 6:10 Overview Presentation
- 6:10 - 6:15 Choose Breakout Session
- 6:15 - 6:35 Breakout Session
- 6:35 - 6:40 Switch Breakout Session
- 6:40 - 7:00 Breakout Session
- 7:00 - 7:10 Reconvene
- 7:10 - 7:30 Breakout Session Reports, Next Steps



# Town Hall Meeting Objective:

Discuss the desired features of a future Three Mile Lane Area and the elements of a “preferred alternative” for analysis.

- Review project goals and objectives.
- Discuss land use and urban design elements.
- Consider the opportunities for multi-modal connectivity and access.
- Review and critique the preliminary preferred alternative to prepare for the next level of detailed analysis.

# Project Goals

**GOAL 1:** Support and enhance the district's economic vitality and marketability

**GOAL 2:** Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district

**GOAL 3:** Enhance multi-modal connections throughout the district.

**GOAL 4:** Create an aesthetically pleasing gateway to the City of McMinnville.



# Project Schedule



# Technical & Reference Documents

- Existing Land Use & Zoning
- Existing Transportation Operations & Safety
- Conditions Booklet
- Economic Analysis
- Case Study Report
- Evaluation Criteria Memorandum
- Design Booklet

Available at: <https://threemilelane.com/>



# Public Outreach

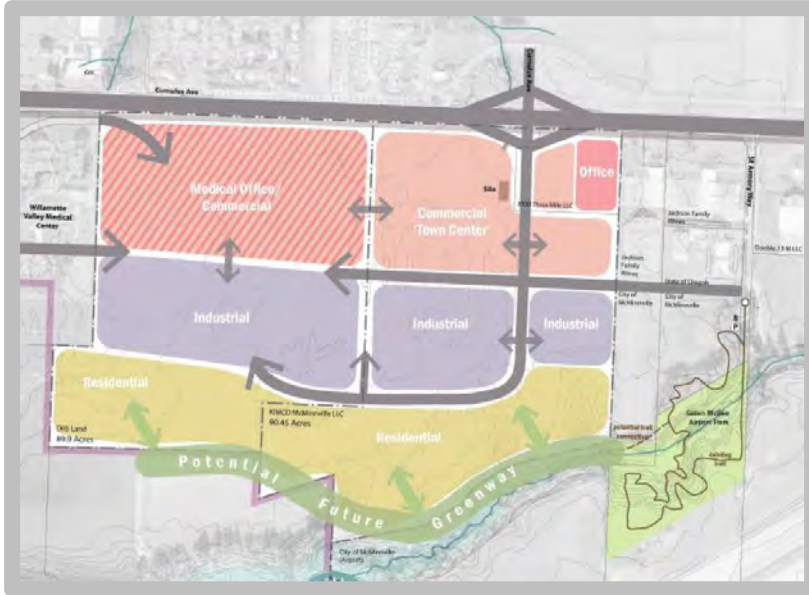
- Advisory Committee Meeting & Design Charette
- Property Owners Work Session & Case Studies



July 11, 2019

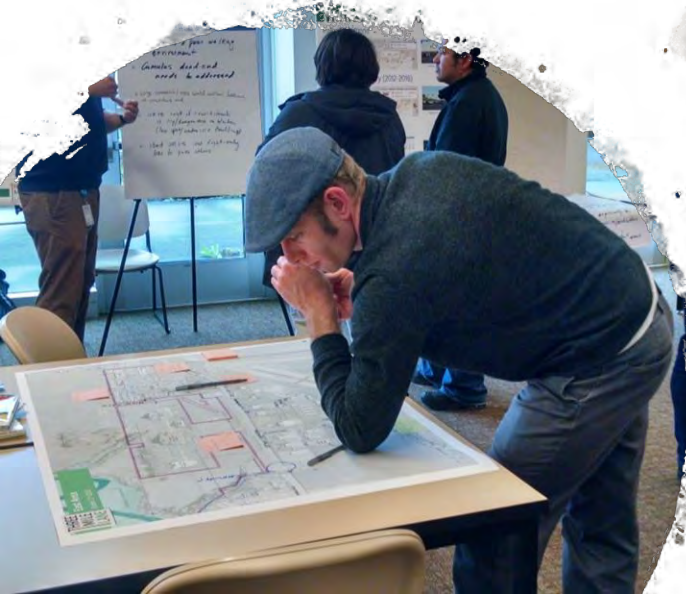


Town Hall Meeting



# Public Outreach

## Open House and Survey

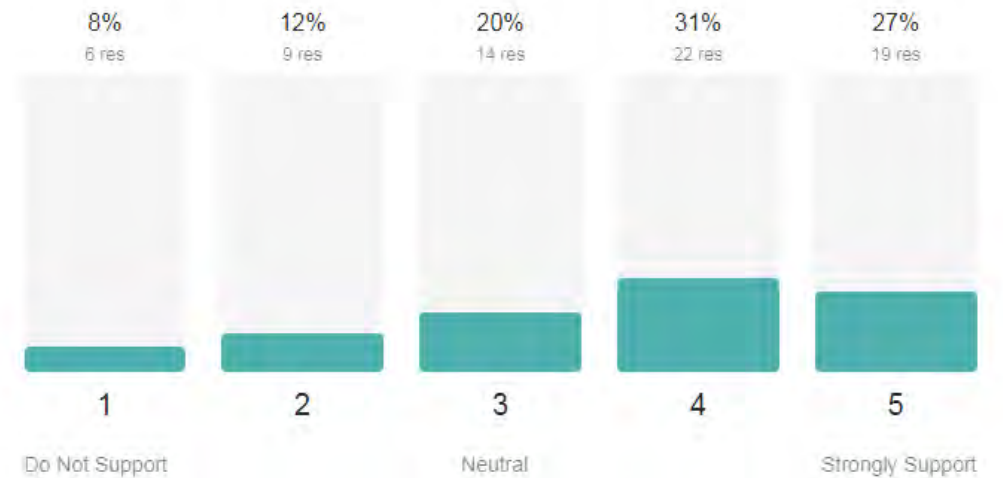


**Goal 1:** Support and Enhance the District's Economic Vitality and Marketability

What is your level of support for **Goal 1**?

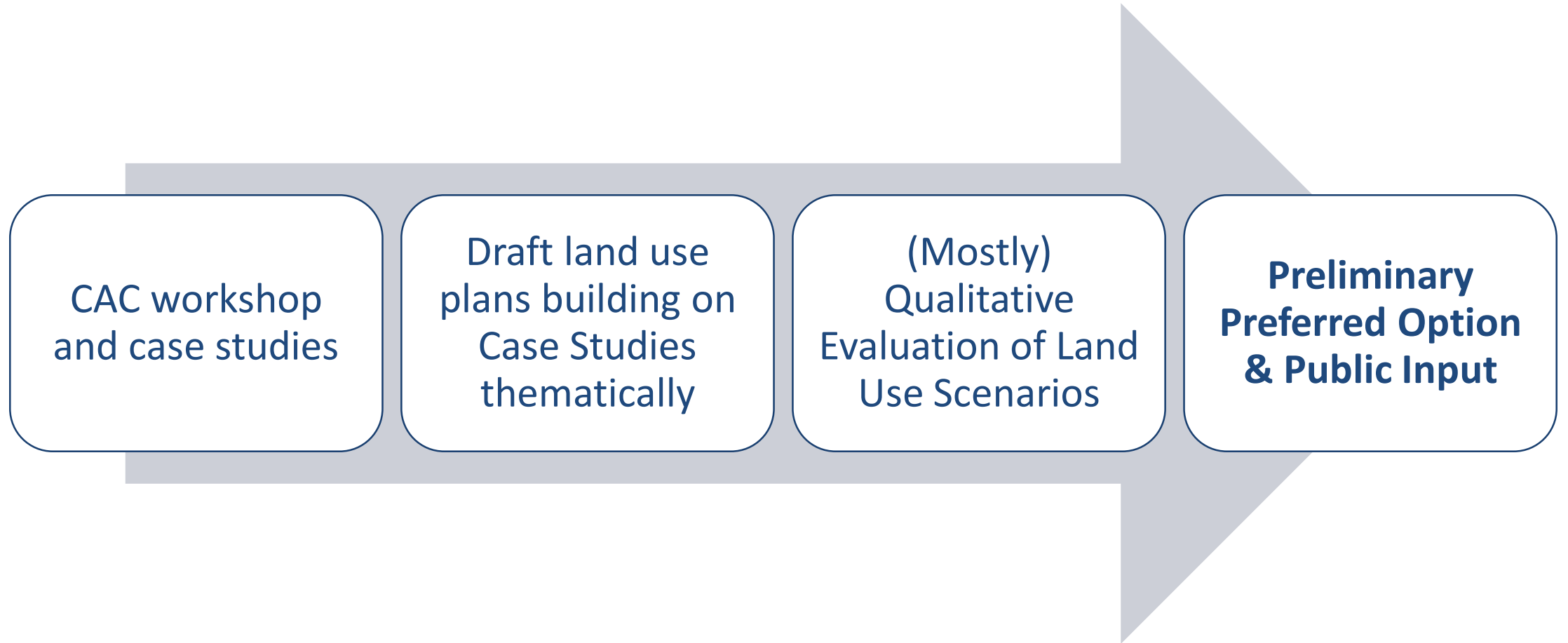
70 out of 70 answered

3.60 Average rating

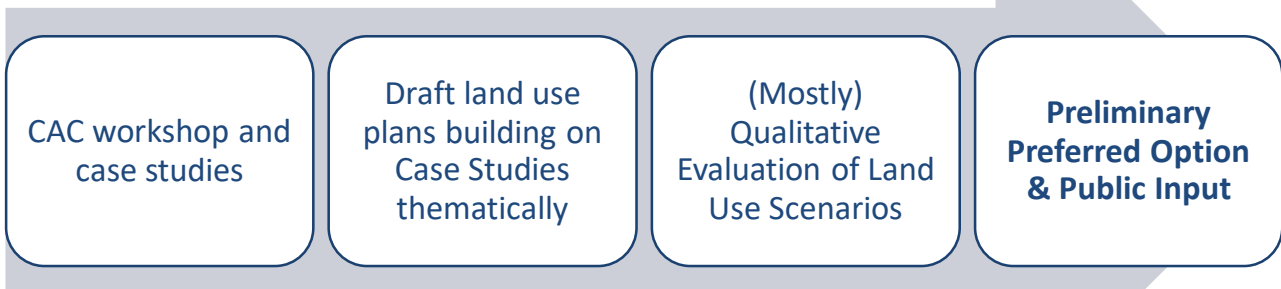




# Process



# Process





# Land Use and Facility Design Options

# Common Elements

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- Boundaries remain the same: UGB is in the same location, developable land is roughly 400 acres
- Airport expected to develop per the 2004 Airport Plan
- Local roadway designs are adaptable to any land use concept





# Common Elements: Transportation

- Cumulus Avenue is connected to SW Norton Lane through or adjacent to the Chemeketa Community College campus.
- New public 'complete' streets are added to new developments south of Three Mile Lane.
- Three Mile Lane bridge is improved for bicycle and pedestrian safety.
- New and improved bicycle and pedestrian connections throughout the area.





# Common Elements: Urban Design

- Landscape and architectural design standards are recommended to ensure new development is designed to reflect regional agricultural and historic forms and support this area's function as a gateway to McMinnville.
- Preserve views to natural features like mountains and the river
- Gateway elements are included to mark the entrance to McMinnville



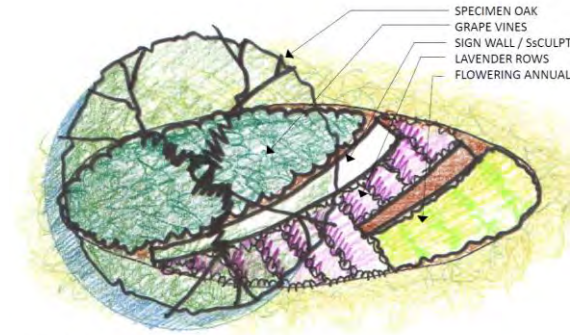


# Common Elements: Parks and Trails

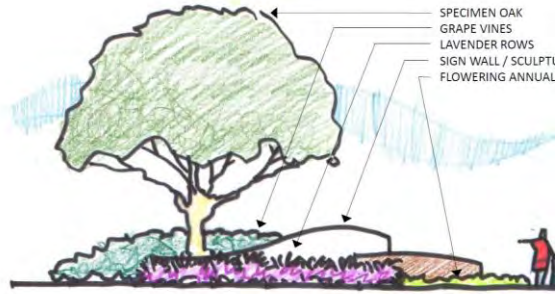
- A trail system connects the South Yamhill River, Galen McBee Airport Park, Evergreen Campus, and Joe Dancer Park along riparian corridors and through new development. The location of these trails changes slightly per concept, but they are always present.
- Recreational access is added to the Yamhill River and riparian corridors and oak stands are protected



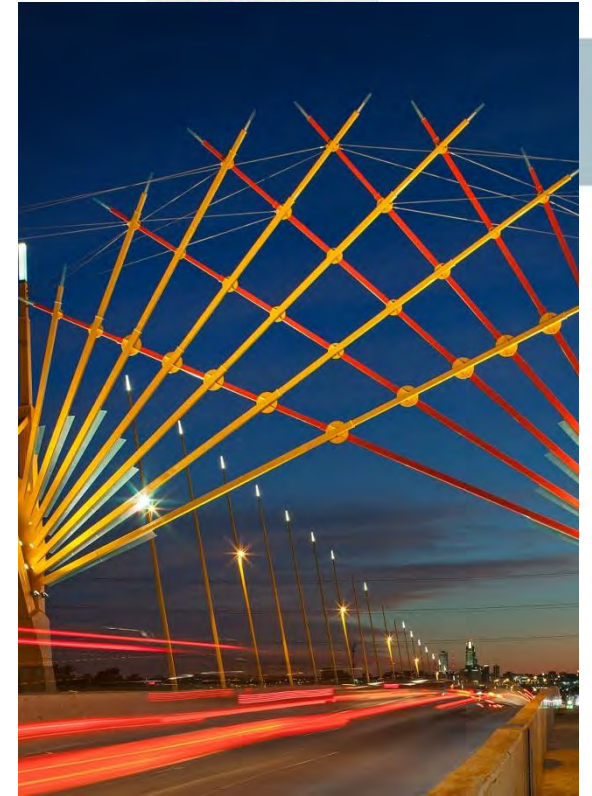




PLAN VIEW



ELEVATION VIEW



# Gateways



# COMPLETE STREETS DESIGN

The following table summarizes the street standards proposed in McMinnville's 2010 TSP, with potential adjustments noted to enhance cyclist and pedestrian comfort.

	Major Collector Existing Standards	Notes	Local Residential Existing Standards	Notes
Right-of-Way	74'	<i>Increase to 80'</i>	50'	<i>Increase to 58'</i>
Speed	25-30 mph		15-25 mph	
Maximum Average Daily Traffic (ADT)	16,000		1,200	
Adjacent Land Use Intensity	Medium		Low	
Sidewalks	5' residential 10-12' commercial	6'	5'	<i>Increase to 6'</i>
Planter Strips	6' residential N/A commercial	8'	5'	<i>Increase to 6'</i>
Curb-to-Curb Street Width	44'	<i>Suggest 50'</i>	28'	
On-Street Parking Two Sides	N/A	<i>Possible in urban/town center area</i>	yes	<i>Switch to one side parking if travelway too narrow...see below</i>
Bike Facility	2 lanes (5')	<i>Change to 8' buffered bike lanes (or cycle tracks)</i>	Shared Lane	<i>OK, with sharrow markings</i>
Median / Center Turn Lane	12'	<i>Ensure canopy trees planted</i>	None	
Travel Lane Width	2 Lanes (11')		See street width	<i>With on-street parking on both sides, the resulting travelway will be 14', two-way, which is narrow.</i>

THREE  
MILE  
LANE

Area  
Plan

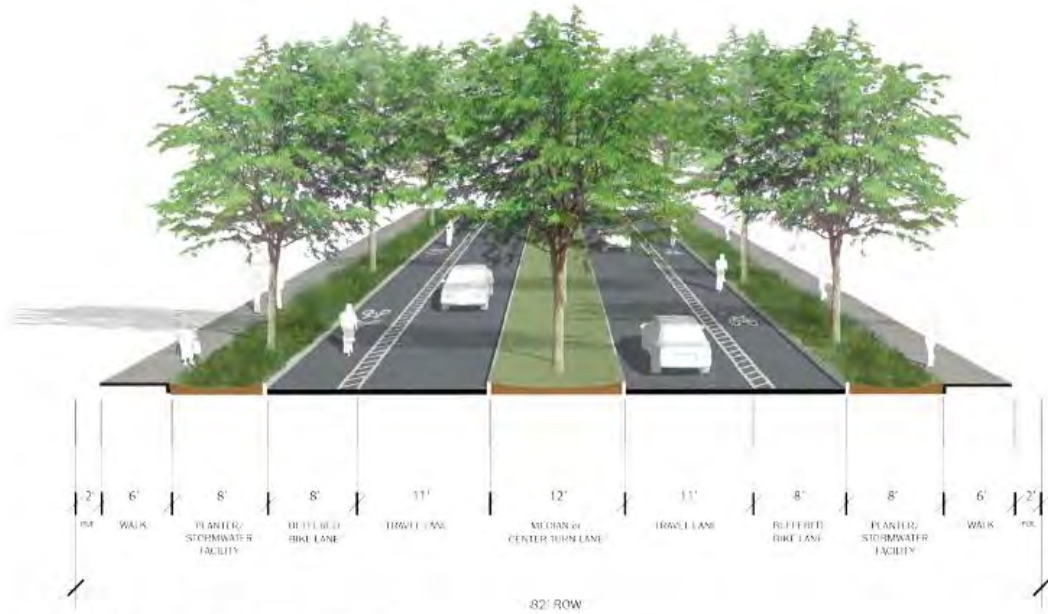


Buffered Bike Lane



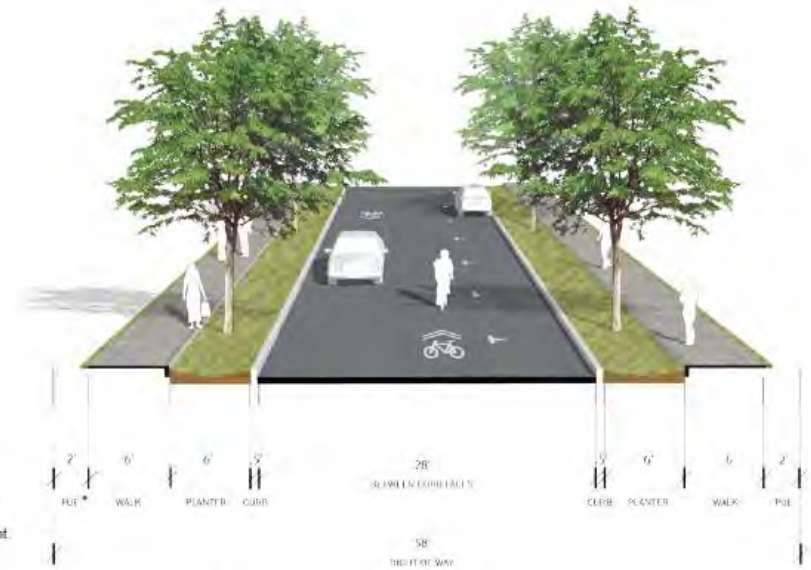
Cycle Track

# Cross Sections



**PROPOSED 3ML MAJOR COLLECTOR STREET CROSS-SECTION**

July 11, 2019



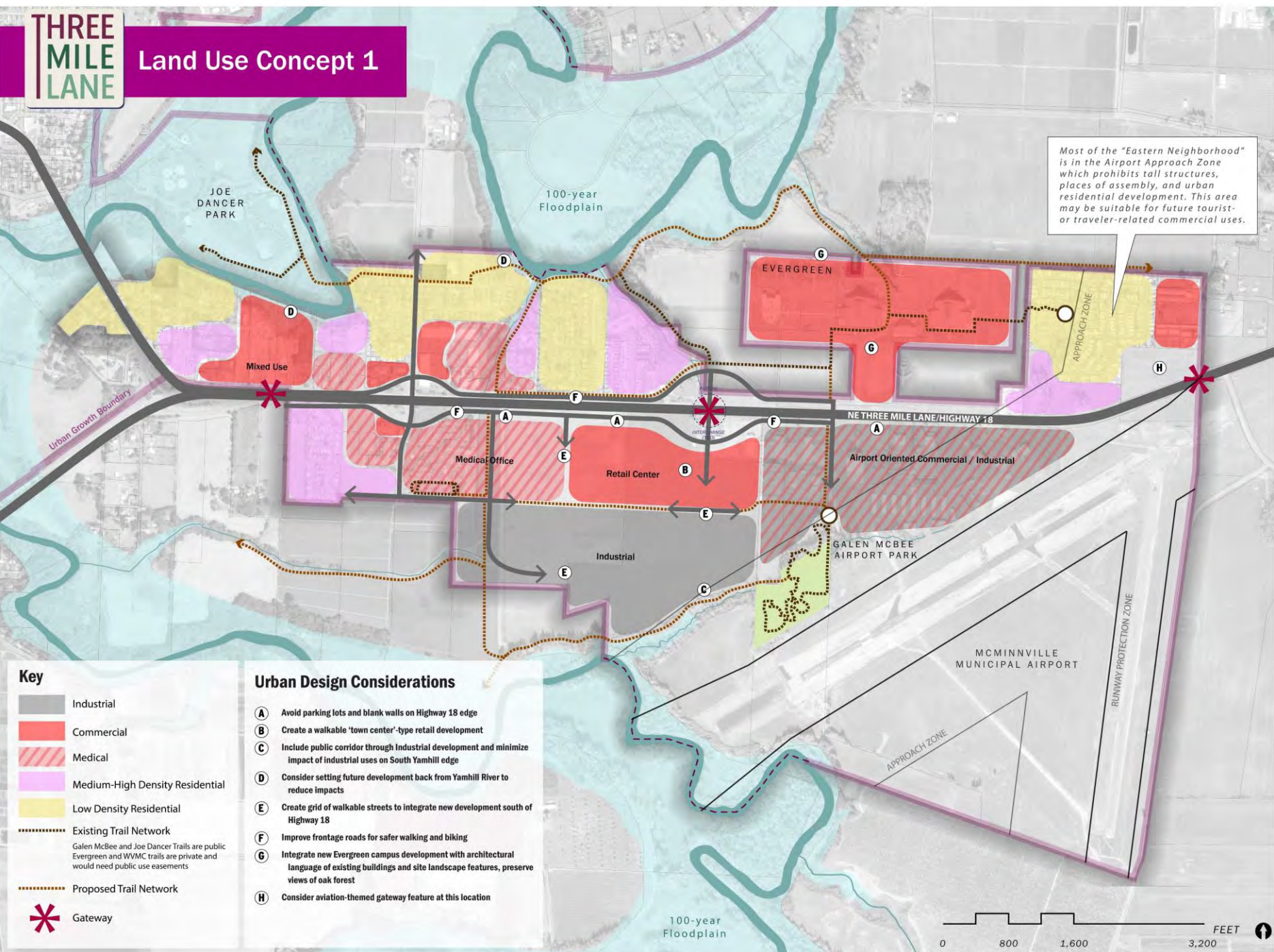
**PROPOSED 3ML LOCAL RESIDENTIAL STREET CROSS-SECTION**

Town Hall Meeting



# THREE MILE LANE

## Land Use Concept 1

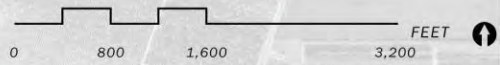


Most of the "Eastern Neighborhood" is in the Airport Approach Zone which prohibits tall structures, places of assembly, and urban residential development. This area may be suitable for future tourist- or traveler-related commercial uses.

**Key**

- Industrial
- Commercial
- Medical
- Medium-High Density Residential
- Low Density Residential
- Existing Trail Network  
Galen McBee and Joe Dancer Trails are public  
Evergreen and WVMC trails are private and  
would need public use easements
- Proposed Trail Network
- ✖ Gateway

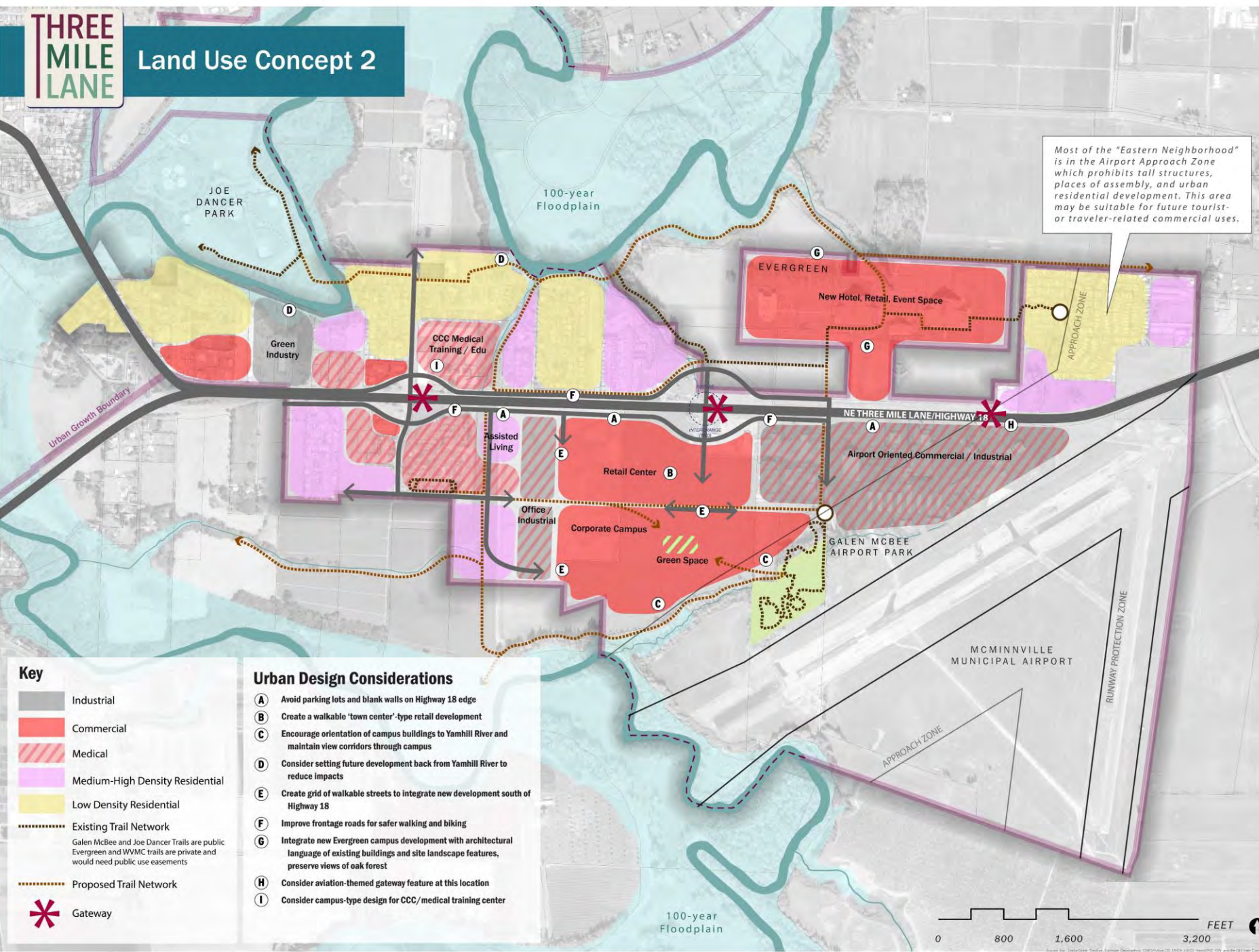
- Urban Design Considerations**
- (A)** Avoid parking lots and blank walls on Highway 18 edge
  - (B)** Create a walkable 'town center'-type retail development
  - (C)** Include public corridor through Industrial development and minimize impact of Industrial uses on South Yamhill edge
  - (D)** Consider setting future development back from Yamhill River to reduce impacts
  - (E)** Create grid of walkable streets to integrate new development south of Highway 18
  - (F)** Improve frontage roads for safer walking and biking
  - (G)** Integrate new Evergreen campus development with architectural language of existing buildings and site landscape features, preserve views of oak forest
  - (H)** Consider aviation-themed gateway feature at this location



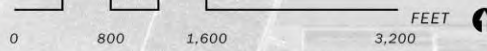


# THREE MILE LANE

## Land Use Concept 2



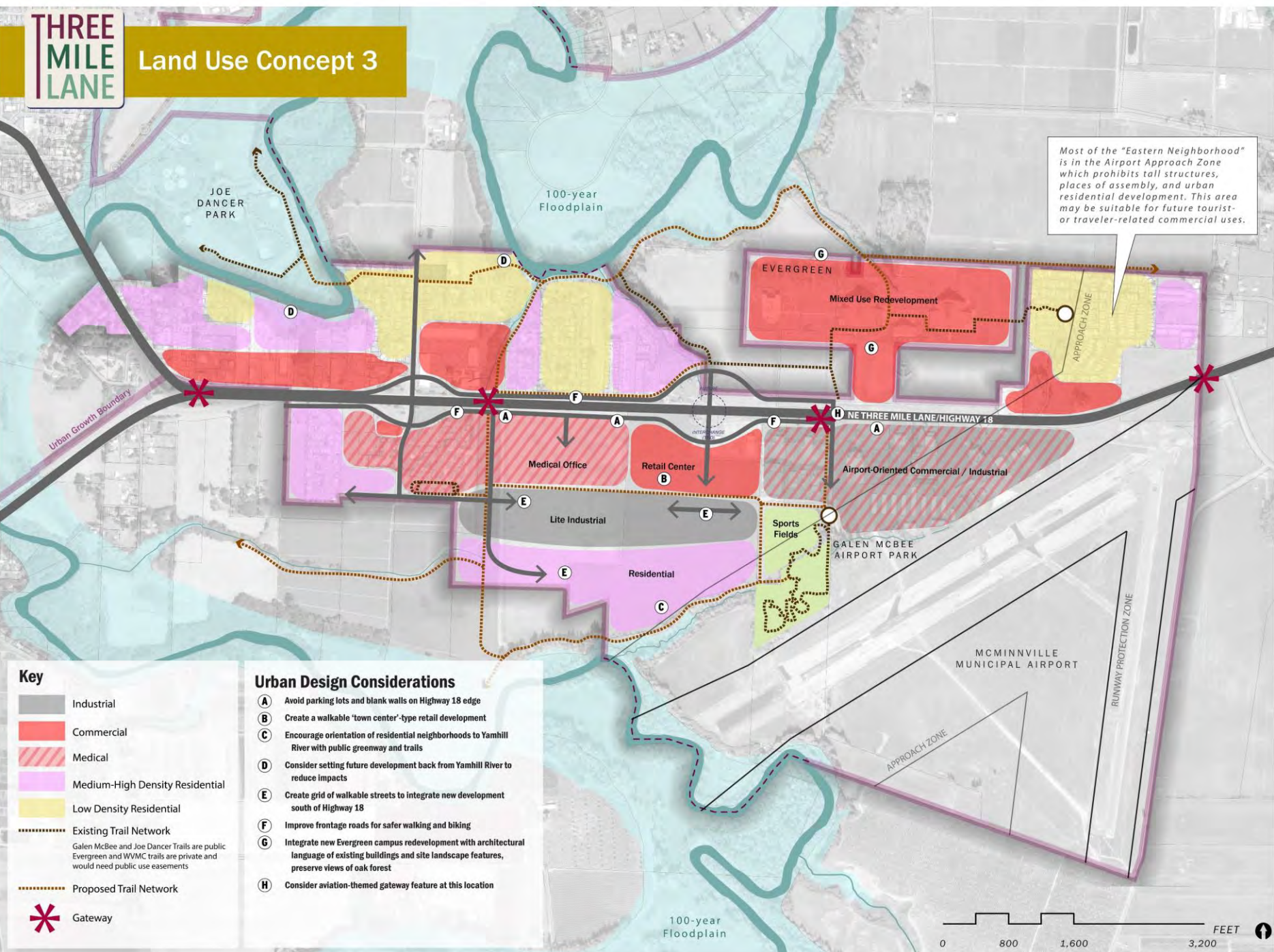
Most of the "Eastern Neighborhood" is in the Airport Approach Zone which prohibits tall structures, places of assembly, and urban residential development. This area may be suitable for future tourist- or traveler-related commercial uses.





# THREE MILE LANE

## Land Use Concept 3



Most of the "Eastern Neighborhood" is in the Airport Approach Zone which prohibits tall structures, places of assembly, and urban residential development. This area may be suitable for future tourist- or traveler-related commercial uses.

**Key**

- Industrial
- Commercial
- Medical
- Medium-High Density Residential
- Low Density Residential
- Existing Trail Network  
Galen McBee and Joe Dancer Trails are public  
Evergreen and WVMC trails are private and  
would need public use easements
- Proposed Trail Network
- Gateway

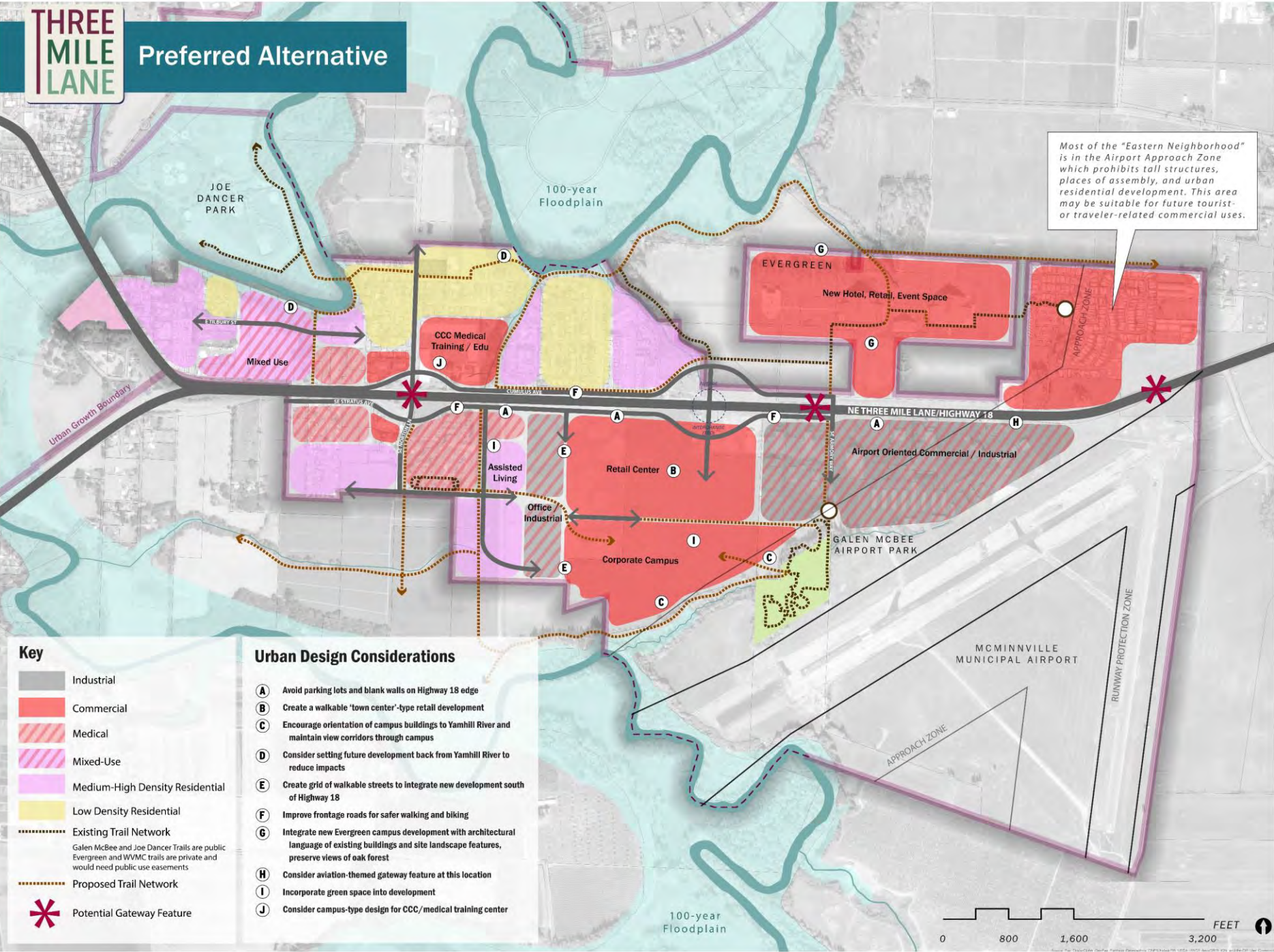
**Urban Design Considerations**

- (A)** Avoid parking lots and blank walls on Highway 18 edge
- (B)** Create a walkable 'town center'-type retail development
- (C)** Encourage orientation of residential neighborhoods to Yamhill River with public greenway and trails
- (D)** Consider setting future development back from Yamhill River to reduce impacts
- (E)** Create grid of walkable streets to integrate new development south of Highway 18
- (F)** Improve frontage roads for safer walking and biking
- (G)** Integrate new Evergreen campus redevelopment with architectural language of existing buildings and site landscape features, preserve views of oak forest
- (H)** Consider aviation-themed gateway feature at this location





# THREE MILE LANE Preferred Alternative



Most of the "Eastern Neighborhood" is in the Airport Approach Zone which prohibits tall structures, places of assembly, and urban residential development. This area may be suitable for future tourist- or traveler-related commercial uses.

**Key**

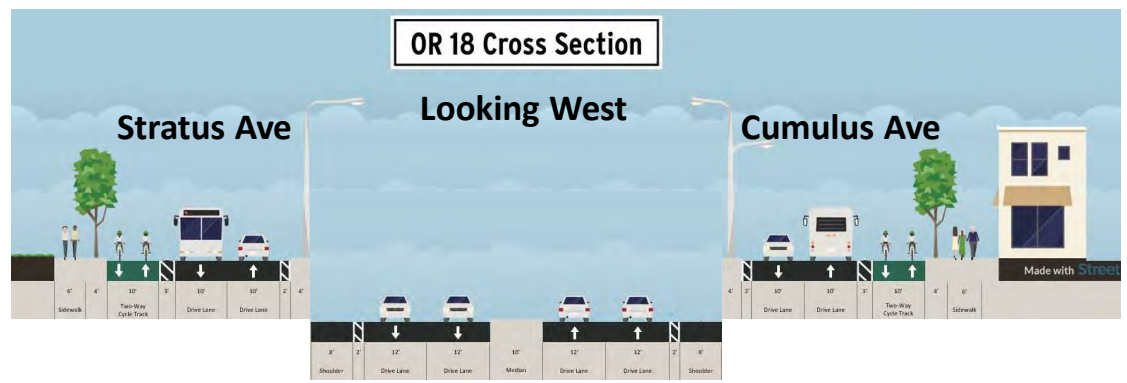
- Industrial
- Commercial
- Medical
- Mixed-Use
- Medium-High Density Residential
- Low Density Residential
- Existing Trail Network  
Galen McBee and Joe Dancer Trails are public. Evergreen and WVMC trails are private and would need public use easements.
- Proposed Trail Network
- Potential Gateway Feature

- Urban Design Considerations**
- (A)** Avoid parking lots and blank walls on Highway 18 edge
  - (B)** Create a walkable 'town center'-type retail development
  - (C)** Encourage orientation of campus buildings to Yamhill River and maintain view corridors through campus
  - (D)** Consider setting future development back from Yamhill River to reduce impacts
  - (E)** Create grid of walkable streets to integrate new development south of Highway 18
  - (F)** Improve frontage roads for safer walking and biking
  - (G)** Integrate new Evergreen campus development with architectural language of existing buildings and site landscape features, preserve views of oak forest
  - (H)** Consider aviation-themed gateway feature at this location
  - (I)** Incorporate green space into development
  - (J)** Consider campus-type design for CCC/medical training center

- Walkable retail development
- Corporate campus, with buildings oriented to Yamhill River; maintaining view corridors
- Mixed-use and medical-related uses
- New hotel, retail and event space; tourist-commercial
- Residential neighborhoods focused in the western parts of the study area to prevent isolated residences and implement Great Neighborhood Principles



# Three Mile Lane Design Options

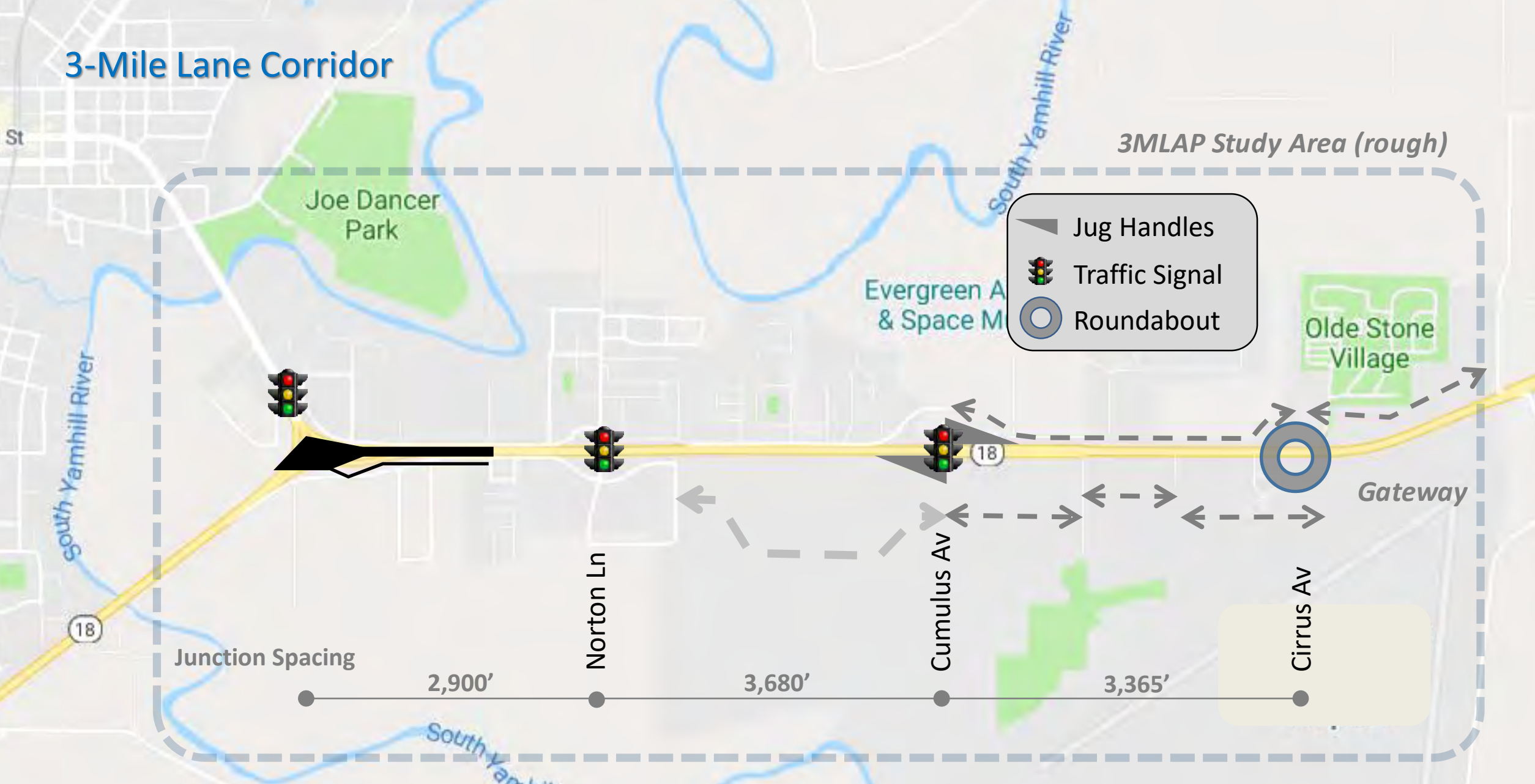


# Draft Preliminary Preferred Facility Design

TUDEE

## 3-Mile Lane Corridor

3MLAP Study Area (rough)



Legend:

- Jug Handles
- Traffic Signal
- Roundabout

Junction Spacing

2,900'

Norton Ln

3,680'

Cumulus Av

3,365'

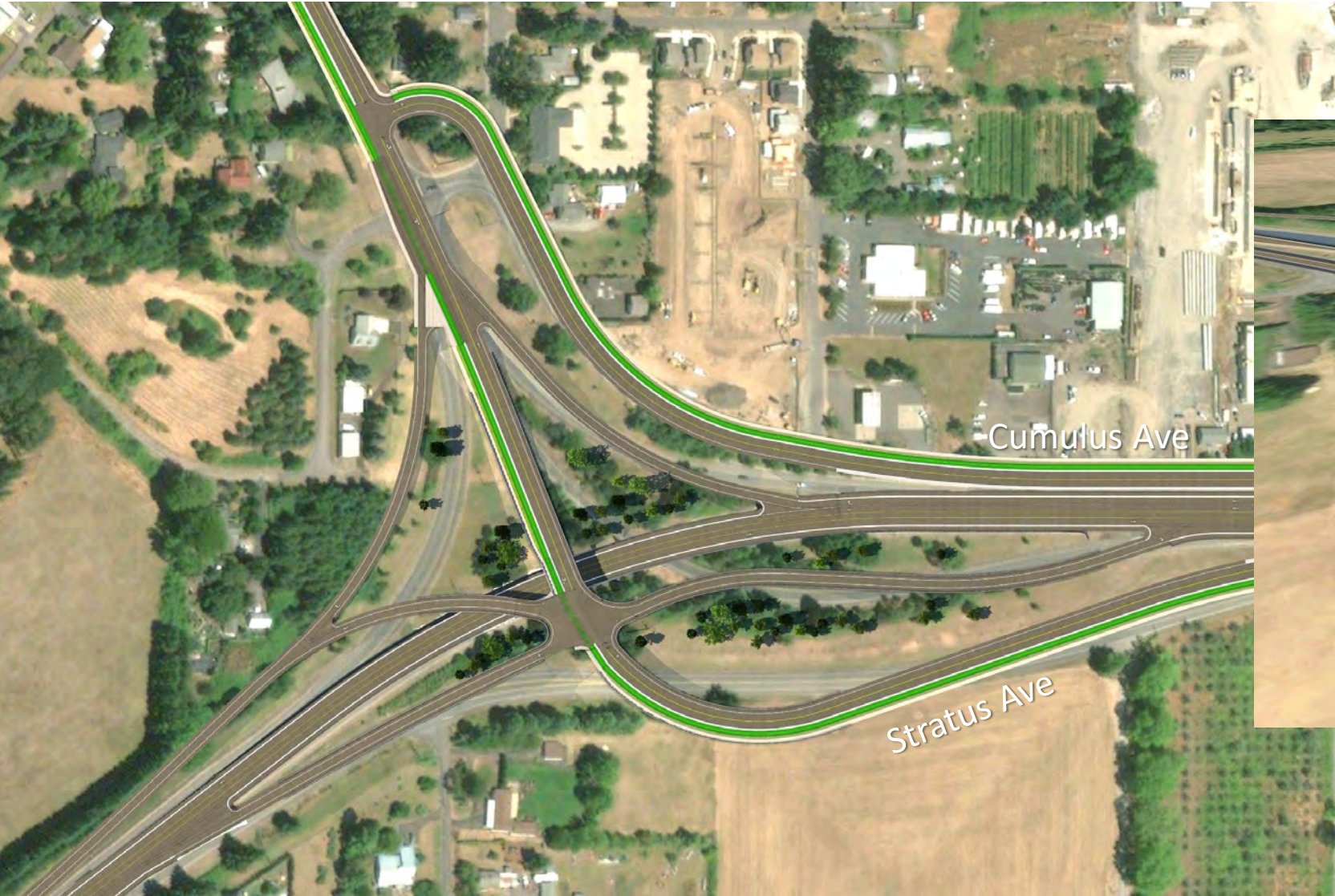
Cirrus Av

Gateway



# Preliminary Preferred Facility Design

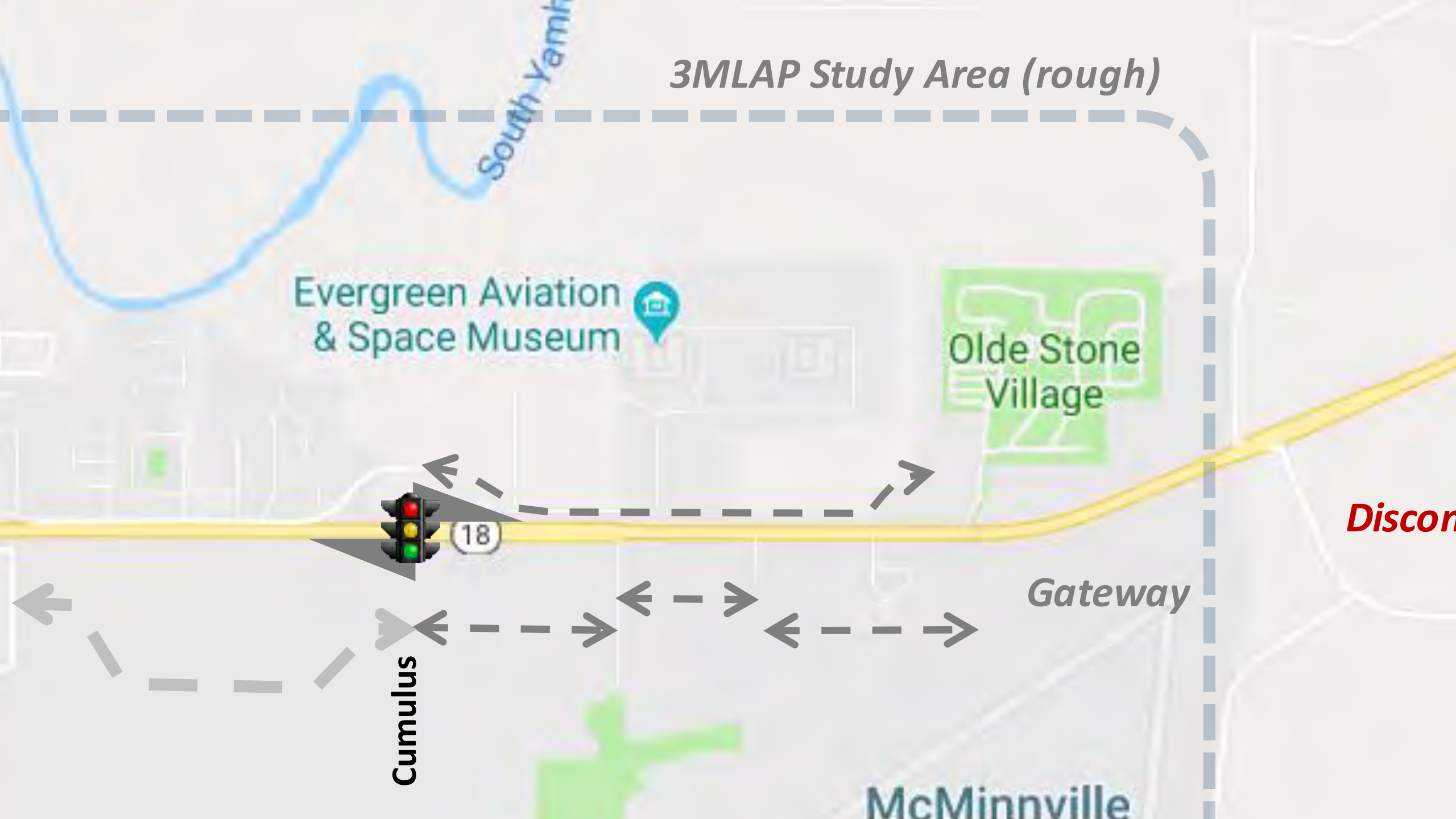
OR 18 / 3-Mile Lane Interchange



3D – Looking West



*3MLAP Study Area (rough)*



South Yamhill

Evergreen Aviation  
& Space Museum

Olde Stone  
Village

*Discon*

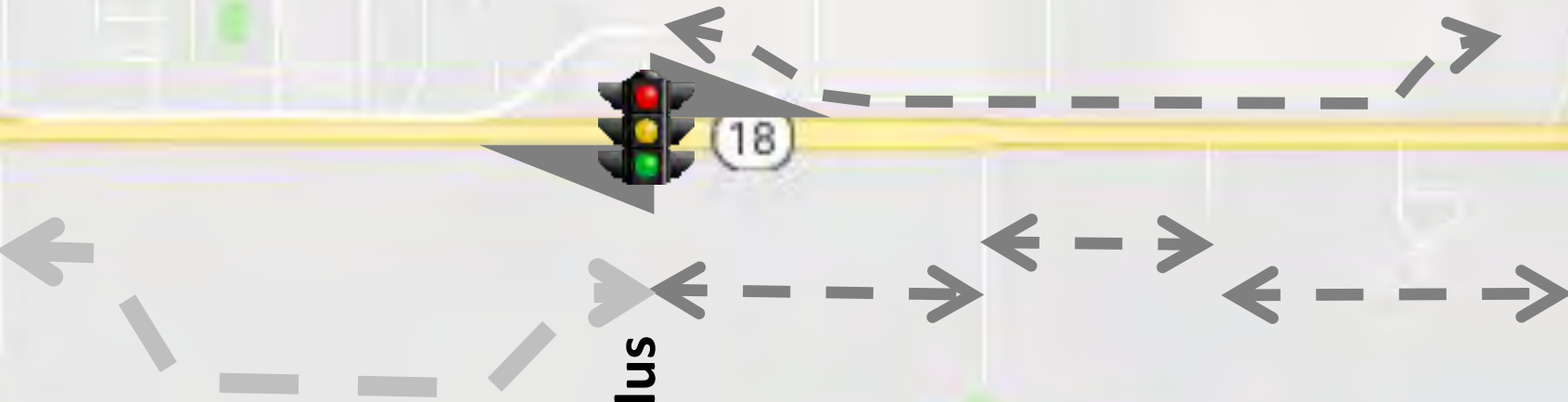
*Gateway*

**Cumulus**

McMinnville



18



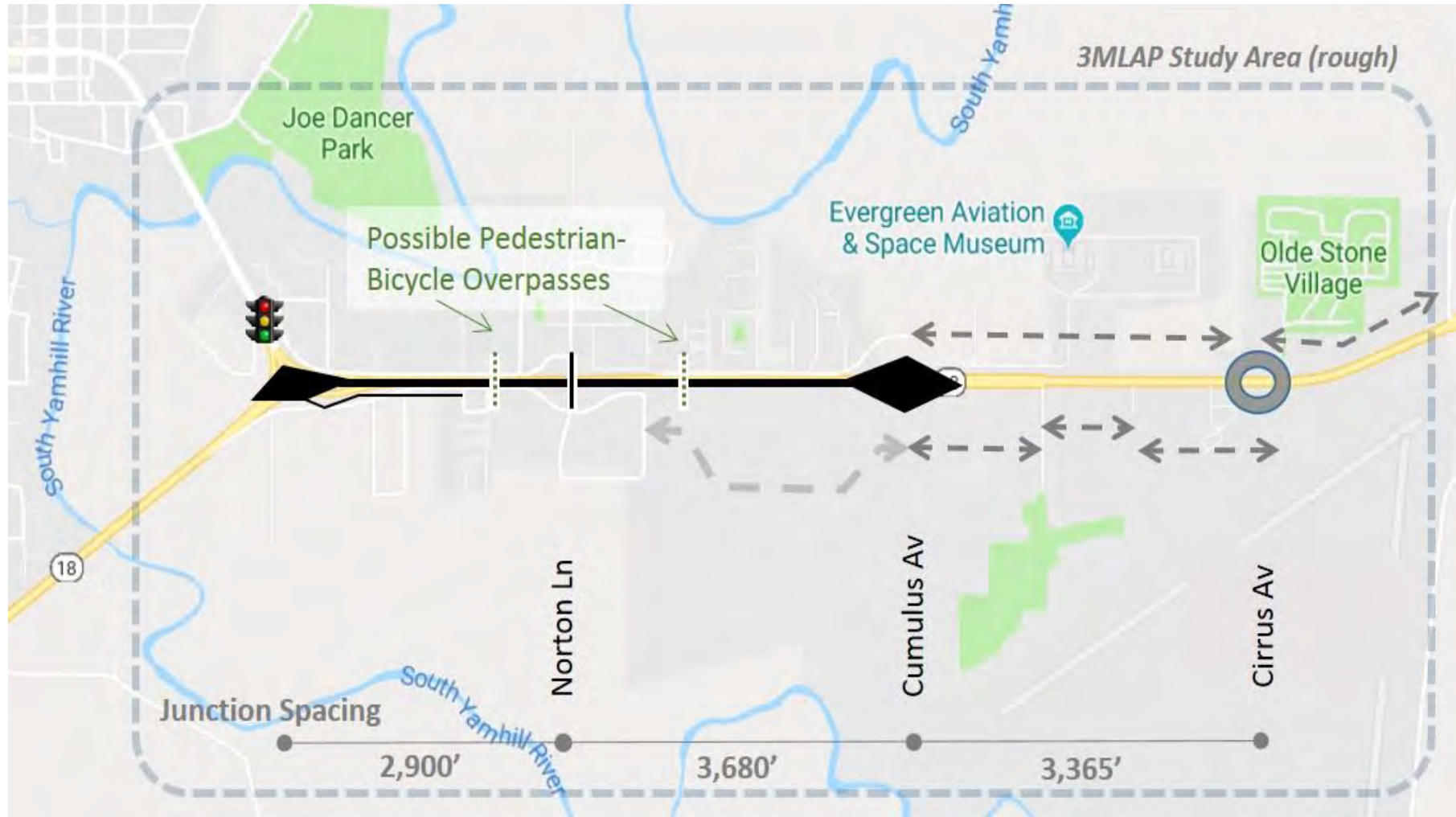


# Preliminary Preferred Facility Design

OR 18 / Cirrus Roundabout



# Facility Design Option 1: Interchanges





# Facility Design Option 1: Interchanges



Area  
Plan

## West Section



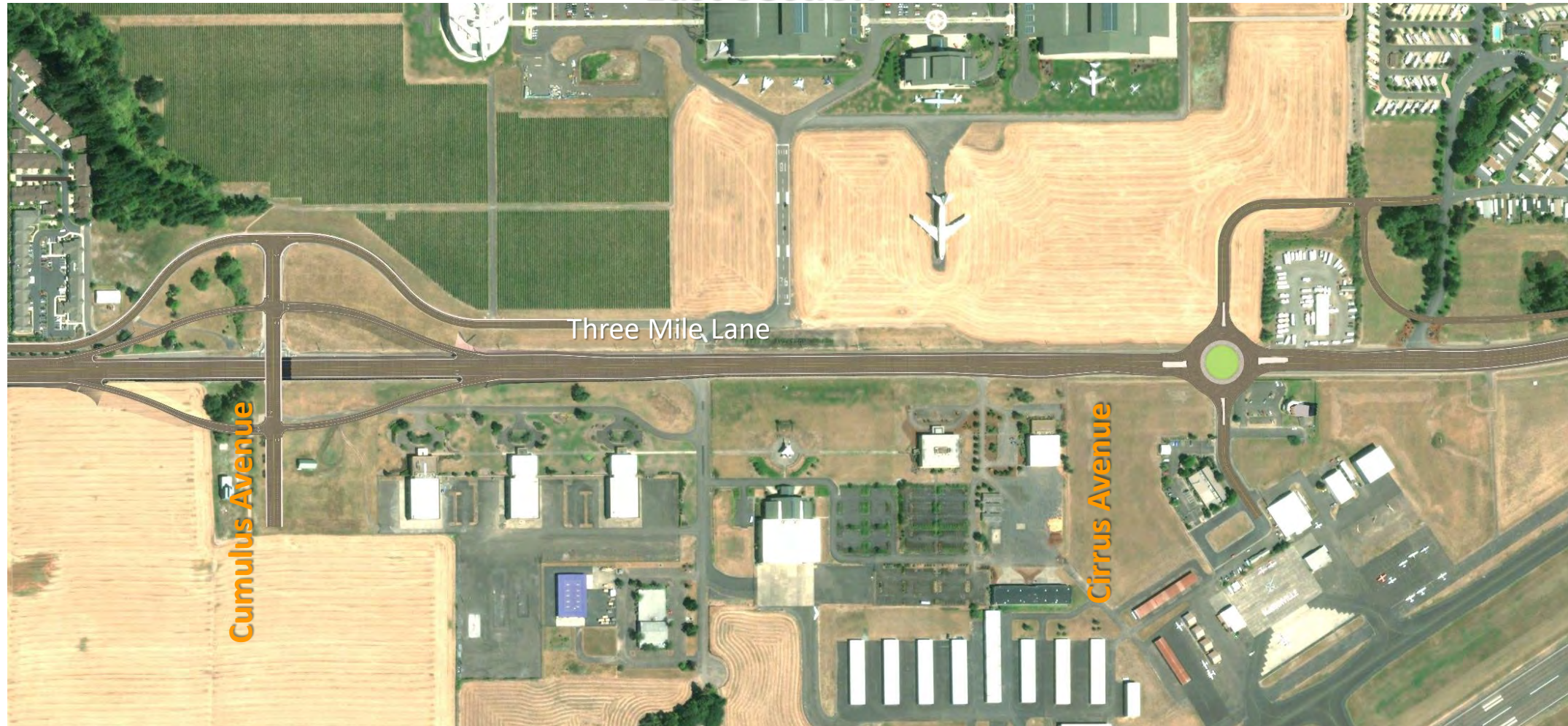


# Facility Design Option 1: Interchanges

THREE  
MILE  
LANE

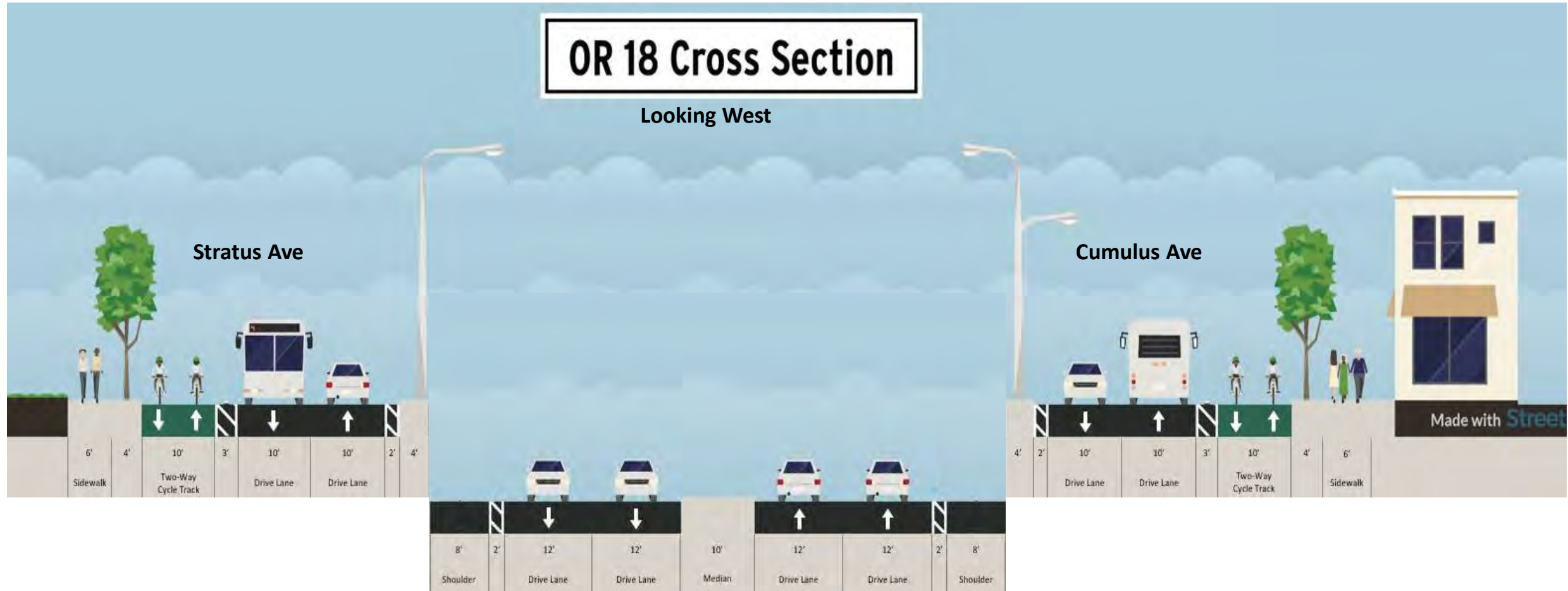
Area  
Plan

## East Section

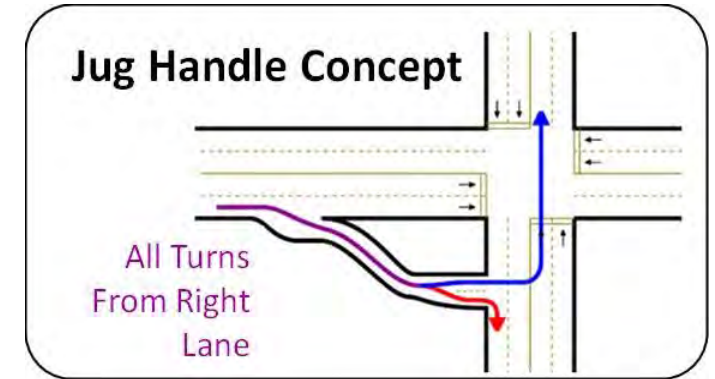
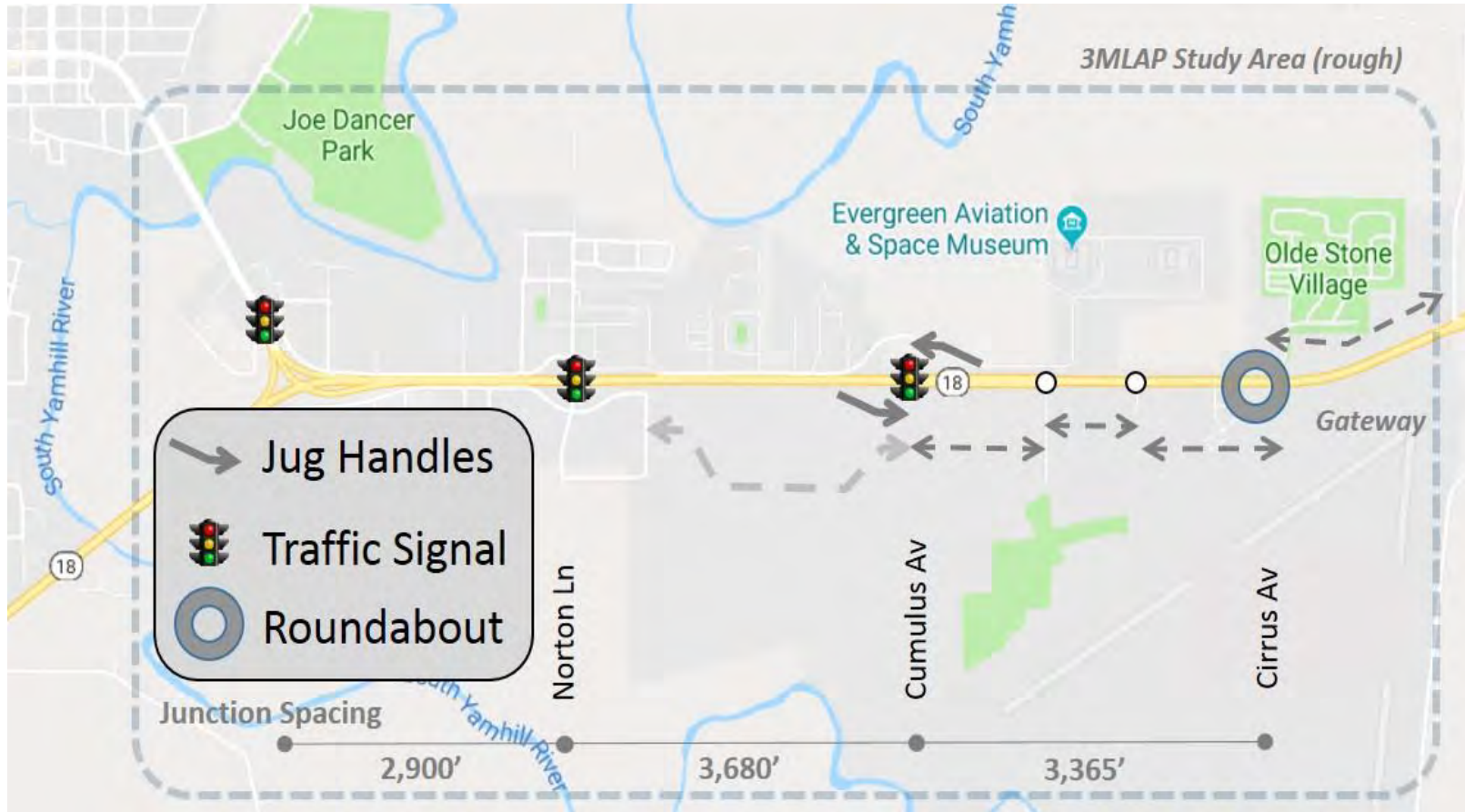




# Facility Design Options



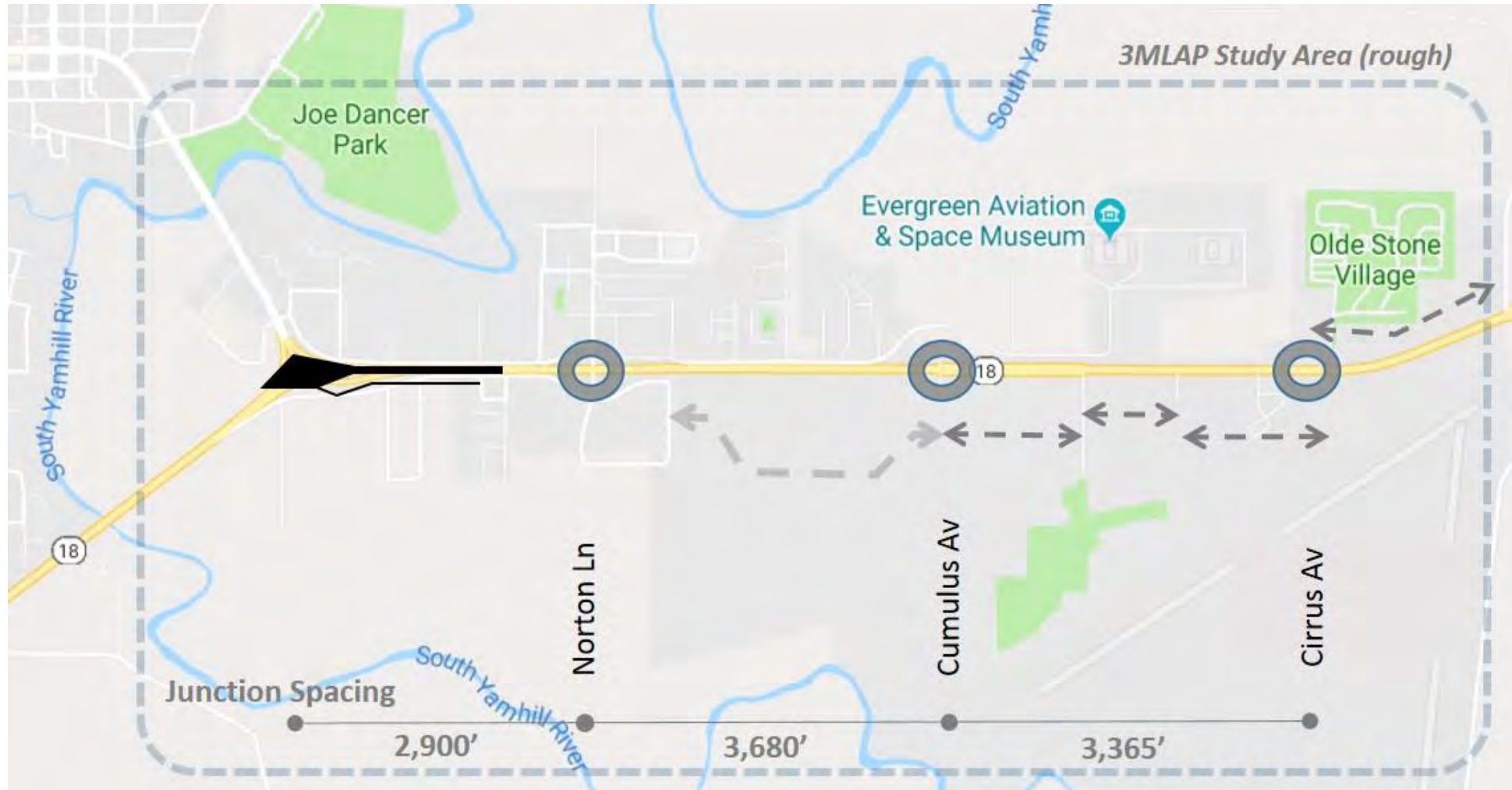
# Facility Design Option 1: Interim Junction Enhancements



*The Jug Handle concept removes all turn movements from the major highway and shifts them to the cross-street via a right-turn lane.*



# Facility Design Option 2: Roundabouts





# Facility Design Option 2: Roundabouts



Area  
Plan

## West Section





# Facility Design Option 2: Roundabouts

## Norton Lane





# Facility Design Option 2: Roundabouts



Area  
Plan

## East Section





# Next Steps

- Preferred Alternative Design and Evaluation
  - Traffic operations, multimodal assessment, and safety analysis
  - Recommended changes to support land use
    - *New and updated policies*
    - *Land use and zoning amendments*
    - *Changes in development requirements*
- TAC & CAC Meeting #3
  - Late summer/early fall 2019
- Public Event
  - Fall 2019