

MEMORANDUM

DATE: May 9, 2022
TO: Mayor and City Councilors
FROM: Heather Richards, Planning Director
SUBJECT: New Public Testimony for G 7-21, Three Mile Lane Area Plan

Mayor and Councilors,

Following is the public testimony that has been received 05.4.22 – 05.09.22 for the Three Mile Lane Area Plan public hearing. You will note from the testimony that there is some confusion conflating the three quasi-judicial rezone applications that are currently being considered by the Planning Commission in the Three Mile Lane area, and the Three Mile Lane Area Plan that is being considered by the City Council. Staff and legal counsel continue to advise you to focus on the testimony that is germane to the Three Mile Lane Area Plan.

Public Testimony:

- Letter from Nanette Pirisky, 05.04.22
- Email from Tad Beckwith, 05.05.22
- Letter from Ramsey McPhillips, 05.06.22
- Letter from Kathleen McKinney, 05.06.22
- Email from Crownhill Farm, 05.07.22
- Letter from Peter Gladheart, 05.07.22
- Letter from Rick Nhys, Greenlight Engineering, 05.08.22
- Email from Jake Rockwood, 05.09.22
- Email from Ron Hutchinson, 05.09.s
- Letter from Amanda Winter, 05.09.22
- Letter from Currents Gallery, 05.09.22
- Letter from Mark Davis, 05.09.22
- Letter from Ilsa Perse, 05.09.22
- Letter from Jason Lett, 05.09.22
- Letter from Bill Bordeaux, 05.09.22
- Letter from Robin Ricker, 05.09.22
- Letter from Steve Rupp, 05.09.22
- Letter from Yamhill County Parkway Committee, 05.09.22

To the City Council:

I would like to comment on the Three Mile Lane Area Plan.

I live in that part of town and appreciate the city taking an interest in improving our neighborhood.

I would like to point out that if you are wanting to improve the neighborhood, that you focus on removing and replacing the sidewalks, especially on Dunn Place. With the increase of medical facilities and other offices, foot traffic has increased, and the sidewalks are too dangerous to walk on! The vehicle traffic has also increased, which make walks in the road dangerous as well. The City of McMinnville planted the trees that are causing the damage, yet the City states that it is the homeowner's responsibility to fix the damaged and dangerous sidewalks. This does not make sense to me, if the City is wanting to improve this side of McMinnville, why not invest in the safety of the neighborhood as well?

I invite the McMinnville City Council to take a walk through this neighborhood – but please be careful and watch your step!

I support many features talked about in the plan. More parks and trails would be nice. Minimal retail stores and a healthy restaurant that serve the neighborhood would be welcome, as would improvements to the frontage road system.

What I do not agree with is constructing a huge regional shopping center across the highway. It would be hard for us to reach without driving there and just make the traffic worse.

I urge you to support the plan without including the large shopping center.

Thank you for listening to my thoughts.

Nanette Pirisky
262 NE Dunn Place
McMinnville, OR 97128

From: [Tad Beckwith](#)
To: [Heather Richards](#)
Subject: TMLAP hearing testimony
Date: Thursday, May 5, 2022 9:03:02 PM

This message originated outside of the City of McMinnville.

Hi Heather,

Please add this written testimony.

From Tad Beckwith as written testimony for the City Council TMLAP hearing:

Thank you for listening to the citizens of this county regarding the Three Mile Lane Area Plan. Since 1999, I've traveled and commuted by bicycle over 50,000 miles, including many, many trips from Dayton and Lafayette to McMinnville. I've ridden on both Highways 99 and 18. While I applaud the plans to create bike and pedestrian lanes and even safer, separate paths, I will work against, with many other citizens of this county, the plans to develop the land around Highway 18 into shopping complexes.

We don't want McMinnville to be "on the way USA" with another boring barrage of franchise stores run by a New York developer. Let's invest our planning in livable wage industrial jobs and quality of life transit corridors so we can stay focused on making McMinnville unique and supporting locally owned businesses and an economy that invests in local families.

Tad Beckwith
Dayton, Oregon

RAMSEY McPHILLIPS

13000 SW McPhillips Road
McMinnville, OR 97128

Three Mile Plan

May 6, 2022

Dear McMinnville City Council,

The numbers don't add up.

I am confused why McMinnville is considering the TMLAP at this time, especially changes to land across Highway 18 that has always been the city's blue chip industrial site.

Do we need to add new commercial and residential land to accommodate local growth?

Given the recent UGB expansion and additional Middle Housing zoning added by Senate Bill 2001, the answer is no. Two years ago the city added more than enough commercial land to the UGB to meet the need that is identified in its adopted plans. We also added more than enough residential land to meet the projected need without adding more housing south of the highway.

The Planning Department should have applied the "needs" test, taking into account the recent UGB expansion and Senate Bill 2001 additions.

There is an impressive amount of information presented by the Planning Staff and the applicant on the land use of the "study area," but the entire inventory of McMinnville is not included in the "study area" and it should be. I am not finding a city-wide "needs" analysis in the material presented. Much of the material predates the recent UGB, and Middle Housing passage; therefore not matched to the inventoried new growth projections. Why not?

As you are all aware, I opposed the recent inclusion of the Redmond/Noble EFU land in the recent west side UGB expansion. I did not think their farmland was necessary, if one accounted for the projected Middle Housing infill numbers. It most certainly wasn't necessary if we were just going to turn around and plan for hundreds of more housing units south of the highway.

This is particularly irksome to me, given your dismissal of my previous request to apply the Middle Housing law before destroying our farmland. These housing units should have been accounted for. The Three Mile Lane Area Plan preferred alternative was drafted before the UGB expansion. It is wholly counter to the protection of farmland to claim the UGB needed to be expanded so aggressively on the west side because we "needed it" and then add in more housing units on land already in the previous UGB on the south side. The numbers don't add up.

I get it. A smart negotiating ploy is to ask for everything with the understanding you will likely compromise somewhere in the middle when the deal is inked. It appears however, given the recent zone planning changes in McMinnville, that the Planning Department has indeed asked for everything, and is getting it. The UGB expansion without consideration of the Middle Housing carve out, Middle housing itself, the Baker Creek expansion and now the TMLAP is “getting everything.” Where is the middle, fact-based compromise? Is this what the City leaders want? The “everything” explosion of growth of a Bend or Seaside?

We have a wonderful bookstore, multiple fast food outlets, a Best Western, Comfort Inn, a Red Lion, multiple boutique hotels, and Bed and Breakfasts. Do we need a Barnes & Noble, a Hilton and a Marriott? We have a Walmart, Bi-mart and Dollar Tree. We have a Lowes. Do we also need a Home Depot? Is having a Costco going to make the City somehow complete? I called the Costco corporate offices and they are aware of McMinnville. They have no intention of building a facility here. Maybe if McMinnville is due a massive explosion of people moving here, they will change their minds. To justify this expansion on that one potential non-starter is not proper planning.

The problem with McMinnville is not that we don't have enough commercially zoned land, it is that we don't have a high-paying job base so that people can afford housing. The matrix to study is the jobs to housing to workplace ratio. Not the miles to the nearest Costco. The jobs proposed at the TMLAP will not support the residential housing proposed in the recently expanded UGB. The west-side UGB expansion is going to be filled with commuters and retirees with ample room for apartment dwellers. The City needs to concentrate on planning for high-wage industrial and institutional job creation, not on accommodating folks whizzing by on their way to Lincoln City.

Building a giant commercial development to accommodate people driving to the coast is not justification for you turning the Highway 18 BYPASS into a retail corridor. We currently have the necessary commercial business inventory to accommodate McMinnville well into the future without this change.

There is middle ground between reckless promotion of growth and only preserving the grown. Oregon has long relied on third party population studies to steer municipalities to that middle ground. There is no past or current (Portland State will conduct McMinnville's next population study in 2023) population matrix that backs up this zone change. In this situation, McMinnville should see how, and if, the recently expanded UGB and State legislated Middle Housing bill begin to methodically grow our city before piling on commercial zoning, that is not substantiated with evidentiary local population values, across the bypass highway.

Respectfully submitted,

Ramsey McPhillips

2160 NE Village Ct

May 6, 2022

McMinnville, OR 97128

Members of the McMinnville City Council:

I am a resident of the Village, a neighborhood in the Three Mile Lane area. Several years ago, I participated in a series of workshops, with many of my neighbors, convened by the City Planning Department to create a vision for the Three Mile Lane Area.

We were asked to help create a vision for the “gateway” to McMinnville. My neighbors and I were more concerned with the livability of our area as well as maintaining our property values. I heard people’s concerns about being isolated from the rest of the city and the need for a regular gas station, grocery store and perhaps restaurants.

Some of us expressed concerns about the growing noise from Highway 18, lack of sidewalks in the area, the lack of ability to use the length of the frontage road, Cumulus without having to go out on the highway.

The City planners discussed how the plan for this area was to add more housing, including multifamily housing and employment opportunities in several areas that would allow light industrial, with the understanding that heavy industrial would no longer be permitted. There was mention made of an Innovation campus which would be light industrial and bring in better paying jobs than retail jobs do.

I never heard any discussion about shopping centers nor big box stores, both of which would have been in opposition to an attractive gateway to McMinnville.

Imagine my shock when I started hearing that a huge tract of land is owned by a national real estate firm that specializes in large shopping centers and big box stores! I’ve talked to several of my neighbors who were also shocked.

If this comes to fruition, it not only negates an attractive “gateway” to McMinnville, setting aside all the work that was done on that plan several years ago, but it will ruin the livability of the many neighborhoods in the Three Mile Lane area with the tremendous increase of noise and traffic. I have often been saddened by the many strip malls along 99w in town and wondered why that was ever allowed and yet now there is under consideration another eyesore along Highway 18.

I, along with some of my neighbors, feel that we have had something (a 40 acre retail center!) snuck into this plan without our knowledge. It’s hard not to be angry about this especially when what we asked for is included in small part but deference is being given to an out of state developer.

As I reviewed various documents, the 1981 plan, 1996 plan and documents from the past couple of years, I didn’t see any mention of bringing “big box” stores to Highway 18. In the ten years that I have lived here, the noise level from Highway 18 has increased a lot, the Baker Rock site has gotten noisier (sometimes at night), the airport has gone from some helicopters and light planes to adding in jets, a huge airshow has come in and now a proposal for a 40 acre retail center? Is that because Goal 1 is to “support and enhance the district’s economic vitality and marketability”? So Goal 1 kicks out Goal 4 “an aesthetically pleasing gateway to McMinnville” (I’m sorry but big box stores no matter how pretty you

make them look do NOT make an aesthetically pleasing gateway!). Goal 5 also gets kicked out since this does NOT “improve the district for existing and future McMinnville residents in the area”. Goal 5 should be Goal 1. One of the goals I wanted added in was livability. High noise levels are not compatible with livability.

I realize that money can be a big influencer but please, each of you consider what you want our City to be known for, what would make it attractive to people, both to visit and live here? Big box stores in a mammoth shopping area isn't my idea of where I want to live. I moved here because I wanted a town that had a downtown that felt like the heart and soul of a place. Where I could pop in and out of shops, people would know me, I could sit on a corner and just absorb the community. Those shops would be one of a kind stores so you knew what community you were in. Third Street is why I moved here. 99w could be a strip mall in any town USA. Strip malls and big box stores do not make a community. They destroy it. Please do NOT destroy our neighborhood.

Sincerely,

Kathleen McKinney

From: crownhillfarm@frontier.com
To: [Heather Richards](#)
Subject: Comments-Three Mile area plan
Date: Saturday, May 7, 2022 8:16:06 PM

This message originated outside of the City of McMinnville.

Good morning,

As a lifelong McMinnville area resident, I live on our farm out Baker Creek Rd, I am more than disappointed in the city planning department, and city council, that they are pushing for a large commercial expansion, along Three Mile Lane.

I am a third generation Farmer/Rancher, who went thru all my schooling in McMinnville, starting at St. James School, and from the 6th grade on thru the McMinnville public school system, and finished my schooling at Chemeketa Community College.

My family, and now myself have been active within the community, with various business activities, citizens committees over the years, and I continue to be active with the Farm Service Agency COC committee, and McMinnville Rural fire dept. board.

McMinnville was and has always been and had a small-town atmosphere but has turned into a want to be Metro sized expansion, which I feel is completely un-necessary, and not wanted by the majority of citizens and rural folks that shop and call McMinnville their home base.

McMinnville offers all the things anybody could want, with major suppliers, both corporate and private in almost every sector of the business community. We do not need a major expansion, that will kill or cripple many small businesses in the downtown and adjacent outskirts of town. Many of the businesses are struggling as we speak, and this proposed expansion will be the last nail in the coffins of many of these small businesses.

McMinnville is struggling right now to provide the services that it should be providing without extra funding that they have been trying to push forward, how in the world do they expect to cover more services, with more demand and facilities requiring those services.

Traffic right now is horrible at certain times of the day in most of the main roadways and highways thru and around McMinnville, more traffic from outside sources coming to a major shopping center is only going to make this worse in all respects.

McMinnville needs to keep its small-town atmosphere, we do not need this great little city trying to keep up with the big cities, and outside money and influence. It would appear that our local leaders want to turn this into a major shopping center and draw many more people.

My other concern is that this proposed expansion is taking class one farm ground out of production and covering it with concrete and asphalt, which can never be put back into production.

I urge a NO vote on the proposed expansion that is being pushed for the various reasons listed above,

Respectfully submitted,

Lucien Gunderman

Crown Hill Farm
Crown Hill Farm Enterprises
Mochettaz & Gunderman
18155 NW Baker Creek Rd.
McMinnville, OR 97128
Ph/Fax-503-472-5496
Email:crownhillfarm@frontier.com
www.crownhillfarmenterprises.com

TO: McMinnville City Council

From: Peter M. Gladhart, 5075 Winter's Hill Rd., Dayton, Oregon

Re: Ill-considered plan to rezone Industrial space to big-box commercial.

"Can you say egregious, boys & girls?"

I will argue that the proposed rezone is bad public policy for at least 3 reasons: lower incomes of retail employees compared to industrial employees, potential poaching of the trade and livelihood of existing McMinnville retail establishments, and unfavorable carbon footprint and greenhouse gas production of retail construction compared to industrial.

it makes no sense to trade industrial zoning whose occupants would pay the highest average wages in the City for commercial zoning, whose occupants pay the lowest wages, much less than a "living wage." Industrial jobs can also provide advancement into careers, retail doesn't.

Who will add one of these Big-Box retail jobs to their household employment portfolio? Will they be residents of the study area? Without a pedestrian overpass, those on the north side of the highway will be commuting through the traffic by automobile, an expensive way to hold down another low wage job.

The 3MLAP TEMPLATE AREA ANALYSIS Includes a market analysis that projects oversupply and leakage of Retail activity in McMinnville by estimating the purchasing that a population with its demographic makeup and distribution should do if it conformed to the tastes of some (one hopes) regional population group. This estimate is then compared to actual purchases in McMinnville and where Mac buys more than expected that is called oversupply, and if less than projected, that is "leakage" presumably to some other location or mode. Table 8 on page 96 indicates leakage in General Merchandise, Clothing & accessories, Food & Drink Places, Electronics and Home furnishings.

The textual discussion then goes on to highlight the national trend of the closure of large brick & mortar chains and the dramatic rise of online shopping. In other words, these sales have gone off to Amazon and other online retailers and are not waiting to be lured back from Newberg or Portland or Salem.

A large retail development on 3 Mile Lane will be a potential assault on every 99W retail business from Lowes & ByMart in the west to Wilco & Kramer's Nursery on the East. Les Schwab will suffer if COSTCO moves in. ODOT is currently investing considerable resources in repaving 99W there, making the entire stretch more attractive. Today (5/7/22) I was able to observe several "Retail Space for Lease" signs between Rite-Aid and Wilco while traveling at full Highway speed. The "Downtown" of third street is potentially at risk as well – would you like to have a Whole Foods on 3 Mile Lane and give up Harvest Fresh? There are also "For rent" or "For Lease" signs on Third Street.

Finally, it seems that retail construction is inherently susceptible to more frequent renovation, remodeling and rebuilding than the construction that provides space for some industrial activity. The retail furnishing begins to look tired, the tenant changes and wants a different look, the landlord wishes to project a different image, and materials are torn out, thrown away and replaced. This all implies fossil-fuel based extraction of materials from the environment and the production of green house gasses as these are produced and transported around the globe. Further, the teenagers attracted to take those low wage retail jobs will be tempted to use their employee discount to buy more stuff of ephemeral "need" and ephemeral use, when they should be learning to buy less and use less. Continuing to operate a buy more, spend more economy will destroy the planet in a heartbeat.



May 8, 2022

Mayor Scott Hill
City of McMinnville City Council
City Hall
230 NE 2nd Street
McMinnville, OR 97128

Greenlight Engineering has been asked by the Friends of Yamhill County to review the transportation impacts of the Three Mile Area Plan (“TMLAP”).

Level of Commercial Zoning Underestimated

Commercial development generates far more traffic than does industrial development by square foot. Use of the properties along Highway 18 for commercial uses will create significantly more traffic than typical industrial uses. The travel demand model that supports the TMLAP is based on the assumption that 33 net acres of land will be converted from industrial uses to commercial uses. However, there are three pending zone changes along Highway 18 that include a total conversion of 62 net acres from industrial to commercial uses¹ If the modeling were to be based upon the pending 62 acres, then traffic generation would yield significantly different projected traffic volume and may well result in different recommended mitigation as part of the TMLAP.

TMLAP Ignores Land Recently Added to the UGB

The travel demand model supporting the TMLAP is based on land that was in the city in 2020. In 2021, 662 acres of land was brought into the McMinnville urban growth boundary (“UGB”), most of which was for residential purposes on the west side of McMinnville. A large portion of that traffic will likely access Highway 18 for trips north to Portland and south to Salem and will have an impact on traffic on Highway 18. The 662 acres also includes 27 acres of land designated for commercial purposes north of Highway 18 by the Evergreen Museum, which is in the TMLAP immediate area, yet not included in the TMLAP transportation modeling².

The travel demand model used to support the TMLAP underestimates the vehicle traffic that will be present due to this large addition to the UGB. With the inclusion of this area, the intersection operations illustrated will not likely perform as projected and additional mitigation may be required.

1 https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/23137/cpa_2-21_zc_3-21_submittal.pdf

2 The application to adopt the TMLAP was submitted in November of 2021, well after the UGB expansion was adopted and acknowledged by the state. Statewide planning goal 2 requires an adequate factual base (including use of up-to-date information) for plan amendments and requires internal consistency between the various comprehensive plan elements. Regardless of whether or not an up-to-date traffic analysis is legally required, it certainly seems like better policy for the city to fully understand the transportation impacts before reaching a decision on the area plan.

TMLAP Ignores Compliance with the Transportation Planning Rule

The TMLAP fails to address the requirements of the Transportation Planning Rule (“TPR”) for potential comprehensive plan amendments and zone changes in the area.

While no comprehensive plan amendments or changes in zoning are proposed at this time, it is clear that based upon the TMLAP documents that if the TMLAP proceeds as planned, there will be an issue with compliance with the TPR. This is not addressed in the publicly available TMLAP documents.

The TPR is a statewide regulation that ensures that the transportation system is adequately planned and requires the evaluation of traffic impacts that could result from changes to adopted zoning and comprehensive plans. The Transportation Planning Rule reads as follows:

“660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
b) Change standards implementing a functional classification system; or
c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”

As illustrated in Table 3, Appendix D of the TMLAP, under the 2041 base case conditions, a number of intersections are planned to not meet the mobility standard. Table 5 illustrates that the Three Mile Lane/First Street and Three Mile Lane/Cumulus Avenue intersections will continue to not meet the

mobility standard as part of the preferred alternative. However, those intersections will operate even worse in the preferred alternative than the base case.

The TPR requires, at minimum, that these intersections be mitigated to operate as well as the base case condition. However, the TMLAP does not illustrate improvements at these intersections that will result in as good or improved operations at these intersections. The needed improvements to comply with the TPR have not been analyzed and there is an unknown cost to addressing these issues.

Additionally, the TMLAP is primarily focused on intersections within the TMLAP study area. With the future evaluation compliant with the TPR, the study area may be required to extend well beyond the limits of the TMLAP study area.

There does not appear to be any publicly available documents that illustrate the difference in vehicular trips between the existing comprehensive plan designations and the TMLAP comprehensive plan designations. Therefore, it is not possible to understand the scope of the increase in traffic volumes on the study intersections or outside of the TMLAP area as a result of the TMLAP suggested comprehensive plan designations.

However, per the draft traffic impact analysis associated with three zone changes totaling 62 net acres (see footnote 1) within the TMLAP area, those zone changes would result in an increase of at least 658 weekday PM peak hour trips and 5,696 weekday trips. This is a significant increase in traffic.

The increase in trips of all of the zone changes associated with implementing the TMLAP may necessitate addressing impacts beyond the limited TMLAP area, such as the OR-99W/OR-18 intersection.

The TMLAP Documents Fail to Provide Sufficient Information for a Complete Review

In reviewing the publicly available documents supporting the TMLAP³, there are other referenced documents critical to the review of the transportation issues that are not publicly available,⁴ including:

- Appendix 8c's Appendix B Traffic Analysis Summary Report
- Year 2015 demographic data for housing and employment used for traffic analysis
- Memorandum - McMinnville OSUM Input Demographic Data Refinement and Excel file dated January 15, 2021 used for traffic analysis
- Year 2041 Tier 2 Land Use Plan demographic data - March 15, 2021 used for traffic analysis
- Memorandum 8b
- Methodology Memorandum December 10, 2018 used for traffic analysis

There is other critical information not included in publicly available documents that is necessary to fully understand and review the transportation implications of the TMLAP including:

- Documents that establish the number of households and level of employment assumed that translate into trip generation of the existing comprehensive plan designations and the proposed comprehensive plan designations. There is no information that illustrates the total increase in motor vehicle traffic in the area.

3 [https:// www.mcminnvilleoregon.gov/planning/page/g-7-21-three-mile-lane-area-plan-3mlap-comprehensive-plan-amendment](https://www.mcminnvilleoregon.gov/planning/page/g-7-21-three-mile-lane-area-plan-3mlap-comprehensive-plan-amendment)

4 Oregon statewide planning goal 2 requires that: "The plans, *supporting documents* and implementation ordinances shall be filed in a public office or other place easily accessible to the public." (Emphasis added)

- Documents that establish the assignment of vehicles trips under the existing comprehensive plan designations and the proposed comprehensive plan designations. Based on the documents currently available, there is no information that illustrates how the increased traffic is rerouted or added onto the transportation system.
- Documents that specifically address the Transportation Planning Rule with regard to intersection operations.
- Documents that scope out the required intersections for analysis.

Conclusion

There are significant remaining questions regarding the adequacy of the transportation system that would result as part of the TMLAP.

- There is a discrepancy between the commercial land assumed within the TMLAP and actual pending zone changes within the TMLAP area, such that the TMLAP underestimates the proposed commercial area.
- A significant portion of land recently brought into the McMinnville UGB was ignored as part of the transportation modeling, which could have implications on the traffic along OR-18 and the needed mitigation.
- There is inadequate public information to be able to fully review the impacts of the plan.
- The TMLAP provides evidence that if the plan is implemented, the Transportation Planning Rule will not be met. If implemented as planned, additional mitigation will be required, which has not been analyzed and no cost estimate has been established.
- There are a number of critical documents and elements that are not available to the public that are necessary for a complete understanding of the transportation issues associated with the TMLAP.

Should you have any questions, please contact me at 503-317-4559 or rick@greenlightengineering.com.

Sincerely,

Rick Nys, P.E.
Principal Traffic Engineer



RENEWS: 12/31/2022

ENTERED INTO THE RECORD
DATE RECEIVED: 05/09/2022
SUBMITTED BY: Jake Rockwood
SUBJECT: Three Mile Lane Area Plan -
Public Hearing

From: [Jake Rockwood](#)
To: [Claudia Cisneros](#)
Subject: Re: Three Mile Lane Area Plan
Date: Monday, May 9, 2022 10:53:31 AM
Attachments: [image001.png](#)

This message originated outside of the City of McMinnville.

Jake Rockwood
5765 Mineral Springs Rd
Carlton 97111

Thank You Claudia

On Mon, May 9, 2022 at 10:47 AM Claudia Cisneros
<Claudia.Cisneros@mcminnvilleoregon.gov> wrote:

Good Morning Jake,

Thank you for submitting your public comment, because this is a land-use decision we will need your address for the record to have standing so that we can mail you a copy of the decision when it is completed.

Thank you,

Claudia



**City of
McMinnville**
Claudia Cisneros
City Recorder
503-435-5702 (desk)
230 NE Second Street
McMinnville, OR 97128

Website: <http://www.mcminnvilleoregon.gov> | [Recorder Page](#) |

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address are public records of the City of McMinnville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

From: Jake Rockwood <earlyschoolmaterials@gmail.com>
Sent: Monday, May 9, 2022 10:38 AM
To: Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Subject: Three Mile Lane Area Plan

This message originated outside of the City of McMinnville.

To all concerned with the TMLAP

The TMLAP brings the Tanger Mall project to mind. Folks driving by on the bypass didn't stop to shop. The local population's needs were not great enough to support Tanger Mall. It was promoted, built then went bust. It is now a home for medical offices.

Recently I heard a story about Vanderbilt Hospital in Nashville Tn buying and using with great success a failed shopping [center.In](#) fact the first shopping center conversion they did worked so well they are buying another failed shopping center for their next expansion. The ample parking and easy access make retired shopping centers ideal for medical uses.

The need for the retail center which is a part of the TMLAP is questionable. Will folks driving by stop in? Will it draw some of the existing retail businesses from McMinnville leaving more empty storefronts in town? Will the internet retail business become more dominant making a huge retail expansion unnecessary?

When the planned retail space by our hospital goes bust it is really well placed to become an expansion of our existing hospital. This is the only part of the TMLAP which makes good sense to me.

Respectfully submitted

Jake Rockwood

Local resident

May 9, 2022.

To: The McMinnville City Council
Re: TMLAP commercial opposition



The Three Mile Lane Area Plan (TMLAP) has several good aspects (housing, offices, trails, and parks) that seem logical for the future of McMinnville.

However, a mega shopping complex is not one of them.

McMinnville already has at least 7 shopping centers, numerous strip malls and a large number of single business sites throughout the city.

And a vigorous historical downtown shopping district.

At the present time there are numerous business offices/buildings that are available for lease throughout the city.

* In Oregon, Kimco Realty has developed 8 major shopping complexes. One of them being the Jantzen Beach Center with 746,171 square feet of retail space. If the TMLAP commercial zoning changes are approved it would allow a shopping complex of 680,000 square feet of retail space be developed south of Three Mile Lane, almost twice the size of the Tanasborne Mall.

Allowing a shopping complex as such would have incredibly, devastating impacts and change the character of McMinnville and Yamhill County forever.
Both McMinnville and Yamhill County are precious places that will be destroyed.

I think we can safely say most residents were drawn to our wonderful area because they want to live in McMinnville and Yamhill County as it is, because of the present, non-commercialized lifestyle that exists.
It is a vital area that does not need a Portland size shopping center.

This would be the death of businesses throughout the McMinnville area, as well as a negative impact on the McMinnville wonderful historic downtown shopping district.

Please **do not approve** the zoning changes in the TMLAP that would allow **commercial** development south of Three Mile Lane.

The proposed commercial zone change is about greed not need!

Thank you for considering our recommendation.
Respectfully,

Ron and Connie Hutchison

PS: Highway 18 - there will be enormous increased traffic and significant problems

P.O. Box 489, Yamhill, OR 97148 / 13270 Rowland Rd. OR 97111

5/8/2022

To Heather Richards and the McMinnville City Council:

I am writing you in regards to the Three Mile Lane Area Plan. More specifically, I am writing in favor of the zone change from industrial to commercial for the section of land within Three Mile Lane.

After reading through the information provided on the city's website and speaking with staff members from the planning department directly to further understand what this would mean for the community, I can see a great benefit to having additional land in the Three Mile Lane area developed into stores and restaurants to expand on what McMinnville has to offer its citizens and surrounding towns.

I am born and raised McMinnville and Lafayette and have recently moved back to the area as a young professional, after living in different parts of country and world. One thing I knew that has always been a constant growing up in this area is that if you want to do any sort of shopping or the occasional dining out, you go to Salem or out towards Portland, unless it was just for basic groceries. It was disappointing to come back years later and see not much has changed for convenience because I would love to put my money back into the community I am in, plus gas is not cheap nowadays.

The City of McMinnville is a beautiful place that I love dearly, but it especially lacks resources, restaurants, and bars for the younger generations to enjoy and thrive in this community. Instead, we head out to places that have more the first moment we are old enough to, as I did. Along with that, I have also seen firsthand that it also lacks resources and variety of restaurants for the lower to middle income households in the area.

On top of that, if the land is not developed into commercial, it will become industrial, letting more manufacturing plants come in. This section of McMinnville does not need to look like Tualatin-Sherwood Road and more industrial is not needed in this area.

I believe that more being developed into commercial land in the Three Mile Lane area will be beneficial for future generations. I absolutely love the rural city charm that McMinnville holds and one major part of this city being able to keep thriving is to make sure it caters to all walks of life, especially as it grows bigger.

Thank you,

Amanda Winter

Heather Richards
Planning Directory
McMinnville OR

Re: Three Mile Lane Area Plan
Heather.Richards@mcminnvilleoregon.gov

May 9th, 2022

Dear City Councilors:

As business owners on Third Street in McMinnville, we are opposed to adoption of the Three Mile Lane Area Plan. The proposed Plan contains many good ideas, but also includes development of what is being called a "New Town Center," a very large mall, built by Kimco, the owner of the largest parcel of land in the development area. There is no other reason for Kimco to want to change the zoning of the land other than to build a mall, just like the ones they have in Gresham, Milwaukie, and other places in the area.

As a 17-old year business on Third Street, the *real* Town Center of McMinnville, we have weathered many difficulties but have managed to grow and thrive because of the steadfast support of locals and the growing number of visitors who come to the area. It is somewhat discouraging to think of the City developing a *competing* Town Center on Highway 18. Folks who want to get a bite to eat as they drive to the coast will not bother to visit our charming downtown if they can simply stop at some national chain restaurant right on the highway.

Third Street offers many things to locals and visitors alike. Along with restaurants, markets, delis, clothing, books, art supplies, art galleries, as well as toys and antiques, the area provides a pleasant *authentic* ambiance whether people are shopping or just strolling. As owners of a business that is frequented by many visitors from Tigard, Salem, Bend, New York or Chicago, we hear endless amounts of praise for the integrity of what McMinnville has to offer. The notion that a giant, cookie-cutter shopping mall, built by a corporation whose malls resemble what is already on Highway 99 will be an attractive "Gateway" to the city is absurd.

McMinnville offers what very few other towns in the state can offer, a well-maintained, very attractive, *authentic* down town, where *all* the businesses are owned by locals. Turning McMinnville into Beaverton or Tigard or other Portland suburbs seems like a very foolish thing to do and puts the integrity of the area at risk.

Respectfully,

Sharon Cook, Marlene Eichner, Phyllice Bradner, Kathleen Buck, Ann Durley, Ilsa Perse, and Claudia Herber

Currents Gallery
532 NE Third Street
McMinnville, OR 97128

Mark Davis
652 SE Washington Street
McMinnville, OR 97128

May 9, 2022

McMinnville City Council
230 NE Second Street
McMinnville, OR 97128

Dear Mayor Hill and Members of the Council:

Over the past several months since the Three Mile Lane Area Plan (TMLAP) was finalized and available for citizen review and comment I have spent considerable time considering its implications. As I requested and digested new information about the various aspects of the TMLAP, the three main points became clear:

1. The proposed retail development south of the highway will harm existing retail establishments currently located in the City;
2. The traffic on that section of Highway 18 will worsen and likely worsen more than the model included in the plan indicates; and
3. The funding sources for the \$100+ million estimated to implement the TMLAP are vague and not guaranteed.

Impact on Existing Businesses: Annual population growth is supposed to be around 1% over the next 20 years. This means that the customers for the new retail area proposed south of the highway are going to come mostly from people already living in the area. Several hundred thousand square feet of retail space could be sited directly off Highway 18. Sales taking place there combined with increasing online commerce will inevitably doom some merchants located in the downtown or along Highway 99W.

The argument that these new stores will carry items not currently available in McMinnville (the leakage argument) is only partially true. They will also carry other general merchandise currently being sold by existing businesses. Setting them up with traffic light access on the busiest section of one of the busiest highways in the State will offer them an unfair competitive advantage over local merchants.

There are already 3 pending applications to rezone land for the retail development. The traffic modeling for those pending rezone applications state:

“Within the City of McMinnville, it is expected that the commercial uses under the rezoning will result in a re-allocation of trips to and from the downtown area. For example, many trips... that currently travel to the downtown area today will alter their trips to visit the new commercial businesses and thus reduce trips entering the downtown areas.”

Traffic Will Worsen: Regardless of what decision is made regarding the TMLAP, more Highway 18 traffic is inevitable as population increases both here locally and in the Portland Metro area, whose residents use the highway to reach recreation opportunities on the coast. What is concerning about the TMLAP's contribution to the traffic flow is the recommendation for a shopping center of up to 60 acres on what is now industrial land along the south side of the highway. Applications for rezoning over 60 acres of that land have already been submitted to the Planning Department, led by Kimco, a large national shopping center developer owning the largest parcel in the area.

From a traffic perspective this is problematic because shopping centers are one of the most traffic-intensive uses, generating many times more vehicle trips per day than a typical industrial site would require. The TMLAP addresses this concern by using a traffic model study which purports to show that the development of this area over the next 20 years will not result in a volume-to-capacity (V/C) ratio that exceeds 0.80, the highest ratio allowed for Highway 18 to maintain its "expressway" status.

While the inputs to the model have not been included in the TMLAP plan or appendices, the general explanation suggests it averages the impacts of development over the 20-year period it covers. The model was run with 2019 data under the assumption that 33 acres of retail south of the highway would be developed over that period. This is explained in the attached email. It ignores the additional 20 acres of retail land shoehorned into the plan at the last minute by changing the recommended size of the retail from 40 acres in the November draft to "40 to 60 acres" (TMLAP, page 18). It also ignores the inclusion of an additional 27 acres of commercial land added to the UGB near the Evergreen Museum on the north side of the highway.

So potential retail acreage along the highway is presently more than twice what was modeled, and 68 acres (62 net acres) of that land is already scheduled for Planning Commission rezoning hearings on June 2nd. The TMLAP will fail to meet the required V/C ratio long before 2041 if all the potential development proceeds. ODOT should rerun the model with current data that is available for public review.

Regardless of what the V/C ratio is, I think the more important question is why are we even trying to impede the flow of traffic along this stretch of Highway 18 with a regional shopping center and a roundabout or third traffic signal. The City was a founding member of the Yamhill County Parkway Committee in 1989 and City representatives including Mayor Hill and Councilor Menke have donated hundreds of hours of personal time to support the work of that group, primarily known for its advocacy of the Newberg Dundee Bypass. I have attached the charter of that group as recorded in the Environmental Impact Statement for that bypass.

Please notice that the second bullet commits the group to "enhance and preserve the Parkway all the way through the County." To my reading that includes the part of Highway 18 included in the TMLAP. I do not believe approving a plan that encourages siting a large format retail area directly along the highway will enhance the traffic flow.

I have also attached the 2019 ODOT average daily traffic counts for Highway 18 from the coast to Newberg. You will notice that the highest traffic counts along that entire highway are found in McMinnville along the very stretch of highway covered by the TMLAP, not the Newberg-Dundee area. Now, I realize to get a complete picture of traffic congestion in both areas you would have to look at the flow on 99W and intersecting highways, but the point is that ODOT with the support of the Parkway Committee is promoting the construction of a limited access expressway around Newberg and Dundee. The Newberg-Dundee expressway does not envision traffic lights halting traffic flow to allow shoppers to enter and exit into large retail shopping centers.

McMinnville does not have the traffic problems that plague Newberg because we chose to build a bypass decades ago while Newberg chose not to construct one. The fact that the TMLAP can now use the definition of “expressway” to increase the traffic congestion along our section of Highway 18 with the hope that some day ODOT will once again spend hundreds of millions of dollars to build us a limited access expressway seems risky (how many years/decades will it take to get this funded?). It is also financially imprudent (why not preserve the asset we have—a relatively free-flowing bypass?).

The TMLAP Will Be Expensive: As noted in the previous paragraph, making improvements to major State highways is an expensive endeavor that, if the Newberg Dundee Bypass is any indicator, takes considerable time and money.

The TMLAP only includes a partial budget for the highway and road construction. Presumably the other public improvements needed in the area (sewer, water, storm drains, parks, trails, etc.) will be detailed in future City long-range planning documents. Just because those costs are not spelled out in the plan doesn’t make them go away.

I have attached the partial road improvement costs from Appendix D of the TMLAP. They range from \$81.9 to \$115.4 million in 2021 dollars. They do not include cost estimates for several items, primarily frontage roads, nor do they include the cost of the pedestrian bridge across Highway 18 recommended by the Planning Commission. Note the caveat at the bottom of the page: “Neither ODOT, City of McMinnville or private development roles or responsibilities in funding these projects are identified.”

The City was recently asked to borrow another \$3.4 million to go along with the \$3.2 million already borrowed to help construct the Newberg Dundee bypass. Certainly ODOT is going to look to the city to cover a significant portion of the TMLAP costs, or the improvements will be delayed until ODOT has the funding to cover them.

As discussed above, rezoning much more land for large format retail will require more highway improvements that need to be done sooner. Promoting increased traffic in the area may eventually force ODOT to consider constructing the limited access expressway called for in the 1996 McMinnville Corridor Refinement Plan. This might resolve the traffic congestion problem from Lafayette-Hopewell Highway to south McMinnville, but I remain unconvinced it is worth the hundreds of millions of dollars it will cost. We are better off preserving the free-flowing bypass we have.

Conclusion: The Three Mile Lane Area Plan includes many desirable features that will improve the lives of the people in the area. It should be adopted, however, without the recommendation that 60 acres of land south of the highway be rezoned for commercial uses that will inevitably increase traffic congestion that will be expensive to resolve.

I thank you for considering my thoughts on this important matter.

Sincerely,

//S//

Mark Davis

Attachments:

1. Email regarding acreage included in traffic modeling
2. Yamhill County Parkway Committee Charter excerpt
3. Highway 18 average daily traffic counts for 2019
4. TMLAP road construction cost estimates

TMLAP Info Request

Heather Richards <Heather.Richards@mcminnvilleoregon.gov>

Wed, Mar 2, 2022 at 6:49
PM

To: Mark Davis <mark@startlivingthetruth.com>

Hi Mark,

I have forwarded your second question to David Evans and Associates. In regards to your first question – the new model was put together in 2019, and the scenarios were run in late 2020 and January, 2021. The UGB amendment was not acknowledged until April, 2021.

DLCD advised us to use only what was legally acknowledged at the time since McMinnville has such a long history of challenges and legal appeals. The C3 land by the Evergreen Campus was not included in the model or the scenarios. It will be included in the TSP update. The housing and employment growth to 2041 was applied across the city's existing legally acknowledged UGB (prior to April, 2021) proportionately.

Have a great day!

Heather

Heather Richards, PCED

Planning Director

City of McMinnville

[231 NE Fifth Street](#)

[McMinnville, OR 97128](#)

503-474-5107 (phone)

541-604-4152 (cell)

Heather.Richards@mcminnvilleoregon.gov

www.mcminnvilleoregon.gov

Hwy #	Mile Point	AADT	Mileage Range	SALMON RIVER HIGHWAY NO. 39 <i>Milepoint indicates distance from Oregon Coast Highway (US101), near Otis Jct.</i>
39	0.40	11600	-0.22 ... 1.31	0.40 mile east of Oregon Coast Highway (US101)
39	1.36	9700	1.31 ... 1.64	0.05 mile east of Old Scenic Highway 101 (North Bank Road)
39	3.96	9500	1.64 ... 4.82	On Bear Creek Bridge
39	5.28	9700	4.82 ... 5.30	0.02 mile west of North Bank Road at Rose Lodge
39	5.32	9300	5.30 ... 6.37	0.02 mile east of North Bank Road at Rose Lodge
39	10.26	8100	6.37 ... 11.43	At Lincoln-Tillamook County Line
39	14.90	8200	11.43 ... 20.18	At Tillamook-Polk County Line
39	20.65	8900	20.18 ... 20.67	0.02 mile west of Fire Hall Road
39	21.16	9600	20.67 ... 21.18	0.02 mile west of Grand Ronde Road
39	21.20	11800	21.18 ... 21.58	0.02 mile east of Grand Ronde Road
39	22.96	14500	21.58 ... 23.04	0.10 mile west of Three Rivers Highway (OR22)
39	23.23	18200	23.04 ... 23.31	* Valley Junction Automatic Traffic Recorder, Sta. 27-001, 0.19 mile east of Three Rivers Highway No. 32 (OR22/Hebo Road)
39	23.97	16900	23.31 ... 24.67	0.70 mile west of Fort Hill Frontage Road Overcrossing
39	26.67	17000	24.67 ... 27.17	0.10 mile west of Willamina-Sheridan Highway (OR18 Bus.)
39	27.91	6800	27.17 ... 28.21	0.03 mile east of connection to Willamina-Salem Highway (OR22)
39	29.76	6900	28.21 ... 30.63	At Polk-Yamhill County Line
39	30.65	7100	30.63 ... 31.66	0.02 mile east of Harmony Road
39	32.30	8000	31.66 ... 32.60	0.30 mile west of Sheridan Interchange (Ballston Road)
39	32.90	7400	32.60 ... 33.42	0.30 mile east of Sheridan Interchange (Ballston Road)
39	34.01	8300	33.42 ... 34.11	0.10 mile west of Willamina-Sheridan Highway (OR18 Bus.)
39	34.21	13800	34.11 ... 35.62	0.10 mile east of Willamina-Sheridan Highway (OR18 Bus.)
39	36.91	13200	35.62 ... 36.93	0.02 mile west of Bellevue-Hopewell Highway
39	36.95	13200	36.93 ... 40.51	0.02 mile east of Bellevue-Hopewell Highway
39	41.00	14600	40.51 ... 43.02	* Salmon River Automatic Traffic Recorder, Sta. 36-006, 3.36 miles south of Pacific Highway West No. 91 (OR99W)
39	43.04	14000	43.02 ... 43.73	0.02 mile northeast of Durham Lane
39	43.76	13700	43.73 ... 44.60	0.60 mile west of Undercrossing Pacific Highway West (OR99W)
39	44.71	15800	44.60 ... 46.69	0.35 mile east of Pacific Highway West (OR99W)
39	46.79	22500	46.69 ... 47.67	0.10 mile east of Norton Lane
39	48.54	20400	47.67 ... 48.59	0.05 mile west of Cruickshank Road
39	48.61	16400	48.59 ... 49.91	0.02 mile east of Cruickshank Road
39	49.96	15900	49.91 ... 50.10	0.05 mile east of Lafayette Highway (OR233)
39	51.03	15600	50.10 ... 51.23	0.20 mile west of Salem-Dayton Highway (OR221)
39	52.56	17400	51.23 ... 52.71	0.15 mile southwest of Pacific Highway West (OR99W)
39	57.55	12000	55.48 ... 59.66	On Newberg-Dundee Bypass, 0.16 mile west of Chehalem Creek
39	60.29	14100	59.90 ... 60.36	S Springbrook Road (OR18), 0.06 mile south of E 2nd Street/E Fernwood Road
39	60.64	13000	60.36 ... 60.67	On N Springbrook Road, 0.03 mile south of Hayes Street
39	60.72	13500	60.67 ... 60.88	On N Springbrook Road, 0.06 mile north of Hayes Street

directors, and managers of agencies in Newberg, Dundee, Dayton, and McMinnville; Marion, Yamhill, and Washington Counties; ODOT; DLCD; FHWA; and state legislators. POST has met **seven** times to date during the Tier 2 process.

5.6.2 Yamhill County Parkway Committee

The Yamhill County Parkway Committee was designated by Yamhill County in 1989 as an advisory group to develop a strategy for establishing a parkway along Oregon 99W and Oregon 18.

This longstanding committee normally meets once a month. ODOT representatives either attend or send input for the meeting from ODOT. This group consists of the Dayton, Dundee, McMinnville, and Newberg mayors, Yamhill County Commissioners, tribal representatives, and various business and civic organizations. Their charter is to:

- Encourage the construction of a Newberg Dundee Bypass.
- Identify actions and policies which can enhance and preserve the Parkway all the way through the county.
- Identify improvement projects along the Oregon 99W/Oregon 18 corridor.
- Provide widespread support for enhancement of the Oregon 99W/Oregon 18 corridor.

5.6.3 Mid-Willamette Valley Area Commission on Transportation (WVACT)

The WVACT is one of the Area Commissions on Transportation (ACT) chartered by the OTC. It represents Marion, Polk, and Yamhill Counties. The WVACT has 17 voting members, including a county commissioner from each of the counties and representatives from the Yamhill County Transit District, Cities of Salem and Keizer, ODOT, several smaller cities, and from the private sector. The ODOT Area 3 and Bypass Project Team leaders are the ODOT contacts. The commission's scheduled meetings are the first Thursday of each month. ODOT provides information for frequent updates on the Newberg Dundee Bypass to this group.

5.6.4 Redefinition Workshop

ODOT met with elected officials in August 2007 to form a Project Redefinition Committee after making the decision not to pursue a public-private development approach for the proposed project. The committee looked at potential cost reduction and cost deferral actions for the proposed project. Members of the committee included elected officials of Newberg, Dundee, Dayton, McMinnville, and Yamhill County. The committee met with ODOT in August and twice in October 2007.

5.7 ENVIRONMENTAL JUSTICE OUTREACH

During the development of design and local circulation options, ODOT conducted a special EJ outreach program. The program provided project information to potential EJ communities in the project area and helped to involve these communities in the proposed project. During the outreach program, staff worked with residents and property owners in the project area with lower-than-average income and Hispanic residents who could possibly be affected

Environmental Justice Outreach Program

- Information booths
- Public service announcements on Spanish-language radio stations
- Spanish-language project newsletters, meeting notices, and briefings
- Interviews with those who would potentially be displaced or relocated

3.6 PLANNING-LEVEL COST ESTIMATES AND A PHASING APPROACH

Table 7 summarizes the planning-level costs associated with the OR 18 Preferred Facility Design. Cost estimates are in 2021 dollars and include preliminary estimates of capital improvements and new rights-of-way where likely needed. A preliminary approach to the phasing of key transportation projects in the study area is also noted.

Table 7. Planning Level Cost Estimates and Phasing - OR 18 Preferred Facility Design

Phase	Description	Notes	Cost - 2021 Dollars (millions)	
			Low	High
1 Independent State and/or City Projects				
	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	
2 City/State Projects Reliant on Completion of New OR 18/Cirrus Roundabout				
	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	
3 City/State Projects Commensurate with/Reliant on New Extension of Cumulus Avenue South of OR 18				
	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
4 State and City Projects Commensurate with/Reliant on New OR 18/Three Mile Lane Interchange				
	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
Total			\$81.9	\$115.4

Notes

- [1] Subject to coordination and approval between City of McMinnville and Chemeketa Community College.
- [2] Subject to private development access needs.
- [3] Including general cost items of demolition, pavement, curb, sidewalk, signing and striping, drainage and landscaping, and new traffic signal or roundabout at junction of OR 18 eastbound ramps and Stratus Avenue.

These cost estimates are for planning purposes only and are subject to refinement during concept development and preliminary engineering. Neither ODOT, City of McMinnville or private development roles and responsibilities in funding these projects have been identified.

Heather Richards
Planning Directory
McMinnville OR

Re: Three Mile Lane Area Plan
Heather.Richards@mcminnvilleoregon.gov

May 9th, 2022

Dear City Councilors:

I have read many of the documents that comprise the Three Mile Lane Area Plan (TMLAP) as well as the recently submitted Staff Report and have been struck by many of the details of these documents that do not pass the smell test.

When final documents for the TMLAP became available several months ago, many of the ideas presented in them seemed disingenuous, employing language to make points that might seem "politically correct" until one looked closely at the details.

Reducing Greenhouse Emissions

Arguing that a local, giant shopping mall would be good for the environment because people will drive shorter distances is inaccurate. In the Staff Report there is nothing that supports the claim that adding commercial development along Highway 18 will reduce greenhouse gases (GHG). The comment that these commercial establishments will eliminate the need to drive to other cities to "access" these establishments is disingenuous, at best. In fact, the exact opposite will occur with additional stoplights along Highway 18. Cars idling their engines at stoplights adds a huge amount of GHG to the environment. The plan to increase the number of traffic lights will have the exact opposite effect of helping the environment.

A Canadian study updated in 2020 (<https://www.nrcan.gc.ca/energy/efficiency/communities-infrastructure/transportation/cars-light-trucks/idling/4415>) showed that "if Canadian motorists avoided idling for just three minutes every day of the year, CO₂ emissions could be reduced by 1.4 million tonnes annually. This would be equal to saving 630 million litres of fuel and equivalent to taking 320,000 cars off of the road for the entire year. Eliminating unnecessary idling is one easy action that Canadians can take to reduce their GHG emissions that are contributing to climate change."

Driving short distances is still driving. The best ways to eliminate greenhouse gases are to walk, bike, or take public transportation. I see nothing in the TMLAP that recommends or requires the development of public transportation in the region. I saw reference to the fact that increased frequency of what little public transportation there is in the area will occur somewhere in the distant future. References to "multi-modal transportation" are just so many buzz words.

Goal 3, page 15

The Yamhill County Transit Authority (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.

Food Desert

From the Annie F. Casey Foundation:

*Food deserts are **geographic areas where residents have few to no convenient options for securing affordable and healthy foods** — especially fresh fruits and vegetables .Feb 13, 2021*

If the area in question is a "food desert," then so are many other areas in McMinnville. It takes only one minute more to drive from residences in the TMLP area to a major grocery store on Highway 99 than it takes to drive from affluent neighborhoods such as the Michelbook subdivision.. I have yet to hear this neighborhood being described as a "food desert." The same could be said for the new subdivisions that are being built on Baker Creek Road, which is even further than Michelbook to a full-service grocery store.

As a matter of fact on page 13 of the Plan, there is the very honest statement that states:
Neighborhood-serving retail may be a mid-to-long term aspiration when additional residential construction occurs.

So much for solving the non-existent food desert problem.

Retail Leakage

Throughout the hundreds of pages of documents that were put together to sell the Plan, there is continual mention of "retail leakage." An analysis of retail leakage studies can be found at <https://www.ndavidmilder.com/2016/09/retail-leakageleakage-analyses-should-be-treated-with-great-caution-by-analysts-and-end-users-analytical-issues>. The author of this study describes in detail how complex and often very inaccurate "retail leakage" studies usually are. The author of this study spells out quite clearly the draw-backs and limitations of studies that purport to document retail leakage in an area. Practically speaking, in the McMinnville/Newberg area, there is no shortage of places to buy appliances, cars, furniture, clothing, reasonably priced groceries, and many other necessities. Judging by the number of vacant spaces on Highway 99W, a reasonably priced "family style" restaurant like Olive Garden could find a location without too much trouble.

Things that cannot easily be found in the area might not be available because stores that *used* to sell those items have gone out of business or were never here because of lack of demand. Yes, it is hard to buy men's suits in Yamhill County. There is probably a good reason for that! If someone wants to buy a Tesla, yes, she has to go to Portland to do it OR buy it online! Is it considered "retail leakage" if one buys something in Portland or Salem while in either of those locations to visit friends or go to a medical appointment? If one wants to buy a specific kind of refrigerator that is only available in a store that *only* sells appliances, and the consumer has to go to Salem to find it, is that retail leakage? Of course not!

Big Box Stores

The Staff Report denies that there are proposed "large format" stores on the horizon. One only has to look at the application from Kimco, the largest property owner, to see that these kinds of stores are *exactly* what they are proposing.

From Kimco zone change app, pge 6, 12/17/20.

https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/21877/com_bined_full_application_4-15-21.pdf

The requested amendments will facilitate a future economic development opportunity that will benefit the City of McMinnville and surrounding communities by converting excess industrial land into needed commercial land. Kimco has owned the vacant Property since 2006 and over the years there has high interest from retailers, both local and national, to open shop and serve the local community. No particular retail use has been identified for the Property, but it's location, access to Highway 18, size, and topography make it attractive to General Merchandise retailers such as Target, Home Depot, and Costco because the goods and services offered by those stores are currently unavailable to McMinnville residents and require a 25-mile drive to Salem or even further to the outskirts of Portland

McMinnville prides itself on its "shop local" ethos. A "local" Target or Costco is NOT shopping locally. All of the prophets from big box stores go to out-of-state corporations, the exact opposite of local.

Kimco does *not* build malls that remotely resemble what the consultants who put together the TMLAP describe.

Kimco Realty, is the largest publicly traded operator of open-air, grocery-anchored shopping centers in North America. Based in Jericho, New York, this development behemoth, has an interest in 541 U.S. shopping centers. Kimco's net revenue is approximately 1.044 billion dollars. Not being familiar with their shopping centers in Oregon, I visited two that are located within an hour of McMinnville, in Gresham and Milwaukie. What I saw was discouraging. They bore no resemblance to the high-minded "plan" that is now before the Planning Commission. They were simply old-school shopping centers, *and* with high rates of vacancy. The stores that were, in fact, still in business were many of the same, small chain stores that are located outside downtown McMinnville on Highway 99 W: Rite Aid, JoAnn's, Jimmy Johns, Petco, Shari's, etc. These shopping centers bear no resemblance to the high-minded ideas that are put forth in the Three Mile Lane Area Plan. They were neither "aesthetically pleasing" (pg 15 of TMLAP final plan) nor innovative. The stores in these two centers were compact versions of Highway 99W near McMinnville.

Below is a photograph of the shopping center in Milwaukie, as of February 8th, 2022.



Designed Communities

The Kimco developments that I saw bear no resemblance to the very well-designed, mixed use Orenco Station that the TMLAP references as a model for the plan now being considered in McMinnville. Orenco Station, however, is a *very* different kind of development than what is planned for the one on Highway 18. Orenco Station has no “big box” stores. Kimco’s application with the city explicitly states the desire to site at least one, if not two, of these “large format” stores, and the TMLAP explicitly permits them.

The largest retail store in Orenco Station is a modest New Seasons Market that is not even visible from the street. The entire development was designed in conjunction with Tri-Met’s Westside light rail, is bordered by a large Intel campus, has a population of 5,000, and has dense neighborhood housing, with small retail establishments on the ground floor of residential and office buildings. The parking lot near the New Seasons market is miniscule in comparison to what is planned for the Three Mile Lane “neighborhood.” In fact, nothing could be farther from what is envisaged in the TMLAP.

Another model that is discussed in the McMinnville Plan is the Old Mill District in Bend, OR, population 95,000. This retail center has a mix of well-known, high-end, brand name stores, sits on the Deschutes River, and is about a 20-minute walk to downtown Bend, on city sidewalks and streets that don’t require traipsing across an expressway like Highway 18. Also in Bend is a development called Northwest Crossing, a planned community that has mixed-use spaces, high-end single family homes, and is proud of its commitment to sustainability with strict building standards requiring all homes and commercial buildings be Earth Advantage Certified. Two of the commercial buildings have received LEED CS designation at a silver level.

There are lots of good ideas in the TMLAP, but I didn’t see anything that *requires* that a developer adhere to those kinds of ideas. Instead, design elements are “recommended” and developers are “encouraged” to meet *design* standards, but there isn’t anything that *requires* that they meet for example energy-efficient standards or include dozens of other innovative ideas.

Considering how much time and effort has been put into this project, it is still not ready to be adopted by the City Council until many of the core issues are refined and strict guard rails are put on what is ultimately built.

McMinnville's downtown is why people visit the area and is a large part of why people live here. Building a new "Town Center" on Highway 18 will make the area just like every place else. Why would the City approve a plan that will ultimately make the region no different from Beaverton, Clackamas or any other suburb of Portland?

Respectfully submitted,

Ilsa Perse
5865 NE Mineral Springs Rd
Carlton, OR 97111

McMinnville City Council Meeting Testimony 10 May 2022

c/o

Heather Richards, Planning Director
City of McMinnville Department of Planning
231 NE Fifth Street
McMinnville OR 97128

Re: Three Mile Lane Area Plan Docket G-7-21/ PC-1-20-22

Dear Council members,

As a local business owner and resident, I am writing to point out the gaping inconsistency in the plan you are being asked to consider.

The Three Mile Lane Area Plan you are being asked to consider does not realistically address the rezones requested in docket ZC 3-20 by Kimco and other developers which would significantly distort the goals and outcomes of the 3MLAP.

The Three Mile Lane Plan repeatedly cites attractive and innovative regional mixed use shopping districts like Orenco Station and Bend's Old Mill District as models.

However, docket number ZC 3-20 requests more like a shopping mall scaled for interstate freeway access. Considering the plan in front of you, without considering the rezone, creates the inconsistency.

I created the enclosed graphic to give some idea of difference in scale that concerns me.

In addition, I have concerns about the traffic consequences of the 3MLAP even without the rezone. The roundabout and multiple traffic lights create a choke point on Highway 18.

As a wine producer, we count on Highway 18 to quickly and efficiently convey our grapes from our vineyard in Dayton to our winery in the Granary District and Winery Row neighborhood of McMinnville. When it comes to quality winemaking, every minute counts between the vine and the winery. Adding two signals and a roundabout, and removing the proposed overpass, would degrade our (and other area wineries') access to the freshest grapes, and create increased labor costs due to delays.

As a food processor, we count on a vibrant community of industrial suppliers and fabricators to keep our business going. A healthy mix of industrial land continues to enhance the value of making wine in McMinnville, whereas access to a big box store does not.

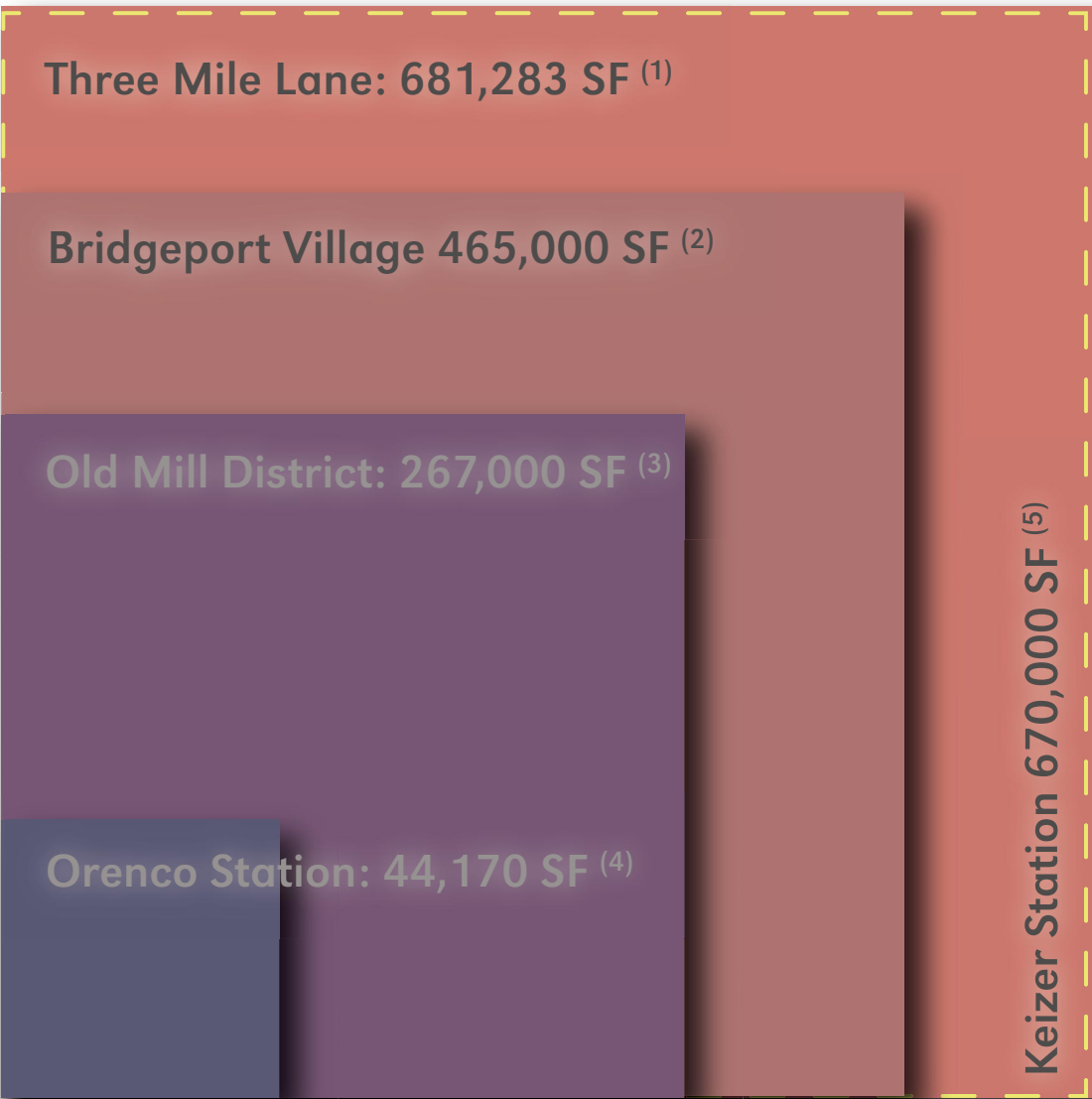
As a seller of high-end wine, McMinnville's thoughtful charm enhances our customers' impressions of our business and the region in general. When our tasting room is open, we attract over 4000 high-net-worth visitors a year. Events such as IPNC bring visitors from around the world. Without fail, they mention McMinnville's charm and unique feel, so different from Everyville USA. McMinnville's uncluttered Highway 18 gateway is an asset to our business community.

The big-box retail proposed portion of the area plan hampers the McMinnville wine community's ability to produce quality wine and decreases the region's unique attractiveness to our customers. I hope you will vote no on this part of the proposal.

Sincerely,

Jason Lett
President, The Eyrie Vineyards

Comparison of Regional Retail Area (Square feet of retail floor space)



(1) McMinnville Planning Department Page 77 Tables 7 & 8 (https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/23134/cpa_1-21_zc_2-21_submittal.pdf)
(2) Robert Goldfield, "Anchors away' at malls" (Portland Business Journal Jun 27, 2004)
(3) Old Mill District Marketing Brochure (<https://images1.loopnet.com/d2/YljmPpBC2V8nSWqPrVyVdw8u7NHfyEAEZh99SFIOkiw/document.pdf>)
(4) Leslie Hamilton Sr. Planner City of Hillsboro to Ilsa Perce April 20, 2022 at 5:07:47 PM PDT
"29,920 square foot neighborhood market + 14,250 square feet of retail area"
(5) Keizer-station.pdf (https://www.hsmppacific.com/image_data/properties/pdfs/keizer-station.pdf)

From: [Bill Bordeaux](#)
To: [Claudia Cisneros](#)
Cc: [Bill Bordeaux](#)
Subject: Testimony for: 3-Mile Lane Area Plan ; = @ Tuesday's meeting May 10, 2022
Date: Monday, May 9, 2022 6:26:32 AM

This message originated outside of the City of McMinnville.

To the City Council members:

Heather Richards, Planning Director: "We have no idea what will be built on the commercial land. It could be Big-Box stores and fast-food drive-thrus." Feb. 15, 2022

Well, if she doesn't know, then we don't know.

.... except for, we do know, a large parcel has ALREADY been purchased for a VERY LARGE SHOPPING CENTER.

[we have testimony from a home-owner off 3-mile lane expressway, who sat on the review committee, who has shared her experience and knowledge about discussions about this] :(((

We ALREADY have MULTIPLE shopping centers in McMinnville and Newberg, we have NO NEED for another one or TWO!!

The 3-Mile Lane Expressway was built, year ago, with the expressed purpose .. and PLEDGE that it be a "By-Pass" Thruway.

This Plan = TMLAP ... this re-zoning ... would DESTROY the current Expressway to the Coast and beyond, circumventing McMinnville and Lafayette;

and with it BREAKING another one of the city's plans and pledge to the citizens of Yamhill County!!! :(((

The city of McMinnville, as we have just learned and been informed, is drowning in a deficit of over \$3,000,000.

At a city council meeting a decade ago, where I and 47 other citizens provided testimony urging the city NOT to give our monies to

the "Dundee By-Pass Project" (DUD). However, 44 "business" citizens (or their lawyers) testified at that meet urging a YE\$ vote; and

the council voted for it, of course. At that meeting I asked if this "gift" would negatively impact our city's finances. I was given their

assurance that "It would NOT."

Well, it would seem that this Gift of more than \$3 Million, could really be useful, now.

It would seem that the city would not have needed to come to us 3 years ago, and ask for a \$10 million “street/transportation bond.”

It would also seem apparent, that now with Dave Haugeberg coming to the council requesting another donation gift for the “next phase”

of the Dundee DuD, will be an awfully hard lump to swallow — don’t you think???

And what about Mr. Haugeberg’s [“Final”] request still to be filed, for \$27 Million for the “Final Phase” of the DUD, in a few more years ???

..... And that doesn’t even take into consideration when he must come before the Mac City Council, yet one more time, and ask us again

for #135,000,000 for a new “McMinnville/Lafayette By-Pass” !!!! (since your “PLAN” is going to destroy the one we now have) ?????? :(((

And what about the new “PLAN” to revamp 3rd street downtown modernization for another \$1,000,000 plus ???

If the third street businesses want new concrete, and remodeling of street thoroughfare then, they, (those who “are the ones, the only ones, who built their businesses”) can pay for it, by themselves. and besides, this city no longer has enough monies even to operate the city!!

We are watching you.

Now, that we have learned you do not know how to manage our money well.

Now, that we have learned you do not know how to operate the city efficiently.

The city already raised our sewer rate, in order to build a new upgraded sewage facility.

If, after adding a TAX to our current/future sewer bill, you have paid off the \$3,000,000 hole in the city’s budget — is it your plan to RETURN our sewer bills to their former level? — or are you planning on allowing the to become a “Forever City Tax” ??? :(((

Note: This is my 46th year as a resident of McMinnville, and I have attended many council meetings throughout this time,

at which I have listened to the council, and councilors boast about how “well-run” the city is and how great the departments

are about economically and efficiently they are run.

What has happened recently, to all-of-a-sudden find our selves in a great valley of debt?

What Happened???

I urge a “NO” Vote on all “TAX” motions on city services.

I urge a “NO” Vote on the “Three-Mile Lane area “PLAN” — even though we know you have ALREADY given it the “GREEN Light”

I urge a “NO” Vote on the “Third Street re-model” plan for those businesses.

I urge a “NO” Vote on ANY more of Dave Haugeberg’s requests for Our “GIFTS” to the “Dundee Bypass.”

I urge a “NO” Vote on ANY of Dave Haugeberg’s requests for our “GIFTS” to the “McMinnville/Lafayette Bypass.”

Earnestly,

Bill Bordeaux

(503) 472 - 7958

City Resident

From: [Robin Ricker](#)
To: [Claudia Cisneros](#)
Subject: TMLP
Date: Monday, May 9, 2022 9:01:59 AM

This message originated outside of the City of McMinnville.

May 8, 2022

Robin Ricker
526 NW 13th Street
McMinnville, OR 97128
971-221-8919
Email: robin13bee@gmail.com

To: McMinnville City Council
Re: TMLAP

I am writing regarding the Three Mile Area Lane Project. Several months ago I emailed my concerns to Heather Richards regarding the request to rezone and develop a huge parcel of land on the OR 18 expressway/freight way. Her reply, along with the information that she presented at the following zoom meeting, appeared to be in keeping with the original community plan that she described as being developed with community volunteers and city management students from a state university.

I relied on Ms. Richards information, the presentation, and her comforting response to my initial email to her. She reinforced that everyone was committed to creating a livable community for the Three Mile Lane area such as: biking and pedestrian friendly access (that also connected the Three Mile Lane area with Third Street and would provide safe crossing to the newly developed areas across a busy and dangerous highway); businesses with living wages; community based/owned businesses; a lovely walking mall with trees, green strips, shops, coffee shops, a small grocery store that would be an oasis in a food dessert. There would be affordable mixed housing and parks and light industrial also with living wages.

Ms. Richards said it would be akin to community centered shopping areas such as The Old Mill District in Bend and Orenco Station in Hillsboro. She said the larger parcels were not suitable to industry and that no one offered to buy them. She said that there were offers for these acreages if the zoning could be changed to commercial. She did not disclose at any time that the largest parcel was purchased maybe 20 years ago by Kimco, a giant corporation that develops strip malls made up mostly of national chains.

Kimco is waiting on the zoning change so that they can put in strip malls like we already have on Hwy 99. Costco is not needed here—there is one on 99 in Tigard and in Salem. Giant Joanne Fabric, Walmart and an office store are redundant and would move the slow traffic and ugly structures with huge parking lots from 99 over to Hwy 18—which is supposed to be the bypass. Hwy 99 and the parking lots are in no way bike, neighbor or pedestrian friendly, they will be worse in a new box store haven for cars and traffic. Big box stores and strip malls are not located in livable neighborhoods.

She talked about retail leakage which, to a newcomer like me, sounded pretty clear, but whose 'leakage' are we talking about. Certainly not the leakage of small locally owned businesses. Visitors come to McMinnville to go to them (restaurants, wineries, bike shop, natural food store, book shop, galleries antique stores, etc.). Our local businesses keep their profits here. Profits made by national chain stores go to the shareholders, boards and CEO's, not to the local schools and infrastructure. They don't build parks or pedestrian malls. Costco and other box giants are a really a poor legacy to the farmers and farmland that were given over to modern consumption and traffic demands. Land that was farmed and loved will be pavement, heat islands, and unfriendly to anyone on foot, bike or wheelchair.

Ms. Richards also talked about greenhouse gas concerns, but those, I've now learned, are worse when you drive short distances because the engine is not warmed up enough to burn clean. So all these short drives to and from the potential strip malls on Three Mile Lane are more harmful than driving 30 minutes to Salem for the same thing. Waiting in traffic for cars to turn into a strip mall, from a bypass that was supposed to move traffic quickly past town, will be an air polluting traffic tie up.

Ms. Richards said it would be akin to community centered shopping areas like The Old Mill District in Bend and Orenco Station in Hillsboro. She said the larger parcels looking for industrial buyers were not suitable to industry and that no one offered to buy them. She said that there were offers for these acreages if the zoning could be changed to commercial.

Here is what wasn't explained:

- She did not disclose at any time that one large parcel was purchased about 20 years ago by Kimco, a giant corporation that develops strip malls just like what we already have on Highway 99 and on every highway and by-way in America.
- She didn't explain that, unlike Bend's Old Mill district, the commercial development would sit right next to the highway instead of being placed along the river so river walks could be incorporated and it could be more neighborhood friendly.
- She didn't explain that Orenco Station was possible because of 22,000 high paid

Intel workers across the street and because it is located by a MAX station.

●—Bend's Northwest Crossing, another example mentioned in the plan, has everything I imagined and pictured in Heather's very generous and reassuring email to me. However, NW Crossing isn't really comparable because its commercial area is only 30 acres out of 486 acres. The rest of NW Crossing includes mixed-use, two schools, and 50 acres dedicated to community parks and open spaces in addition to approximately 1200 single family residential lots and some multi-family and cluster cottages. The commercial section at NW Crossing is only a tiny part of a large, integrated, diverse community, but at 3ML the C-3 land would be almost a third of the total land and basically cut off from everything else.

There is no hope at all of what was in her lovely presentation ever being developed.

McMinnville, can have its little oases on Third Street and the Granary District, but other than that it will all be out-of-state corporations that don't give a darn about the beauty, viability or livability of our county and its residents, let alone how a pedestrian will cross a highway to get to a loaf of bread or a dozen eggs.

Sincerely,

Robin Ricker

From: [Zack Geary](#)
To: [Claudia Cisneros](#)
Subject: Fw: Three Mile Lane Proposal
Date: Monday, May 9, 2022 9:41:53 AM
Attachments: [We sent you safe versions of your files.msg](#)
[3 Mile Lane expansion 5-10-2022.doc](#)

From: melcor@onlinemac.com <melcor@onlinemac.com>

Sent: Monday, May 9, 2022 9:07 AM

To: Sal Peralta <Sal.Peralta@mcminnvilleoregon.gov>; Chris Chenoweth <Chris.Chenoweth@mcminnvilleoregon.gov>; Kellie Menke <Kellie.Menke@mcminnvilleoregon.gov>; Zack Geary <Zack.Geary@mcminnvilleoregon.gov>; Remy Drabkin <Remy.Drabkin@mcminnvilleoregon.gov>; Adam Garvin <Adam.Garvin@mcminnvilleoregon.gov>; Jeff Towery <Jeff.Towery@mcminnvilleoregon.gov>

Subject: Three Mile Lane Proposal

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This message originated outside of the City of McMinnville.

Hi All:

The attached are my comments regarding the Present Three Mile Lane proposal you are considering

Best regards, Steve Rupp

May 10, 2022

These are my comments regarding the proposed expansion pending on Three Mile Lane at this time.

For me, there are two primary issues, one is financial the other the culture of our City.

Because McMinnville is presently suffering financial difficulties and deficits, I believe that one of the considerations of the development is to try and grow our way out of the deficit by expansion and growing the tax revenue base. I can tell you without a doubt that this will not work. In the early 1980s a medium size town in California, San Jose, tried just that. Rapid expansion in hopes of improved revenue base. An a few short years, they were on the edge of having to declare bankruptcy. Infrastructure cost and services cost (fire protection, fire houses and equipment, policing, street maintenance, etc.) far exceeded the increased revenue base. If you have your finance department do an in depth analysis of the expansions presently on Hill and baker creek road, I am certain that their findings will verify this.

The second issue is, for me, the major issue. When I moved to McMinnville in January of 1998, I thought I moved to heaven. It had a wonderful small town feel and was astoundingly quaint, charming and hospitable. Over the years many, many town meetings have been held. Without exception the top priority has always been to preserve the “small town feel, and “the charm and beauty” of the City. Over the past several years, these values have eroded and are near extinction.

In 1998, there were three possible courses as the City grew. We could become a bedroom community or Portland, we could expand our industrial base sufficient to support our growing population, or we could try and become a tourist destination.

Becoming a bedroom community to Portland was not desirable or possible. The road infrastructure precluded it and for almost all bedroom communities, “there is no there there”.

Building a sufficient industrial base was also not possible because there was, again, no good infrastructure for industry to transport its goods to market.

We have, as a City, chosen the course of primarily becoming a tourist destination. Witness Visit McMinnville and their outstanding work. However, not all tourist destinations are not created equal. Examples in Oregon are Ashland, Canon Beach, and Sisters. Ashland is bounded on the east with Interstate 5, allowing through traffic to move unimpeded. It is also a beautiful vibrant city with interesting architecture, very good art galleries, excellent restaurants, very good accommodations, easily accessible, etc. Sisters is best known for its quilting, upscale hot dog stands, ice cream parlors, not so good architecture and as the biggest traffic jam and road block between Salem and Bend. If you want to sit in a traffic jam for half an hour, just go to sister. McMinnville is now at a crossroads. The irreversible decision that is about to be made with regard to the Three Mile Lane project will lead us either on a path to an Ashland style tourist destination or on a Sisters path. Approving the present plan for the development on Three Mile Lane will set us irreversible on the path to become another Sisters. It will destroy our small town feel and charm, and once it’s gone it can never be brought back.

What are our values? What kind of a City do we want McMinnville to become in the future? I urge you to make a decision that will do the best we can to preserve our small town feel and charming atmosphere. It is essential that the present Three Mile Lane plan be put on hold and reconsidered. We can do a lot better.

Steven Rupp

Post Office Box 622, McMinnville, OR 97128-0622

Phone 971-241-9251

May 10, 2022

These are my comments regarding the proposed expansion pending on Three Mile Lane at this time.

For me, there are two primary issues, one is financial the other the culture of our City.

Because McMinnville is presently suffering financial difficulties and deficits, I believe that one of the considerations of the development is to try and grow our way out of the deficit by expansion and growing the tax revenue base. I can tell you without a doubt that this will not work. In the early 1980s a medium size town in California, San Jose, tried just that. Rapid expansion in hopes of improved revenue base. An a few short years, they were on the edge of having to declare bankruptcy. Infrastructure cost and services cost (fire protection, fire houses and equipment, policing, street maintenance, etc.) far exceeded the increased revenue base. If you have your finance department do an in depth analysis of the expansions presently on Hill and baker creek road, I am certain that their findings will verify this.

The second issue is, for me, the major issue. When I moved to McMinnville in January of 1998, I thought I moved to heaven. It had a wonderful small town feel and was astoundingly quaint, charming and hospitable. Over the years many, many town meetings have been held. Without exception the top priority has always been to preserve the “small town feel, and “the charm and beauty” of the City. Over the past several years, these values have eroded and are near extinction.

In 1998, there were three possible courses as the City grew. We could become a bedroom community or Portland, we could expand our industrial base sufficient to support our growing population, or we could try and become a tourist destination.

Becoming a bedroom community to Portland was not desirable or possible. The road infrastructure precluded it and for almost all bedroom communities, “there is no there there”.

Building a sufficient industrial base was also not possible because there was, again, no good infrastructure for industry to transport its goods to market.

We have, as a City, chosen the course of primarily becoming a tourist destination. Witness Visit McMinnville and their outstanding work. However, not all tourist destinations are not created equal. Examples in Oregon are Ashland, Canon Beach, and Sisters. Ashland is bounded on the east with Interstate 5, allowing through traffic to move unimpeded. It is also a beautiful vibrant city with interesting architecture, very good art galleries, excellent restaurants, very good accommodations, easily accessible, etc. Sisters is best known for its quilting, upscale hot dog stands, ice cream parlors, not so good architecture and as the biggest traffic jam and road block between Salem and Bend. If you want to sit in a traffic jam for half an hour, just go to sister. McMinnville is now at a crossroads. The irreversible decision that is about to be made with regard to the Three Mile Lane project will lead us either on a path to an Ashland style tourist destination or on a Sisters path. Approving the present plan for the development on Three Mile Lane will set us irreversible on the path to become another Sisters. It will destroy our small town feel and charm, and once it’s gone it can never be brought back.

Steven Rupp

Post Office Box 622, McMinnville, OR 97128-0622

Phone 971-241-9251

What are our values? What kind of a City do we want McMinnville to become in the future? I urge you to make a decision that will do the best we can to preserve our small town feel and charming atmosphere. It is essential that the present Three Mile Lane plan be put on hold and reconsidered. We can do a lot better.

From: [Nicholas Peasley](#)
To: [Claudia Cisneros](#)
Cc: [Scott Hill](#); [Jeff Towery](#); [Michelle Giguere \(mgiguereg@summitstrategies.us\)](mailto:mgiguereg@summitstrategies.us); [Heather Richards](#); brett.baker@springboardgrp.org; [Dave Haugeberg](#)
Subject: Yamhill County Parkway Committee letter for Council Packet
Date: Monday, May 9, 2022 11:27:34 AM
Attachments: [We sent you safe versions of your files.msg](#)
[YCPC Letter Mayor Hill and Councilors.pdf](#)

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This message originated outside of the City of McMinnville.

Claudia,

Attached is a submittal by David C. Haugeberg as Chair of the Yamhill County Parkway Committee, for the City Council's packet regarding the Three Mile Lane plan hearing tomorrow night.

Sincerely,

Nicholas A. Peasley

HAUGEBERG, RUETER, GOWELL, FREDRICKS & HIGGINS, P.C.
620 North East Fifth Street | P.O. Box 480 | McMinnville, Oregon 97128
Telephone (503) 472-5141 | Fax (503) 472-4713
npeasley@hrglawyers.com | www.hrglawyers.com

CONFIDENTIALITY NOTICE: This transmission (and/or documents accompanying it) may contain confidential information belonging to the sender which is protected by the attorney-client privilege. The information is intended only for the use of the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this transmission in error, please notify me immediately.

YAMHILL COUNTY PARKWAY COMMITTEE

**MAILING ADDRESS
P.O. BOX 480
McMINNVILLE, OR 97128
PHONE: (503) 472-5141
FAX: (503) 472-4713**

**DAVID C. HAUGEBERG, CHAIR
DAVID RUSS, MAYOR-DUNDEE
TED CRAWFORD, COUNCILOR-DUNDEE
SAL PERALTA, COUNCILOR-MCMINNVILLE
RICK ROGERS, MAYOR-NEWBERG
SCOTT HILL, MAYOR-MCMINNVILLE
STEPHANIE FINDLEY, COUNCILOR-NEWBERG
KELLIE MENKE, COUNCILOR-MCMINNVILLE**

**CASEY KULLA, YAMHILL COUNTY COMMISSIONER
DENISE HARVEY, COUNCIL MEMBER
THE CONFEDERATED TRIBES OF GRAND RONDE
RICK OLSON
MIKE RAGSDALE
DAVID FORD
BRETT BAKER
CURTIS WALKER
BOB ANDREWS**

May 9, 2022

Dear Mayor Hill and Councilors,

The Yamhill County Parkway Committee (Committee) became aware of the City of McMinnville's March 2022 Three Mile Lane Area Plan (Plan) when a Committee member heard of the Plan and requested the Plan be included as an agenda item on the Committee's April 21 agenda. Shortly thereafter, Sid Friedman of Friends of Yamhill County contacted me and asked if he, together with Mark Davis could have time at the Committee's meeting to address the Plan. Shortly thereafter Heather Richards called me and requested time before the Committee for a presentation on the Plan by she and ODOT. For several reasons, Heather preferred to not present at this April Committee meeting. Instead it was agreed that she would present at the Committee's next meeting which is May 19. I have set aside as much time on the agenda as she and ODOT need for their presentation.

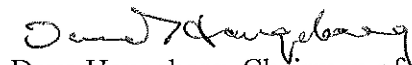
At its April 21st meeting, the Committee heard from Sid Friedman and Mark Davis. Questions were raised regarding impacts and implications of the Plan on the Bypass project. The Committee then directed that I, as chair of the Committee, prepare and provide Heather Richards with questions that the Committee would like addressed by Heather Richards and ODOT. The next opportunity to do so is at the Committee's May 19 meeting.

A recent News Register article reported that the Committee is opposed to the Plan. I want to assure you that the Committee has taken no action or vote opposing the Plan. The success of our development of the Bypass is the result of a very collaborative working relationship by all of our partners regarding the impacts of the Bypass on our partners and the impacts of our partners actions on the implementation of the Bypass.

In order to continue this collaboration, which has been critical to the success of Bypass efforts, I request on behalf of the Committee that the Council continue its May 10, 2022 hearing to a later Council meeting to allow the Committee and your Bypass partners, after Heather Richard's and ODOT's presentation, an opportunity to provide their informed input on the transportation and funding impacts of the Plan.

The decisions of the Committee and the Council will have impacts on our partners and the region far into the future. We owe it to the future to have this partnership collaborative discussion.

Respectfully,

A handwritten signature in black ink, appearing to read "Dave Haugeberg". The signature is written in a cursive style with a large initial "D".

Dave Haugeberg, Chairman of the Yamhill County Parkway Committee.

ENTERED INTO THE RECORD
DATE RECEIVED: 05/10/2022
SUBMITTED BY: Britt Block
SUBJECT: Three Mile Lane Area Plan -
Public Hearing

From: [Britt Block](#)
To: [Claudia Cisneros](#)
Subject: Re: Please vote to Modify!
Date: Tuesday, May 10, 2022 11:12:40 AM
Attachments: [image001.png](#)

This message originated outside of the City of McMinnville.

Hi Claudia:

Britt Block
845 SE Morgan Lane
McMinnville OR

I hope the outcome favors a livable city.
Thanks for you work,
Britt

Get [Outlook for iOS](#)

From: Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Sent: Tuesday, May 10, 2022 10:53:10 AM
To: brittblock@hotmail.com <brittblock@hotmail.com>
Subject: RE: Please vote to Modify!

Good Morning Britt,

Thank you for submitting your public comment, because this is a land-use decision we will need your address for the record to have standing so that we can mail you a copy of the decision when it is completed.

Thank you,
Claudia



**City of
McMinnville**
Claudia Cisneros
City Recorder
503-435-5702 (desk)
230 NE Second Street
McMinnville, OR 97128

Website: <http://www.mcminnvilleoregon.gov> | [Recorder Page](#) |

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address are public records of the City of McMinnville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

From: Scott Hill <Scott.Hill@mcminnvilleoregon.gov>
Sent: Tuesday, May 10, 2022 9:00 AM
To: Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Subject: Fwd: Please vote to Modify!

Received this morning. Mayor

Begin forwarded message:

From: Britt Block <brittblock@hotmail.com>
Subject: Please vote to Modify!
Date: May 10, 2022 at 8:53:19 AM PDT
To: "Scott.Hill@mcminnvilleoregon.gov" <Scott.Hill@mcminnvilleoregon.gov>, "Remy.Drabkin@McMinnville.gov" <Remy.Drabkin@McMinnville.gov>, "Adam.Garvin@McMinnville.gov" <Adam.Garvin@McMinnville.gov>

This message originated outside of the City of McMinnville.

Honorable Mayor and Ward 3 Council Members:

I am a Ward 3 resident, close to both Hwy 18 and Linfield. I don't mind the housing aspects of the 3 Mile plan. I am however entirely opposed to the big box retail center aspect of the plan!

I don't want Mac to become a magnet for anything other than 3rd street! Nearby towns have all the big box retailers a person could want. What they don't have is character, and this plan does not increase livability, which is Mac's main draw.

Hwy 99 is mostly an eyesore, however convenient it's retail might be. We do not need more of th1s!

Please vote no to the ill-conceived big box retail aspect of the 3 Mile plan.

Sincerely,
Britt Block