



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

MEMORANDUM

DATE: March 14, 2023
TO: Planning Commission Members
FROM: Heather Richards, Community Development Director
SUBJECT: Public Testimony for AP 1-23 (HL 6-22), AP 2-23 (HL 7-22), AP 3-23 (HL 8-22), and AP 4-23 (DDR 2-22), Appeal of the Gwendolyn Hotel Land-Use Applications (Received after March 2, 2023)

Planning Commission Members,

Following is the public testimony that has been received for the appeal of the Historic Landmarks Committee’s denial of the three Certificates of Approval for Demolition for the historic resources at 609, 611, and 619 NE Third Street, and the Certificate of Approval for New Construction for the Gwendolyn Hotel project since the public hearing on March 2, 2023.

Public Testimony:

- Susan Marrant, 03.06.23
- Mike Colvin, 03.10.23
- Jeb Bladine, 03.12.23
- Brian Libby, 03.13.23
- Carole Ray, 03.13.23
- Frank Lisciandro, 03.13.23
- Marie Frugia, 03.13.23
- Mike Goins, 03.13.23
- Carol Paddock, 03.14.23
- Loretta Johnson, 03.14.23

From: [Susan Marrant](#)
To: [Heather Richards](#)
Subject: proposed Gwendolyn Hotel
Date: Monday, March 6, 2023 11:05:27 AM

This message originated outside of the City of McMinnville.

Dear Heather and members of the committees:

As young graduates, we moved to tiny McMinnville in 1978 for our first jobs. We soon welcomed children and discovered that this little town was the perfect place to raise our family...so we stayed! We have witnessed the growth of our town, the swelling of our population and services as well as businesses.

When we arrived, the downtown was struggling, but a group of dedicated citizens worked hard to change all that. Third Street has managed to become a charming jewel that serves the needs of the local citizens while welcoming visitors.

Within the context of Historic Third Street, the proposed Gwendolyn Building is massive and way out of scale. It is entirely out of sync with what McMinnville is!

We are more than a tourist destination.
We live here.
We work here.
We raise our families here.
We don't need this.

Most respectfully,
Susan Marrant



Planning Commissioners and City Councilors,

I came away from reading the Tuesday's News Register article on the Gwendolyn Hotel thinking that if the city manager and city council want to retain McMinnville's position as the center of the Willamette Valley's wine, tourism, hospitality industry – they need to hit the reset button on their downtown restoration program. Yes, McMinnville has been fortunate to become the early regional center of this rapidly growing industry. The beautiful exterior of its century old downtown buildings – and the high vacancy rate (low rental rates) sure helped. That combination made Mac's downtown the perfect location for small, upscale restaurants, wine tasting shops, brewpubs, and a variety of retail stores too. It has been fun to watch. The Historic Landmark Committee seems to feel that that McMinnville's downtown will remain the center of the regional hospitality industry regardless of future competitive actions taken by the hospitality zones in Newberg, Dundee, Carlton, and Dayton. I think they are dreaming. The Willamette Valley's wine industry is spread across 4-5 counties. If any one of the above towns develop a great looking wine, tourism, hospitality zone comparable to Mac's in size – with safer, more functional buildings – AND with lease rates that are quite a bit lower on a per square foot basis (which new construction would allow), I think that McMinnville's downtown will start losing businesses to other area hospitality zones.

So, in my mind those beautiful old buildings are the reason Mac got the early jump over other area towns in the regional wine/tourism industry. But the high cost of renovating (or replacing) those buildings so they meet modern structural and fire codes is also the potential Achilles Heel of McMinnville's hospitality district. I'm guessing that most building owners would jump at the chance to renovate their building "if" the renovation resulted in an 8 to 10% return on investment – at rental/lease rates that are only 10-15% than current rates. But, complete renovation/rebuild costs are so high that lease rates would probably have to triple to receive a ten per cent return on a ten million dollar (?) investment. The majority of current businesses can't afford those type of lease increases. So, most building owners are choosing to do minimal maintenance and hope that a well-funded development company will show up to buy their building. Unfortunately, the cost vs return equation is so risky that only a few developers have attempted renovations in the last ten years - and aren't there at least twenty downtown buildings that still need complete renovation? And doesn't the pace of renovations need to increase?

Each complete renovation results in so many benefits to the city (much higher property taxes, employment taxes, and other fees), and to the business district (additional tourist traffic and money) – that I would assume the city would roll out the red carpet for every developer that has the guts to take on the huge financial risk involved.

That is why I don't understand how McMinnville's city manager and city council can stand by and watch the Historic Landmark Committee deny approval on a 60 million dollar hotel proposal that would renovate three poor condition old buildings at once. Not only is a hotel a key business in a regional hospitality zone (tourists will spend more time and money in the city they are staying in). But the property taxes on a sixty million dollar building, and the employment/payroll and other taxes that 70 employees generate would go a long way to plugging some of the budget gap that forced the Water and Light surcharge this year.

I realize that the Historic Landmark committee was not formed to worry about competitive lease rates. But shouldn't their objections be based on rules and facts, not personal feelings? None of the objections

I read were fact/rule based. Instead, they read like the objections of a spoiled ten year old. A few examples of the statements I read – and my admittedly personal reaction are:

- “Underground parking belongs in Portland, not McMinnville” – Most citizens feel that the city planning staff and Historical committee should have required past hotel approvals (McMenamins and the Atticus) to provide on-site parking for their customers. This project is offering on-site parking right up front. Underground would be great. It provides 90-100 additional parking spaces without taking up needed above ground space.
- “It’s too big, too tall” – My understanding is that Hugh started planning a smaller, 60 room hotel, but renovation costs were so high they had to go one floor higher (the tall) and thirty more rooms (the too big opinion) to get the project to pencil out. BUT IT IS THEIR MONEY THEY ARE RISKING!!
- “the loss of 3 buildings would be a significant loss to the Historic district”. – huh? All those buildings have been remodeled so many times they are not close to the original buildings in either style or usage. Plus, the only downtown building in worse structural condition than the O’dell building is the Mack Theater building. Replacing those three low quality, low employee, low income producing buildings with one safe, well-built hotel would add a few hundred tourists per day in the heart of McMinnville’s wine/hospitality district daily. And add thousands of dollars of much needed yearly cash flow to city coffers – that seems like a way better solution than denying the application and having regional wine/hospitality tourists stay in Carlton at a hotel I understand Mr. Foti is planning to build.
- The loss of unique architecture – Bull. The old Johnson Olds building on 3rd and Galloway where Mac Glass was located, had a far more unique architectural style. The committee didn’t blink when allowing it to be torn down and replaced with the 1882 building.

The only statement I agreed with is the lady that recommended that the hotel do something to preserve the history of auto dealerships in downtown McMinnville. “The hotel doesn’t preserve the historical integrity of the auto industry downtown”. – As a guy who grew up sweeping floors and washing cars at Gilbert Tilbury Ford (2nd and Galloway) in the 50’s/60’s, I think that is a great idea. Maybe the hotel bar or one floor of rooms could have an automotive theme with pictures of local old dealerships and the 1920’s style vehicles they sold. I’ve included pictures of a few auto ads from 1929 on the following page. I also included a copy of the Grand Opening ad for Johnson Oldsmobile at the corner of 3rd and Galloway to show its unique architecture. That is just one example of the double standards the Historic Landmark Committee had displayed. It appears their decisions are based more on “who” the applicants are more than on the facts, rules, and codes of that application.

In conclusion, it appears to me that the Historic Landmark Committee’s comments are making an already difficult situation three times harder than it would be if “firm, written” rules were applied fairly and objectively to every application. I realize that I am old and out of touch. But shouldn’t our city governments actions benefit the city and the “majority” of local residents and visitors? Not special interest groups – or a committee that is so focused on demanding the most expensive renovations possible that their actions threaten to kill the golden goose.

Sincerely,

Mike Colvin

mikecolvin49@gmail.com

March 12, 2023

Testimony To: McMinnville Planning Commission

Presented By: Jeb Bladine, as Representative of:
Oregon Lithoprint, Inc., owner of 609 NE Third Street
Bladine Family Limited Partnership, owner of 611 NE Third Street

Related To: Support for Gwendolyn Hotel Projects:
(HL 6-22, HL 7-22, HL 8-22, and DDR 2-22)

On behalf of the above property owners, we often have said: "This is not our project." Our motivation has been to inform people that neither the owners, nor their family shareholders, have any involvement in the development plan or any long-term financial interest in the development itself beyond possible closure of a proposed property sale.

However, that should not be taken as lack of support for the proposed development.

Building owner testimony in support – With Conditions:

1. Compliance with Land Use Code:

The proposed hotel project, with appropriate conditions, meets specifications, requirements and limitations of the city's land use regulations. City staff recommended "Approval With Conditions."

2. Approval indicated based on Historic Resource criteria:

The value of these "historic resources" is low due to high costs for major renovations to existing buildings, contrary to claims made by others.

Historic significance of these buildings has been eliminated by decades of exterior retrofits. Until this proposal surfaced, there was no public interest in the fact that the east end of 3rd Street once housed a string of garages, auto-related dealerships and service stations.

The buildings may not currently be a serious immediate hazard to the public or its occupants. However, as 100-plus-year-old unreinforced masonry buildings they are at high risk of collapse from the kinds of earthquakes that McMinnville historically has suffered, not to mention a predicted more major quake.

These and other factors have led to replacement of other downtown building.

The physical condition of these buildings, taken together with the high cost of renovation-to-code, is a major deterrent to any significant improvement projects.

These criteria, in addition to #3, #4 and #5 below, indicate that retention of these “historic resources” is not in the interests of a majority of the citizens of the city as compared to benefits of the proposed development.

3. Approval indicated based on Environmental Issues:

This project includes an environmental remediation program with far-reaching benefits for future downtown development.

Underground contaminants flowed westerly for many decades from a line of automobile-related businesses to the east of this proposed development. More long-ago abandoned tanks have been found under city right-of-way, and more likely will be found.

The city has taken an expensive, confrontational position toward this development based on incomplete assumptions about the environmental issues. Instead, the city should be fully engaged in multi-party efforts to find the best solutions, including the major proposed excavation and opportunities for city, state and owner collaborations.

For nearly 40 years, at great expense, owners of these buildings have managed their connection to those broader environmental issues. The city now needs to recognize its own evolving connection to those issues and help find the best possible solutions.

4. Approval indicated based on Economic Benefits to the Community:

Historic building renovation costs are a barrier to development and a major financial challenge for owners. This project can greatly enhance the east end of the primary downtown core, and in the process provide an array of significant community benefits such as:

A \$60 million development project creating many local jobs; a 1% construction excise tax going to Affordable Housing; annual Urban Renewal financing estimated between \$500,000 and \$600,000, later going directly in; annual transient room taxes to city general fund (30%) and visitor services (70%), estimated at about \$1 million; a high-quality, high-service downtown anchor that would draw more visitors and revenue to McMinnville businesses.

Proposed underground parking with this project would be a huge benefit not just for customers of this development, but for the entire community population that progressively is being squeezed out of downtown parking availability.

5. Owner financial hardship in retaining the property:

Some people seem to believe no cost is too high to restore old buildings to original condition so long as building owners are required to pay that cost.

In the past 25 years, owners often engaged architectural and engineering services, each time highlighting high costs of renovation-to-code. The city building inspector once said renovation of 611 NE 3rd would require near-total demolition and rebuild. All assessments of the 2nd floors of these buildings have confirmed the lack of financial feasibility for rebuilds.

Yet in that time, owners have spent well over \$1 million on new roofs, HVAC systems, building renovations, maintenance and taxes in order to continue using the buildings for a business that has steadily declined in value due to diverse social and cultural situations.

The Historic Landmarks Committee accused owners of failure to maintain their buildings, which is not true, and challenged the most recent professional analysis of renovation-to-code costs without any independent review.

Owners have been trying to sell these buildings for six-plus years. Multiple potential buyers, including two with purchase offers, all walked away after their analysis showed excessive costs to renovate the buildings for desired uses. With exception of one temporary period for 609 NE Third, the two buildings have been and continue to be leased at far-below-market rates, and no parties have approached owners with market-rate lease proposals.

One architect, well-received by the HLC, acknowledged that 609 NE Third could not be restored to original condition without demolition of major portions of the building. However, his suggestion was to require owners to pay the extremely high cost of demolition and rebuild to original 1903 building:

From this, lacking historic integrity:



To this original at excessive cost:



Over time, the process of proposing significant work on a “historic building” has become excessively expensive. The near-certainty of required seismic and other structural work, plus return to original look, puts historic renovation projects beyond financial means for anyone without major wealth or lack need for even medium-term investment return.

A policy currently under review would allow the city of McMinnville to levy fines up to \$3,000 per day against historic building owners found guilty of “demolition by neglect” – a new concept in your zoning ordinance that could trigger catastrophic financial events for owners of old buildings.

For all of these reasons, the retention of these two buildings represents a significant financial hardship to their owners.

In Conclusion Approval indicated “With Conditions:”

This development merits approval based on Land Use, Historic Resource, Environmental and Community Benefit factors.

Owners of these two buildings recognize the passion that many people have for the historic appeal of McMinnville’s downtown, and in fact, have been leaders in overall downtown development works for the past 65 years as News-Register Publishing Co. and shareholder individuals. They have provided unflagging support for all efforts of the McMinnville Downtown Association; supported the downtown design/review policy; played significant roles in creation of the Urban Renewal District; and advocated for improvements even beyond what has been attainable in recent years.

Owners also recognize that time can come – and circumstances can direct – for a development of this size and scope.

Instead of focusing on passions some people have for status quo historic structures, the city should concentrate on the broad array of “Conditions” that can make this development best serve the downtown and the overall population. Those conditions can dictate historic design compatibility and observances of city history in development plans; they can require planning collaboration with city development projects, and limit intrusion to surrounding businesses during construction; they can include and expand upon the many conditions proposed by city staff in their Recommendation of “Approval With Conditions.”

These owners urge Planning Commission approval of the development project, with directions to city staff to work on “Conditions” for final approval of the City Council.

Thank you for this opportunity to testify. We would welcome any questions or comments.

BRIAN LIBBY

4909 SE Madison Street Portland, OR 97215 brianlibby.com

March 13, 2023

City of McMinnville
Planning Commission

To Whom It May Concern:

As a McMinnville native and as an architecture journalist for the past 23 years, I am writing to respectfully urge the City of McMinnville and its Planning Commission to reject the recent appeal application for the Historic Landmarks Committee decision regarding the Gwendolyn Hotel and its proposed demolition of buildings at 609, 611, and 619 NE Third Street.

The Chinese characters for “crisis” and “opportunity” are said to be the same. This decision is about far more than just the Gwendolyn Hotel or the historic home of the *News-Register* newspaper. It’s about the future of McMinnville’s renowned Third Street and our role as stewards of its continuing popularity. The Gwendolyn project threatens all that we have built together, akin to a dentist who diagnoses a tooth cavity and, seeking to maximize revenue, recommends not a filling but an entire mouth full of bleached-white dentures.

I grew up in McMinnville beginning in the 1970s, and for over 35 years, my father (Don Libby) owned and operated one of Third Street’s most popular restaurants: The Sage, a destination for scratch-made lunchtime cuisine, located in one of the city’s oldest and arguably most beautiful historic structures: the landmark Wright Building. My earliest childhood memories took place within its brick walls and walking its varnished wood floors. While people may have come to The Sage for its cuisine, the ambiance of that place was not at all insignificant.

As an adult, I had the good fortune to attend college in New York City, where the preservation of historic buildings helped make this America’s cultural capitol. Later, back in Oregon, I became an architecture journalist and critic, for publications such as *The New York Times*, *The Wall Street Journal*, *Architectural Digest* and *Architectural Record*. Time and time again, be it in Oregon or in a host of American cities from coast to coast, I was blessed to see success stories involving old buildings, where those who pursued renovations found not just economic prosperity but the opportunity to serve a greater public good. Unfortunately, I also became witness to many demolitions of old buildings, replaced by new structures that, no matter their developers’ promises, became net losses for their surrounding neighborhoods and communities, be it through more antiseptic contemporary structures with less uniqueness or faux-historic architecture that lacked the inherent authenticity of the humbler, more deeply-rooted places they demolished.

I can only speak for myself, but to me the Gwendolyn Hotel is a cynical attempt to play by a different set of rules than everyone else on Third Street, and an unnecessary lurch for simply greater profit than that which can be more honestly attained through preservation. It's also an inherently inauthentic satire of genuine historic buildings it can only hope to heavy-handedly, yet unsuccessfully ape. This building design puts forward no compelling story or identity of its own. The historic corner buildings of McMinnville, with their simple and carefully proportioned massing, and their infinite variety of expression through architectural detail and composition, are so much more than this.

What's most troubling about the proposed hotel is its scale. The success of Third Street and its historic fabric lies in part with all these buildings being more or less congruent in size: just a few stories. What may seem like a fairly modest move — adding just a few more floors and combining three historic building footprints into one— is in fact a kind of gateway drug that, as the evidence of communities all around the world has already shown us, inevitably leads to the entire historic neighborhood becoming threatened over time. The argument for going beyond the typical scale of the surrounding McMinnville buildings is that a hodge-podge of stacked forms, setbacks, storefronts, and upper-floor awnings (only found previously at suburban malls) will somehow reduce the impact of the building mass. In reality, however, the goal of the design standard is not a reduced impact of mass but a *similar* mass to the adjacent historic buildings. This building does not belong in this downtown but somewhere in Beaverton. The clearly defined rights and obligations of being a property owner in the historic district are meant to uphold the good for all. How is this out-of-scale building a fair enforcement of the code?

The second problem is the idea of replacing something real with something essentially fake: a real brick and timber structure possessing historic significance with a Disneyland-like replacement — an imitation of the very authenticity it seeks special rights to eradicate. By necessitating the demolition of not one but three old buildings, the Gwendolyn would create a grim turning point in downtown McMinnville's history that amounts to a kind of architectural cannibalization. While countless vacant lots still remain throughout the city, enabling the very density that city leaders seek for economic prosperity and to prevent sprawl, the demolition of three historic buildings is like (to tweak an old Biblical phrase) robbing Peter to line the pockets of Paul.

Let me be unequivocally clear: there is profit to be made from restoring these old buildings. They are not an economic crutch, but ultimately an even greater opportunity for prosperity than the Gwendolyn Hotel. Over and over again, be it as an architecture critic or in my multi-year role as a juror for Restore Oregon's De Muro Awards (honoring historic preservation success stories throughout Oregon), I've seen historic structures successfully restored, no matter how daunting the process initially seemed and no matter how many initial cries that they wouldn't "pencil out." In fact, in the course of my multi-decade career, I've come to see the phrase "doesn't pencil out" as a kind of "tell," as poker players call it — an admission that they are in this for short term gain instead of long term wisdom. But as countless redevelopments show, be it the work of Portland's Kevin Cavanaugh or the McMenamins pub chain, these old Third Street buildings can continue to serve business and community.

The City of McMinnville places its trust in the Historic Landmarks Committee for a reason: their combined expertise, experience and integrity. And given the accolades heaped upon McMinnville's historic downtown — literally named America's best small town main street just a few short years ago — there is all the more reason to follow their recommendations.

By its very definition, the Planning Commission is all about the future. But given Third Street's inherent nature as a traditional downtown main street, it's the tree with the deepest roots that can best survive the coming storms. I urge the Planning Commission not to reject the good counsel it has received, and to simply require the owners entrusted with these buildings' legacy to take a second look at the profit that is there for the taking without having to carelessly sweep away an entire block of history.

This isn't just about a new hotel replacing a few old structures. It's about the tradition with which we've been blessed, and assuring it can be passed down to future generations.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Brian Libby". The signature is written in a cursive, flowing style with a prominent loop at the end.

Brian Libby

From: [Planning](#)
To: [Heather Richards](#)
Subject: FW: Gwendolyn Hotel Proposal
Date: Monday, March 13, 2023 12:18:40 PM

FYI

From: Carole Ray <outlook_465B007DC2858C9A@outlook.com>
Sent: Saturday, March 11, 2023 11:05 AM
To: Planning <Planning@mcminnvilleoregon.gov>
Subject: Gwendolyn Hotel Proposal

This message originated outside of the City of McMinnville.

Dear Planning Commission,

Destroying McMinnville's historic district with a hotel is a terrible idea. If Gwendolyn wants a motel, I feel she should build it somewhere else. Please do not destroy what makes McMinnville awesome!
Thank you for your attention,
Carole Ray

Sent from [Mail](#) for Windows

From: [Frank Lisciandro](#)
To: [Heather Richards](#)
Subject: Re: Proposed hotel
Date: Monday, March 13, 2023 12:05:15 PM

This message originated outside of the City of McMinnville.

Hi Heather,

We do want to enter the email we sent into the public record and have it sent to the Planning Commission. Here are our names and address for the public record:

Frank Lisciandro
Judith Bernards
POB 982
McMinnville, OR 97128

Thank you for your help!

Frank & Judith

> On Mar 13, 2023, at 10:30 AM, Heather Richards <Heather.Richards@mcminnvilleoregon.gov> wrote:

>

> Hi Frank,

>

> Thanks for your email. I am assuming that you want to enter your email below into the public record and have it sent to the Planning Commission, who are the current decision-making body for this project. Did you want to provide your name and address for the record? By doing so, you will receive notice of the decision of the Planning Commission.

>

> Have a great day!

>

> Heather

> -----

> -

> Heather Richards
> Community Development Director
> 503-474-5107 (phone)
> 971-287-8322 (cell)
> www.mcminnvilleoregon.gov

>

> -----Original Message-----

> From: Frank Lisciandro <f.lisciandro@gmail.com>

> Sent: Sunday, March 12, 2023 5:20 PM

> To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>

> Subject: Proposed hotel

>

> This message originated outside of the City of McMinnville.

>

> To: City Planning Dept.

>

> The citizens of McMinnville, including the undersigned, do not support the building of a 5 story, 90 room hotel in our lovely city. This hotel will ruin the charm and unique attractions of our city.

>

> Don't read the concern and opposition of McMinnville residents lightly. We will not let our city be blighted by out-of-towners who think that we're stupid enough to allow this to happen.

>

> Please be bold and protect our wonderful city.

>

> Respectfully yours,

> Judith Bernards

> Frank Lisciandro

>

>

From: [Planning](#)
To: [Heather Richards](#)
Subject: FW: Hello
Date: Monday, March 13, 2023 12:13:19 PM

FYI

Thank you,

Amanda Winter
Planning Analyst
Office: (503) 474-5102
Cell: (971) 387-1803

231 NE Fifth Street McMinnville, OR 97128
www.mcminnvilleoregon.gov

-----Original Message-----

From: Marie Frugia <mccnana@comcast.net>
Sent: Sunday, March 12, 2023 4:04 PM
To: Planning <Planning@mcminnvilleoregon.gov>
Subject: Hello

This message originated outside of the City of McMinnville.

I would like to put on record. Again, to oppose the building of the Gwendolyn project!!!

Thank you. Marie Frugia

Sent from my iPhone

From: [Sidonie Winfield](#)
To: [Mike Goins](#); [Heather Richards](#)
Subject: Re: Gwendolyn Hotel
Date: Monday, March 13, 2023 5:30:56 PM

This message originated outside of the City of McMinnville.

Hi Mike,

I am forwarding your letter to the City's planning director Heather Richards so she can share your thoughts on the appeal from the HLC decision with the entire commission.

Glad you had a great time skiing!

Enjoy-Sid

Sent from my iPhone

> On Mar 11, 2023, at 5:08 PM, Mike Goins <mikegoins@icloud.com> wrote:

>

> Sid,

> Hope you have had a good ski season. I just returned home from a 10 day ski trip taking grandkids skiing at both White Pass and Mt Spokane. We had amazing snow at both resorts.

>

> I have been trying to catch up and have been reading the old newspapers. I saw your comments in the March 7th paper about Gwendolyn Hotel at the Planning Commission meeting.

>

> I have lived in McMinnville for over 15 years and in the area over 22 years. I have never heard of Overland Car Dealership and don't know why anyone should care about a reference to it in a new building. The new Barberry/1882 Building does not remind us of the old Glass business or any others in the building history that was torn down. I can understand the facade of a new building having some period features.

>

> I don't believe anyone is going to buy the old buildings and fix them up due to code issues and excessive costs. I was responsible for facilities in my role in higher education for 39 years. They will simply become empty eyesores on 3rd street. I didn't understand Lori Schanche concern with underground parking. It is taking cars off the streets. I would also propose you close 3rd street to cars to save the trees and make a walking plaza as many towns our size have done.

>

> The city has the possibility of having a new high end faculty with several services offered to our residents that will enhance the economy and improve the appearance of 3rd street. I cannot understand why your commission is trying to block it.

>

> Is it too late to come and testify or can you share my thought? Cheers. Mike Goins

>

Dear Planning Commissioners:

March 14, 2023

Thank you for this extended opportunity to comment. I understand you, the Commissioners, asked about streetscape and user experience at the proposed Gwendolyn Hotel. I used to work at Cascade Steel in engineering and facilities where my projects included consideration of both human and vehicular movement around the site. One of my first jobs out of architecture school was as an ADA surveyor of Kaiser-Permanente facilities for compliance with Title III of the Americans with Disabilities Act (ADA). With this background I've begun looking at the garage and ground floor plan of the proposed Gwendolyn Hotel. As you'll see below, I'm concerned about pedestrian safety, the impact on McMinnville's street life, and the ability of the building to function in the future. I have some questions that I would like for you to ask the applicants on my behalf. To the side are numbers in red corresponding to more information on the following pages. For your convenience, garage and ground-floor plans are reproduced on page 5.

Parking Garage ADA Spaces

Q A1: Will the parking garage be tended only by valet? Will there be any public access in the garage?

If the answer is only valet:

Q A2: What is the purpose of the 3 ADA parking spaces? Is it purely to meet code and/or anticipate some future change-of-use requirement?

Also, see the following questions which would apply if there is a future change of use and the garage becomes public.

If the ADA spaces are actually available to disabled visitors:

Q A3: How do those 6 aisle spaces work? Won't they block the ADA spaces and the path of travel to the elevator? **1**

Q A4: How will wheelchair users (and any other guests) safely access the elevators? Will there be a physical separation between pedestrians and vehicles navigating that corner?

(By the way, that column in the access aisle probably won't work. If challenged, it can easily be restriped in another area, though it will cause a net loss of a regular parking space.) **2**

(Side note: Mac zoning 17.60.080.E.1 and the accompanying table require 12' wide accessible spaces. Is that correct?) **3**

Parking Garage Ramp Width

Q B1: The entry ramp looks about 18' wide. Is that for one vehicle lane or two?

If one lane,

Q B2: Are there systems in place to ensure only one vehicle uses the ramp at a time?

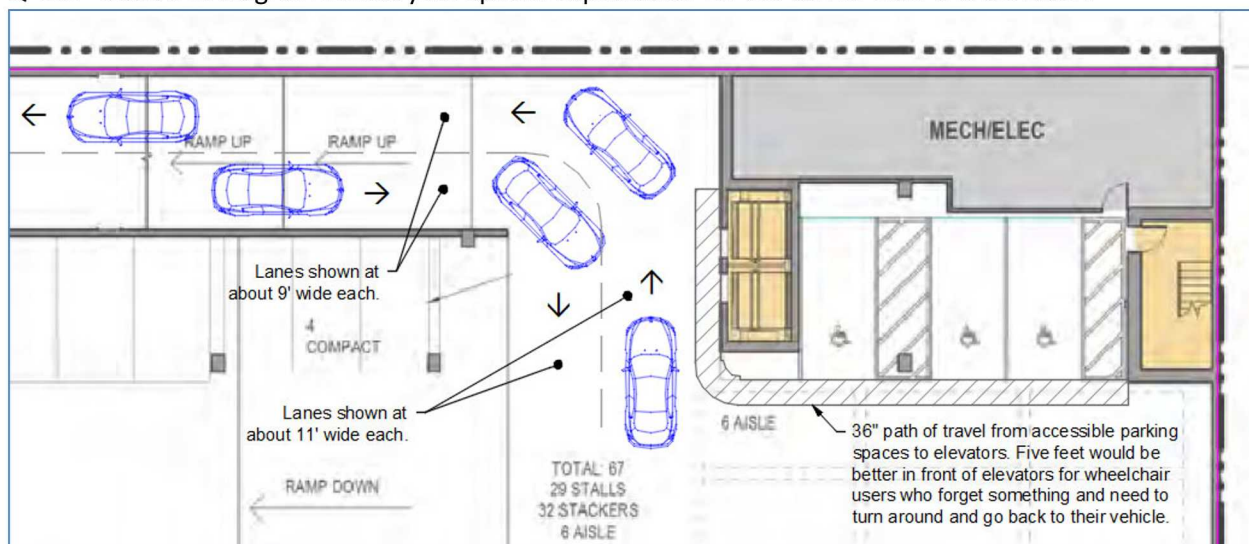
Q B3: Does this limit future change-of-use to valet only?

If two lanes,

Q B4: Is there adequate room at the elevator-area corner for two vehicles traveling in opposite directions, plus guests waiting at the elevators?

Q B5: What resource is used for functional dimensions, i.e. lane widths, the turning radius at the corner near the elevators?

Q B6: Does this diagram reflect your spacial expectation for the corner near the elevator?



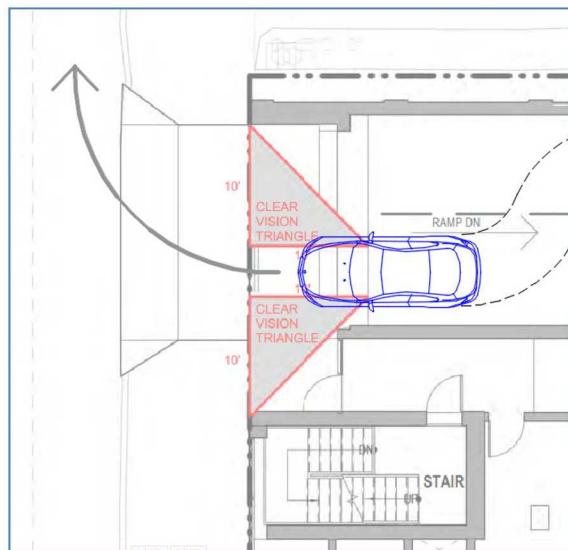
Parking Garage Access Point: exiting & entering

Q C1: If there are two lanes on the ramp, does the configuration require an exiting vehicle to maneuver into the left lane to access the clear vision triangle area?

If so,

Q C2: Is there a system in place to ensure no other vehicle will be attempting to enter into that lane at the same time as a vehicle is leaving?

If the ramp is single lane or if it's double-lane with the necessity of maneuvering into the left lane for visual clearance on exiting,



Q C3: Does this limit future change-of-use to valet only?

Q C4: If traffic flow is counter to US standards (i.e. driving on the left rather than the right; also known as contraflow) to address the sight-triangle issue, wouldn't this make it impossible for public use now and in the future?

- Q C5: In short, are there any conditions which cause the parking garage to be valet-only through the life of the building and any future changes of use?
- Q C6: Similarly, what would the capacity of the garage be if it converts in the future to public use?
- Q C7 It looks as though structure creates a pinch point, narrowing the entry about a foot and a half. Will this still be adequate?

Parking Garage Access Point: Pedestrians

To my knowledge, McMinnville has no underground ramp access at a commercial pedestrian location. As a former Portlander, I know pedestrians must jump out of the way of vehicles entering and, more commonly, exiting garages at least a few times in their lives.

- Q D1: What systems will be in place to warn the public of oncoming vehicles?
- Q D2: How will the public be educated to be aware of this new downtown safety issue?
- Q D3: Would it be prudent to block pedestrian traffic at check-out time and detour them across the street? Are there systems that provide that?

Along with garage access, there are two other utilitarian facilities immediately south: receiving for the hotel and sub-entities, and trash services. 5

- Q D4: Why are these utilitarian facilities grouped at a pedestrian-way rather than some other configuration (back-of-facility, alleyway...)? I am wondering if the hotel program and functions are too large for this site.
- Q D5: How much street-side space will be needed to serve these functions? Will a parking space(s) be reserved for loading & trash, etc.? This will be the largest trash generator downtown. Has Recology weighed in?

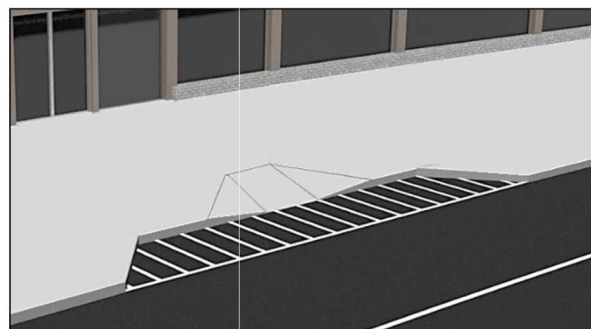
It looks like this will be the area with all the other utilities and utilitarian equipment, as well (meters, vaults, hookups...)

- Q D6: Have you checked with communications, Mac W&L, NW Natural, Mac FD, and whomever else to ensure basic spacial and safety needs can be met at this location in conjunction with receiving & trash trucks, garage traffic, and pedestrians?

Valet Parking Service

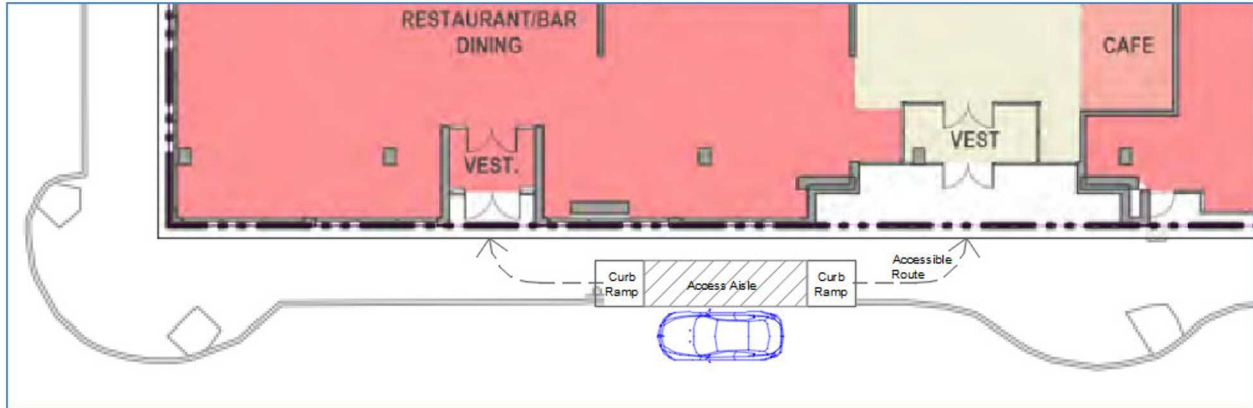
I presume there will be a valet drop-off and pick-up service on 3rd Street. A required accessible passenger loading zone is not apparent from the plans.

- Q E1: Where is the accessible passenger loading zone planned?



McMinnville requires a 10'-12' sidewalk in commercial zones. 6

- Q E2: The access aisle of the accessible passenger loading zone will reduce the sidewalk by 5'-7". Will a waiver or variance to the sidewalk width be required? 7



Q E3: Do you think the anticipated street life outside the hotel will be affected by the narrower sidewalk?

The hotel's targeted customer is a tourist. If they're like me, they're on vacation and sleeping in. There could be an entire garage turnover of vehicles (67 spaces, 90 rooms) close to checkout time, circling the block (clockwise) as cars are delivered from garage to front entry.

Q E4: Was there any study of the impact of this particular concentration on the affected streets and local businesses?

Q E5: How much street frontage will be necessary to accommodate arrivals and departures during peak times?

Q E6: If the city does not provide dedicated space, will it be necessary to double park on 3rd Street?

McMinnville has several downtown-based festivals, some of which close the street to traffic. Third Street is very busy at these times. These events attract out-of-town guests.

Q E7: The Gwendolyn will be powerful enough to dictate terms to the community. (This is just a statement of fact.) Will it actually do that and become a terminus to parades and street fairs so that its front entry remains open for vehicular arrivals and departures of guests, or will it arrange off-site valet loading/unloading or a shuttle or something else so that festivals can continue as they always have?

A question for Staff: Regarding 17.60.070, the off-street loading requirement: It appears that receiving for restaurant and hotel supplies is on Ford St. immediately south of the parking garage access. The restaurant seems to be about 5000 sf net. I think it would be a regular daily receiver of materials to the site. The hotel, much larger, probably would receive routine deliveries of facilities' supplies (paper supplies, cleaning products) and other consumables such as toiletries, and inconsistent deliveries of replacement furniture, mattresses, linens, etc. Do either of the berth requirements apply? It appears that the intent of the section is to ensure safe, adequate off-street loading.

5
&
8

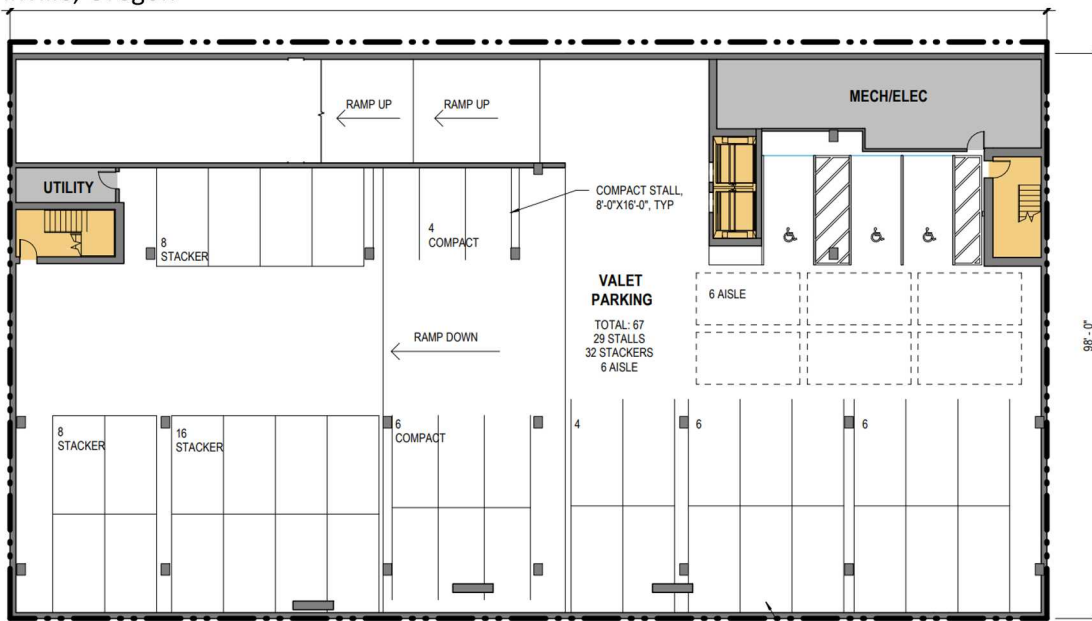
I think a building should be useful long-term, and the building code seeks to ensure that through general requirements based on occupancy. Specifics particular to an individual building program should not cause a decrease in that long-term potential. But the points I've brought out today speak to the definite possibility.

Much of this might seem like details, and details get worked out, but we should at least feel confident at this point that they can be worked out.

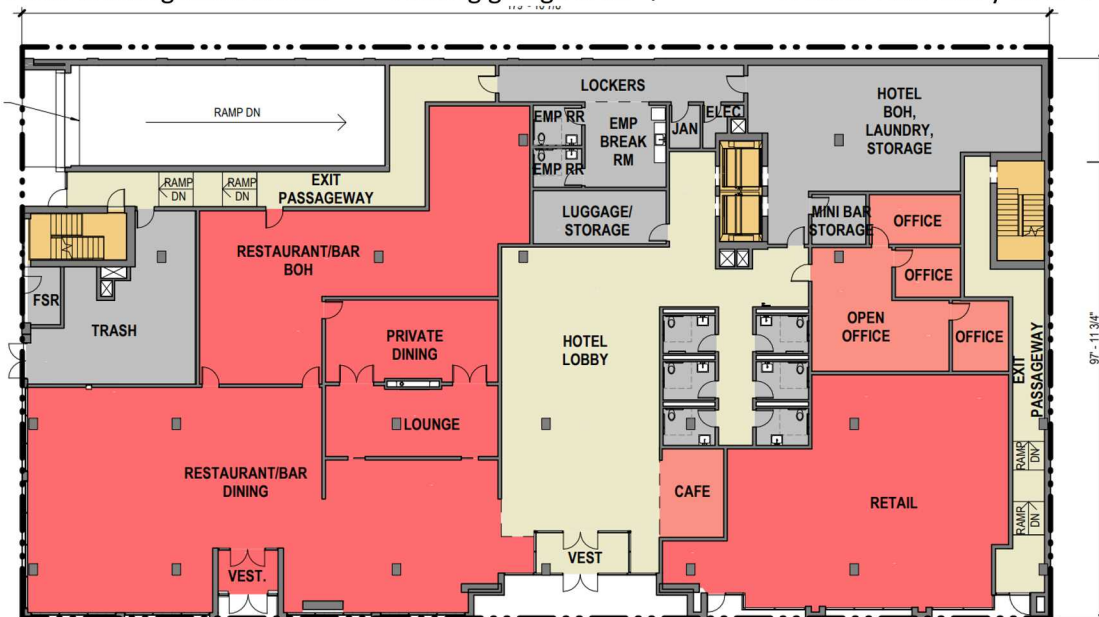
I'm seeing that not only is this a really big building in the whole historical context (you're familiar with the arguments), but it's coming across as too big, programmatically, for the site in terms of function, logistics, and safety.

Thank you for your dedication in reviewing all of this.

Carol Paddock
McMinnville, Oregon



From drawing sheet A2.01: Parking garage level ↑ Ground-floor entry level ↓



More information

1—Accessible path of travel-----

1104.1 Site arrival points.

At least one *accessible route* within the *site* shall be provided from public transportation stops, *accessible parking*, *accessible* passenger loading zones, and public streets or sidewalks to the *accessible* building entrance served.

OCCS

In this instance, the path of travel moves from the accessible parking spaces to the elevators and up to the lobby.

1105.1.2 Parking garage entrances.

Where provided, direct access for pedestrians from parking structures to buildings or facility entrances shall be *accessible*.

OCCS

1102.1 Design.

Buildings and facilities shall be designed and constructed to be *accessible* in accordance with this code and **ICC A117.1, as detailed in this chapter.**

OSSC

403.5.1 General.

The clear width of an interior accessible route shall be 36 inches (915 mm) minimum. The clear width of an exterior accessible route shall be 48 inches (1220 mm) minimum.

ICC A117.1

403.5.3 Clear width at 90-degree turn.

403.5.3.1 New buildings and facilities.

In new buildings and facilities, where an accessible route makes a 90-degree turn the clear widths approaching the turn and leaving the turn shall be one of the following sets of dimensions:

1. Both legs of the turn shall be 40 inches (1015 mm) minimum in width. The width of each leg of the turn shall be maintained for 28 inches (710 mm) minimum from the inner corner.

ICC A117.1

2—Obstacle in accessible parking space aisle -----

ORS 447.233 Accessible parking space requirements:

- (3) No ramp or obstacle may extend into the parking space or the aisle, and curb cuts and ramps may not be situated in such a way that they could be blocked by a legally parked vehicle.

3—Accessible parking space width in Mac zoning -----

- E. Space size minimum shall be as follows:
 1. Handicap parking spaces shall be a minimum of twelve feet wide and 19 feet in length.

Mac zoning 17.60.080

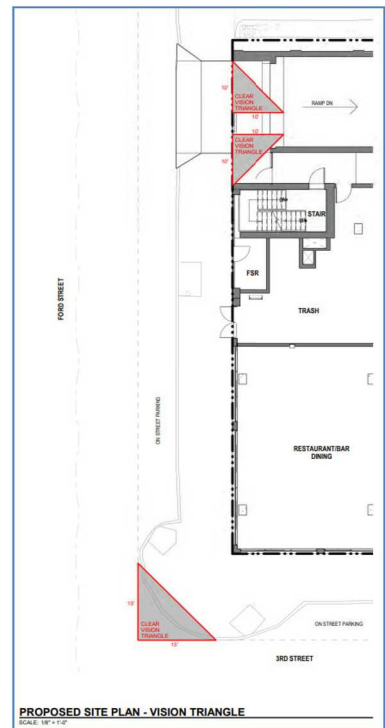
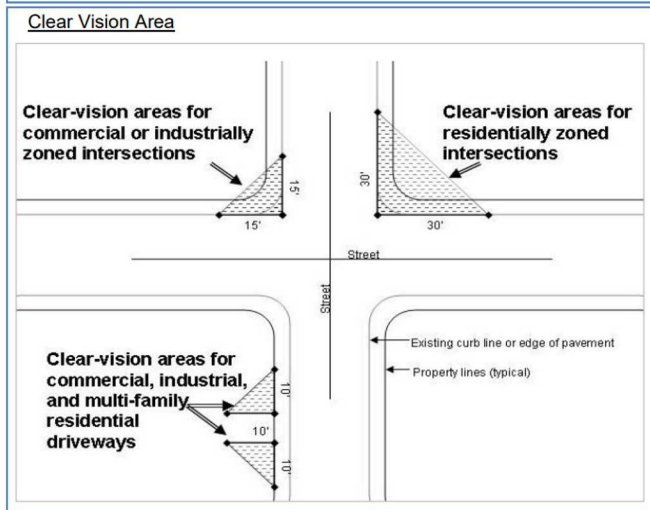
Standard space- Minimum requirements:
 Width 8.5'
 Length 19'
 Compact space -Minimum requirements:
 Width 8'
 Length 16'
 Handicapped space- Minimum requirements:
 Width 12'
 Length 19'

Mac zoning 17.60.080 Parking Maneuvering Room Table

4—Clear vision area triangles -----

Mac zoning 17.54.080

- B. Clear Vision Area Measurement. The following measurements used in conjunction with the formula established in Section 17.06.080 shall be used to establish clear vision areas:
 2. In all other zones the minimum length of the triangle legs shall be 15 (fifteen) feet at street intersections and 10 (ten) feet where a street and an alley or street and access drive intersect, except that when the angle



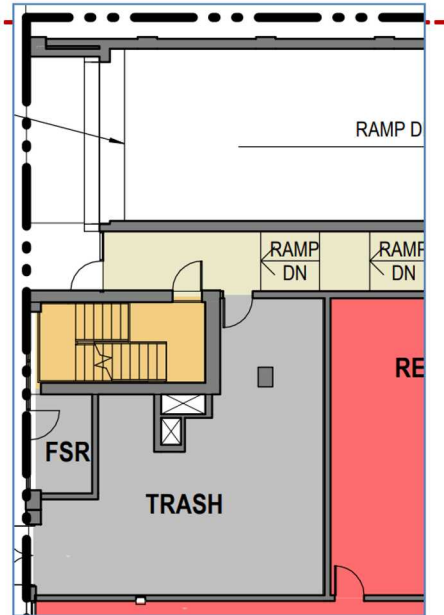
From drawing sheet A6.04

3. Driveways to off-street parking areas shall be designed and constructed to facilitate the flow of traffic and to provide for maximum safety of pedestrians and vehicular traffic on the site.

Mac zoning 17.60.080.C.

5—Utility services at pedestrian-way

From drawing sheet A2.01, ground-floor level



6—Accessible passenger loading zone

1106.10.4 Valet parking.

OSSC A passenger loading zone shall be provided at valet parking services.

1106.10 Passenger loading zones.

OSSC Passenger loading zones shall be accessible.

1102.1 Design.

OSSC Buildings and facilities shall be designed and constructed to be accessible in accordance with this code and ICC A117.1, as detailed in this chapter.

503.1 General.

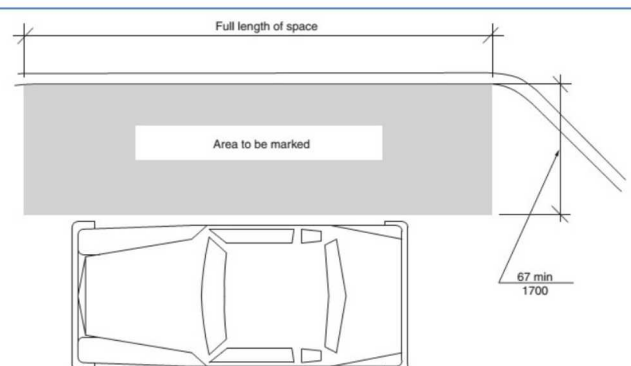
ICC A117.1 Passenger loading zones shall comply with Section 503.

503.2 Vehicle pull-up space size. P

ICC A117.1 Passenger loading zones shall provide a vehicular pull-up space 96 inches (2440 mm) minimum in width and 20 feet (6095 mm) minimum in length.

503.3 Access aisle.

Passenger loading zones shall have an adjacent access aisle complying with Section 503.3.



ICC A117.1

FIGURE 503.3(A) PASSENGER LOADING ZONE ACCESS AISLE - NEW BUILDINGS

6—Accessible passenger loading zone (cont.)-----

1106.7 Location.
 Accessible parking spaces shall be located on the shortest practical accessible route of travel from adjacent parking to an accessible building entrance. In parking facilities that do not serve a particular building, accessible parking spaces shall be located on the shortest route to an accessible pedestrian entrance to the parking facility. Where buildings have multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances.

OSSC

Some might make a comparison to McMinnville’s downtown historic boutique hotels which provide valet services but not an accessible passenger loading zone. Generally, there are allowances at historic sites which protect the character of the place as long as accessibility can be secured in some manner. Similar to a shop clerk assisting a customer with items out of reach on a high shelf, so might a valet assist a guest with a wheelchair and luggage over a curb. There’s a lot of detail in various codes which I can dig into next time, if you’d like. Figure 503.3(A) (just above) makes it clear that there’s no such allowance for a new building.

7—Downtown sidewalk width-----

Mac zoning 17.53.101: Complete Street Design Standards Table, General Design note 4:

General Design Notes:

1. Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. For arterial and collector streets within industrial zones, lanes widths shall be 12 feet.
2. An absolute minimum bike lane width for safety concern is 5 ft. on arterial and 4 ft. on collector streets, which is expected to occur in locations where existing development along an established route or other physical constraint preclude construction of the preferred facility width.
3. Street design for each development shall provide for emergency and fire vehicle access.
4. Sidewalks 10-12 feet in width are required in commercial areas to accommodate the Pedestrian zone. Street trees are to be placed in tree wells. Placement of street trees and furniture and business accesses are to meet ADA requirements for pedestrian access.
5. Speeds in the central business district may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges for each Functional Class. Design of a corridor’s vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.
6. None with on-street parking

4. Sidewalks 10-12 feet in width are required in commercial areas to accommodate the Pedestrian zone. Street trees are to be placed in tree wells. Placement of street trees and furniture and business accesses are to meet ADA requirements for pedestrian access.

8—Off-street loading-----

17.60.070 Off-street loading requirements.

A. Buildings or structures to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to adequately handle the needs of the particular use.

B. The following standards shall be used in establishing the minimum number of berths required:

Gross Floor area of the Building in Square Feet	Number of Berths
5,000 to 10,000	1
10,000 and over	2

For buildings or structures up to five thousand square feet, regular off-street parking areas may be used to meet the off-street loading requirements.

C. A loading berth shall contain a space twelve feet wide and thirty-five feet long and have a vertical clearance of fourteen feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required size of these berths shall be increased. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

Mac zoning

From: [Loretta M Johnson](#)
To: [Heather Richards](#)
Subject: Gwendolyn Hotel proposal
Date: Tuesday, March 14, 2023 4:11:49 PM

This message originated outside of the City of McMinnville.

I am speaking out against the construction of the Gwendolyn Hotel. As a resident of over 45 years, I do not want another giant looming building on our mainstreet or in our downtown area. One of the reason our downtown has garnered the attention it has, is the feel and look of small town charm. Money has been spent to draw visitors here and I believe trading our current look and feel for big city buildings, big city business ran by those who don't live in the community, personally investing here, is a big mistake. Before McMinnville agrees to another big hotel like this one, I am curious what the vacancy-rental rate is on the current hotels we have downtown. It seems to me that would be good information to have in considering this. Also I agree with the idea that if this business is insistent on coming to McMinnville, that they could build somewhere not on Third Street. And if it is approved and allowed to open on Third Street, I would like the stipulation to be that it cannot be any taller than the building that is there now AND that they do not build an underground parking garage which seems to me would compromise the integrity of the surrounding areas.

Thank you,
Loretta Johnson
1530 SE Davis Street
McMinnville, Or. 97128