

City of McMinnville

Docket G 7-21
Planning Commission Public Hearing, February 17, 2022
Legislative Initiative

CONSIDERATION

COMPREHENSIVE PLAN AMENDMENTS

- Adopt the Three Mile Lane Area Plan and Appendices as a supplemental document to the Comprehensive Plan.
- Amend Volume II of the Comprehensive Plan, Goals, Policies and Proposals, Chapter VI (Transportation) to add a proposal to amend the Comprehensive Plan Map and Transportation System Plan consistent with the adopted Three Mile Lane Area Plan.

Note: The comprehensive plan map amendments and any associated rezones consistent with the 3MLAP could be initiated by the City or property owners through future map amendment applications, at which time any necessary changes to the TSP would need to be made. Until the comprehensive plan map amendments are adopted for individual properties, the properties would continue to be subject to the use provisions of current Comprehensive Plan map and zoning map designations and provisions of any property-specific PD overlay zones. Those properties would still be subject to any new development standards of the new Three Mile Lane Overlay Zone.



City of McMinnville



Three Mile Lane Area Plan
November 2021

McMinnville Three Mile Lane Area Plan

The Documents



Three Mile Lane Area Plan – Draft January 20, 2022

Appendix A: Public Involvement

Appendix B: Existing Conditions

Appendix C: Case Study Report

Appendix D: Evaluation and Screening

Appendix E: Implementation

City of McMinnville



Three Mile Lane Area Plan November 2021

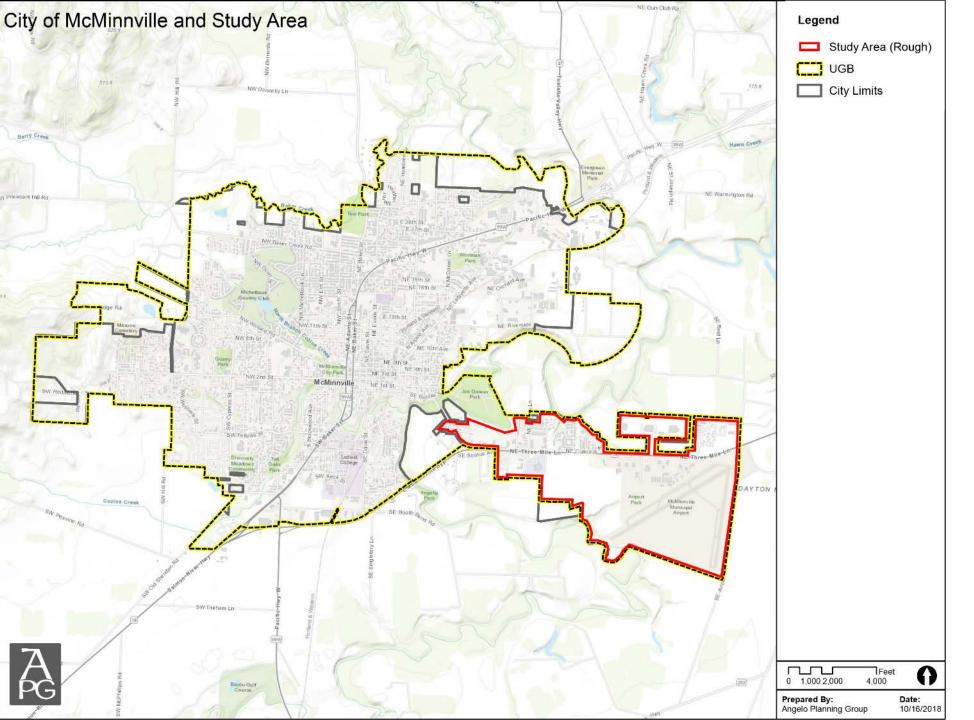
McMinnville Three Mile Lane Area Plan



Project Development www.threemilelane.com

https://www.mcminnvilleorego n.gov/planning/page/g-7-21three-mile-lane-area-plan-3mlap-comprehensive-planamendment







Study Area Context



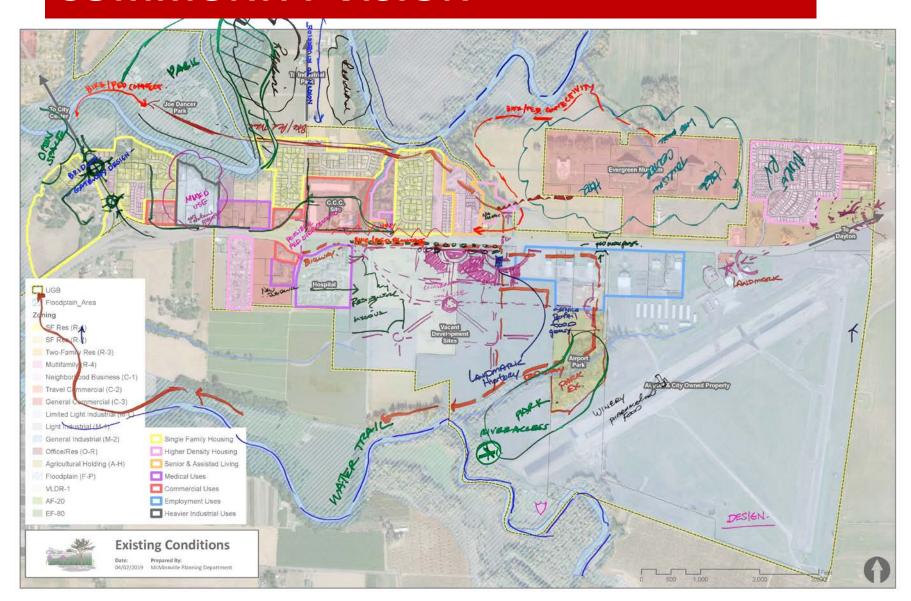


WHAT IS AN AREA PLAN?

It is a community vision developed by community members.

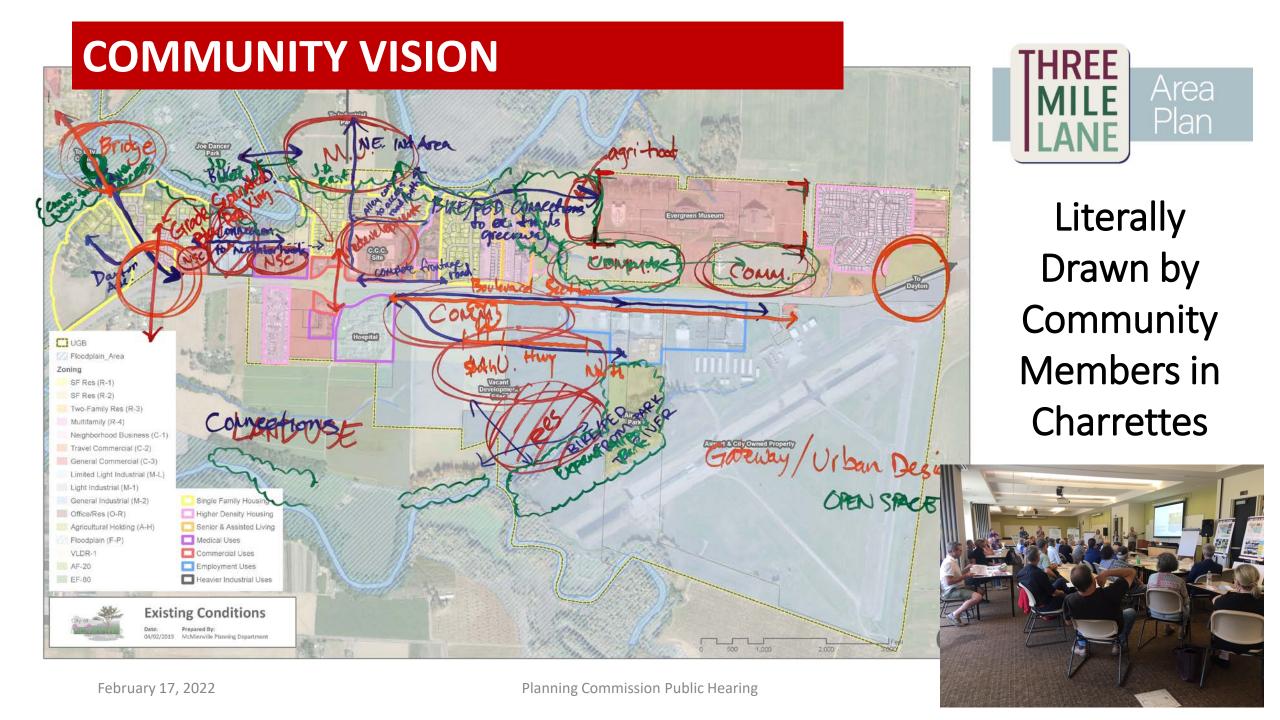
High-level planning document meant to provide guidance to other more specific planning processes, such as public utility plans, parks and open space plans, etc.

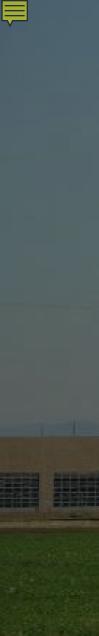
COMMUNITY VISION





Literally Drawn by Community Members in Charrettes





Project Goals

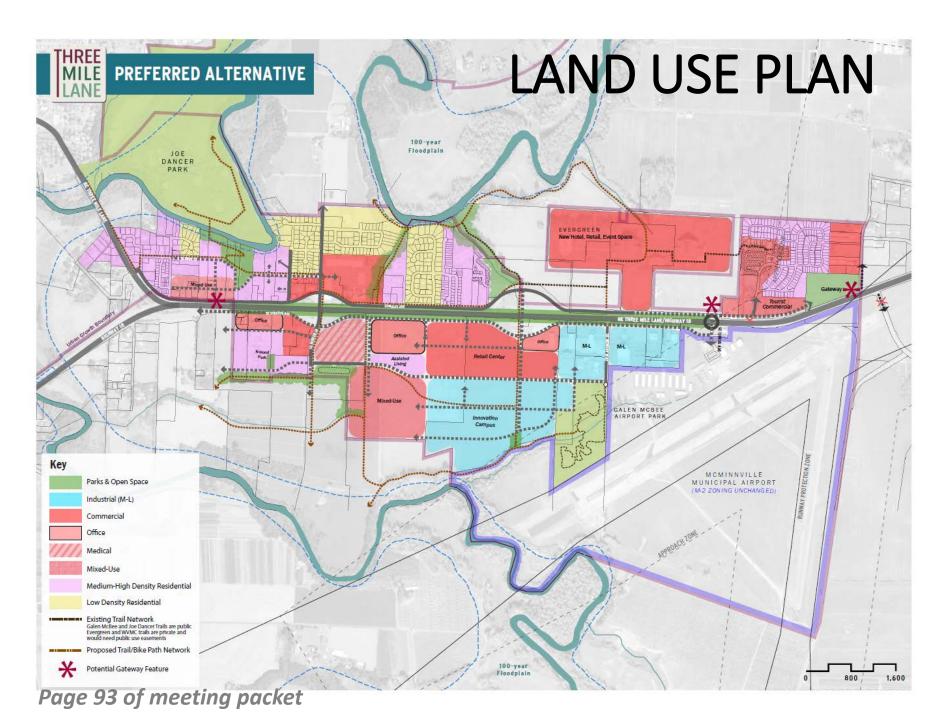
GOAL 1: Support and enhance the district's economic vitality and marketability

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

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

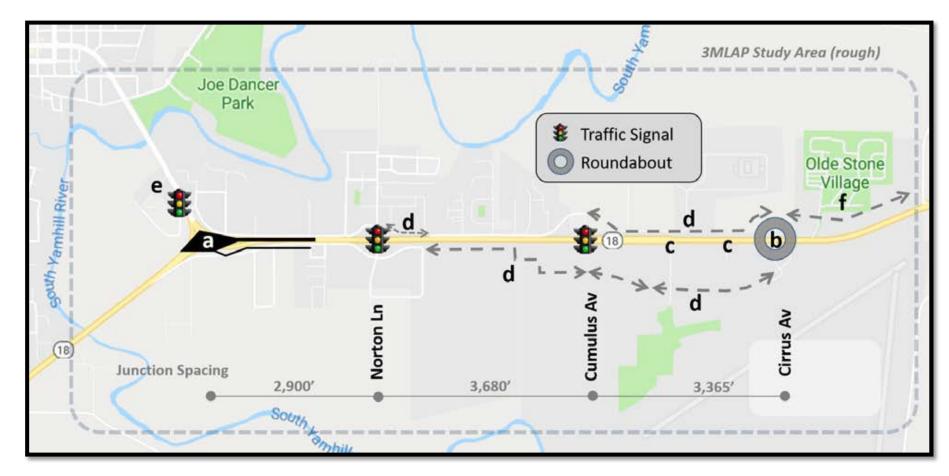
GOAL 4: Create an aesthetically pleasing gateway to the City of McMinnville.

GOAL 5: Improve the district for existing and future McMinnville residents in the area.



- Land Use Efficiencies –
 More Job Density and
 More Housing Density
- Walkable McMinnville Retail Center reflecting McMinnville's unique charm.
- Corporate campus, with buildings oriented to Yamhill River; maintaining view corridors.
- Mixed-use and medicalrelated uses.
- Trails, Connectivity, Open Space, Protected Natural Features

TRANSPORTATION PLAN



Page 103 of meeting packet

- Highway 18 is still a
 Bypass. It will remain a
 State Expressway and a
 Freight Route.
- Meets OHP mobility and access standards.
- Two signal intersections exist today – optimized.
- More of the local access roads are closed and a new controlled intersection at Cirrus is recommended.
- Frontage roads become a focus. Bike/Ped Connectivity
- No planned overpass is eliminated.

Credibility and Accountability

- Is Important. Thank you for the accountability.
- The planning dialogue in McMinnville needs to change
- Constructive (be part of the solution) vs. Destructive (be the torpedo).
- Factual Information and how it is presented is important as well.
 - There is no planned overpass at Cumulus and Highway 18 in the TSP that is being removed.
 There is no planned overpass in the TSP.
 - Projects that are warranted and created by development needs are funded through a SDC methodology.
 - Community Driven Vision vs Kimco Driven Vision





P.O Box 1083 McMinnville, OR 97128

February 15, 2022

ing to shape the use of our natural resources to protect the quality of life in Yamhill Count

McMinnville Planning Commission Heather Richards, McMinnville Planning Director 231 NE Fifth Street McMinnville, OR 97128

Re: Three Mile Lane Area Plan

Dear Commissioners and staff

Friends of Yamhill County (FYC) works to protect natural resources through the implementation of land use planning goals, policies, and laws that maintain and improve the present and future quality of life in Yamhill County for both urban and rural residents. Our organization's membership includes McMinnville and other county residents who support the mission and values of the Orecon land use rooram.

Prior to the hearing on January 20 on the Three Mile Lane Area Plan (TMLAP), we sent an email to our members informing them of the upcoming hearing. The email included background information, outlined our concerns, linked to the web page with the staff report and the plan, and provided information on how to participate. The TMLAP covers over two square miles and has profound implications for McMinnville's future. Frankly, we are disappointed that the city did not make its own efforts to publicize the hearing, beyond posting is on the city website.

At the January 20 hearing on the Three Mile Lanc Area plan, and again in the staff report for February 17, Planning Director Richards takes exception to the message that we sent to our members and accuses us of spreading misinformation. The Planning Director has mischaracterized that alert and, with the one exception noted below, we stand by its accuracy. The email alert is in the record and attached to this letter.

We take our credibility very scriously. Whether intentional or not, efforts to undermine our credibility risk distracting the Planning Commission from the substance of the plan and its potential effects on the community. For that reason, we submit this response separately from our comments on the substance of the plan itself.

(1) Our alert stated that the long-planned overpass would be removed from the city's transportation plan. The vehicular overpass will remain in the Transportation System Plan. However, it is unlikely to ever be built regardless of traffic conditions. The same is true of a podestrian overpass. with development south of the highway, when developers much more difficult to secure. After development occurs unding for these improvements will unfairly fall upon

email

ted funding that was identified in the Area Plan's financial analysis available for the financially constrained projects and programs system and included in the Area Plan) are not secured at this time. I program implementation will be dependent on those funding forecasts

at regardless of what transportation improvements are in

d our alert as referring to "a sea of big boxes and fast food

pping center." That is exactly what is proposed for about ge-format regional retail." Slide 70 from Director ers to "large-format commercial." 2

to the re-designation of land to allow big-box commercial stedly combed the implementing ordinance language the proposed ordinance language limits store size, the e number of drive up windows.

ents on the plan itself, these uses are ill-advised at this facades or parking lots are designed.

exception to our pointing out that the plan was developed in owners who have pending zone change applications.

We stand by the accuracy of our statement. It is clear that these three property owners had a major role in shaping the plan. As the Planning Director stated during her January 20 presentation, "They put together the three different scenarios" that led to the preferred alternative 4

1 See, for example, TMLAP, p. 13

² Staff presentation, January 20, Slide 7

³ There are some limitations, albeit inadequate ones, in the separate pending Kimco zone change application. The proposed conditions for the Kimco zone change application allow at least two another tenuts of over 135,000 sq. ft with no maximum size. ¹ McMinntillés existing Walmartis just over 100,000 sq. ft. There may be some subjectivity to the term big-box store, but we believe that retail stores of 135,000 sq. ft. or 100,000 sq. ft. meet that definition.

⁴ Zoom recording of January 20 hearing, time stamp 1:57:05. See also Appendix



<u>Legislative</u> – Bringing the Product of a Community Process to the Decision-Making Body

<u>Quasi-Judicial</u> – Reviewing development applications against the minimum standards established by the community in the zoning ordinance.



... (20)

Develop new **commercial** spaces along Three Mile Lane (i.e. gas station, grocery / retail)

services / amenities on east side of bridge. Create office space to bring in higher wage jobs. Create traded sector jobs. Focus future and initial development of Three Mile Lane around the Evergreen Aviation and Space Museum complex, the airport and the hospital

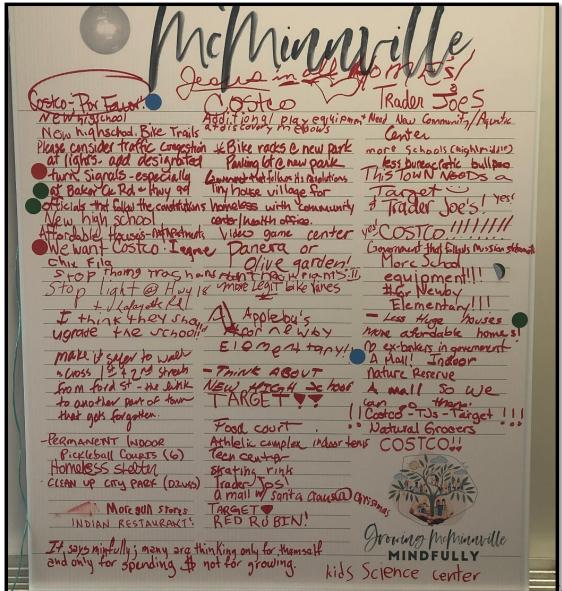
Grocery Store - please include a grocery store at Cumulus & Fircrest; We really need one on this side of town. - a Market of Choice would be wonderful!! Also, the noise level on this side of town is already high (traffic, airport), so please take this into consideration when approving the industrial aspects of this plan.

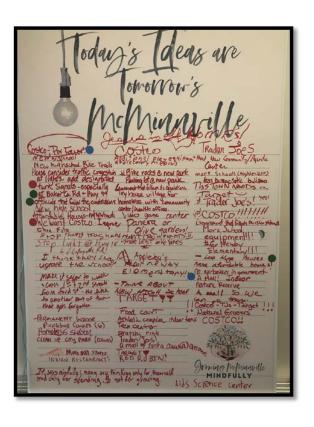
Connectedness by trails for bike/ped use is very important. the retail spaces are great, as it allows for grocery services for the residential. I'd like to see a mix of residential and retail as well (i.e., stores on the bottom floor and residential above). Accessibility for humans, not cars, should be the focus.

To enhance the river area for local residents and bring in more, shopping, dining, etc. along with housing of various types would be a huge benefit to keep residents spending money in our own city and enhancing the area.

no planned site for a Costco type store that serves our part of the county and saves gasoline usage to drive to these type stores ??? offers jobs and serves 4 adjacent towns within 5 miles

I think we need to balance small local business with retail establishments that provided convenience, quality with good prices. Would love to see a Market of Choice as McMinnville and the area lacks high end grocery options. Mid-level retail options would be great as well....think Target instead of Wal-Mart.

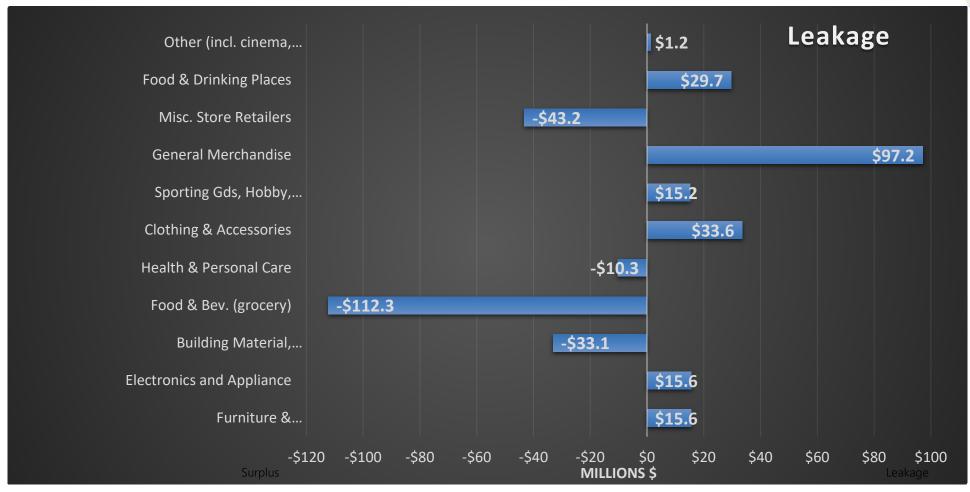














A great neighborhood cannot be created with a 4-lane highway running through the middle of it. They are great principles but in this area, at best, they are window dressing for an area of the city that is a sacrifice zone for the destructive impact of our auto-oriented society.

Keep a park like atmosphere in this area - not industrial or all housing,

And, the public testimony that has been received that is oppositional to a commercial development south of Highway 18 after the Friends fo Yamhill County sent out an alert to their membership.

Friends of Yamhill County – Retail Leakage



Geographic Area	Annual Reta	il Sales Per Capita	- ILANE
McMinnville Newberg Yamhill County Oregon United States	\$15,677 12,734 8,844 12,690 13,443	Economy i In civilian labor force, total, percent of processing in civilian labor force, female, percent of the civilian labor force, female, percent of the civilian lacommodation and food service total health care and social assistance.	of population age 16 years+, 2015-2019 s sales, 2012 (\$1,000) (c)
Source: https://www.census.gov/quickfacts		Total manufacturers shipments, 2012 (Total retail sales, 2012 (\$1,000) (c) Total retail sales per capita, 2012 (c) Transportation	\$1,000) (c)

Pull Factor (per capita retail spending)

Is your retail sector healthy?

Compares per capita spending to expected per capita spending

Sales Gap Analysis (industry specific retail spending)

Are there retail needs not being met in your community?

Which specific areas of retail are subject to leakage.

Strengths and weaknesses of the local retail economy

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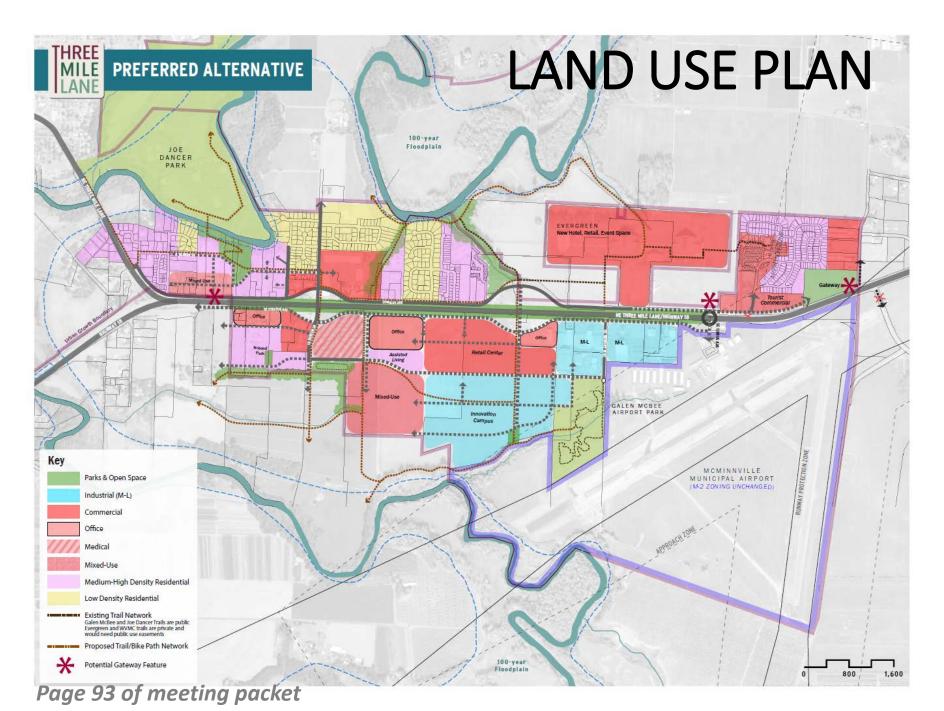
Which specific areas of retail are subject to leakage.

Strengths and weaknesses of the local retail economy

Local decision as to what retail gaps are acceptable?

- Access
- Greenhouse Gas Emissions
- Piggyback leakage

Planning Commission Public Hearing



This is a land-use plan not a zoning map.

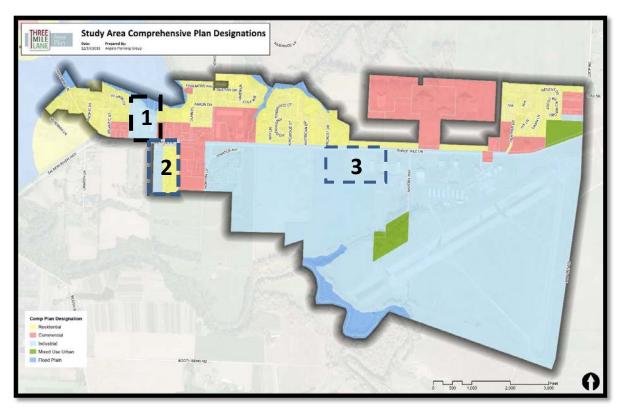
It represents the community vision for the area.

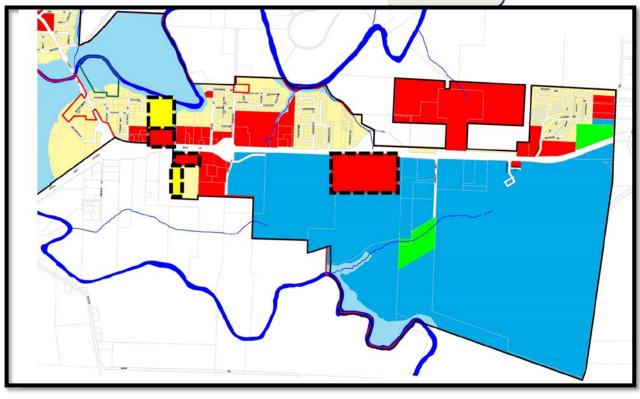
The primary question of the area plan was what are the comprehensive plan map amendments that need to happen to support the community vision.

It doesn't mean that it will materialize this way (private property determination), but the underlying foundational planning allows for it.

Community Vision = Comprehensive Plan Map Amendments





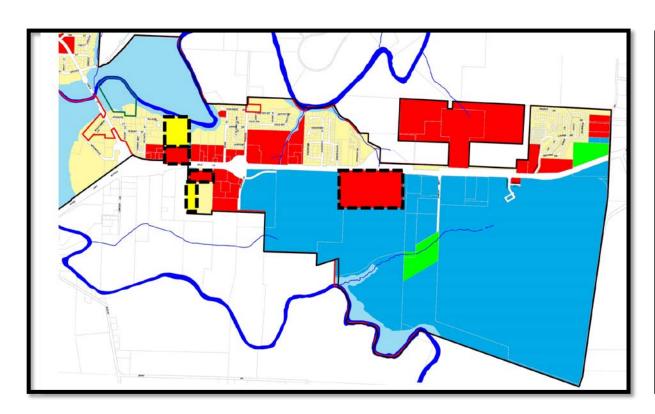


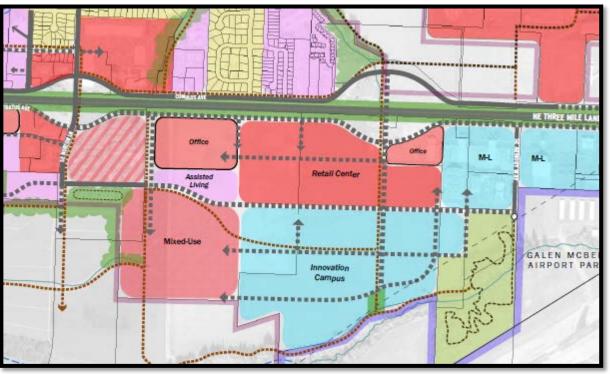
Site #	Gross Acres	Remove ROW/Unbuildable	Net	
#1	18.62	10.32 Acres (5.0 Acres Open Space)	3.50 Acres Commercial/Mixed-Use 4.80 Acres Residential	
#2	10.4 Acres	3.12 Acres	3.78 Acres Residential 3.50 Acres Commercial/Mixed Use	
#3	50 Acres	17 Acres	33.00 Acres Commercial	

Can the land-use be realized with the existing underlying comprehensive plan map designation?

What the Industrial Comp Designation Supports – ML, M1, M2 Industrial Zones







Allowed uses in the McMinnville Industrial Zones: Hospital, medical and hospital ancillary uses, medical, professional services, research and development offices, business school or trade college, other similar uses. Mixed-Use = Section 17.51.020. (25% of Industrial PD can be residential/commercial

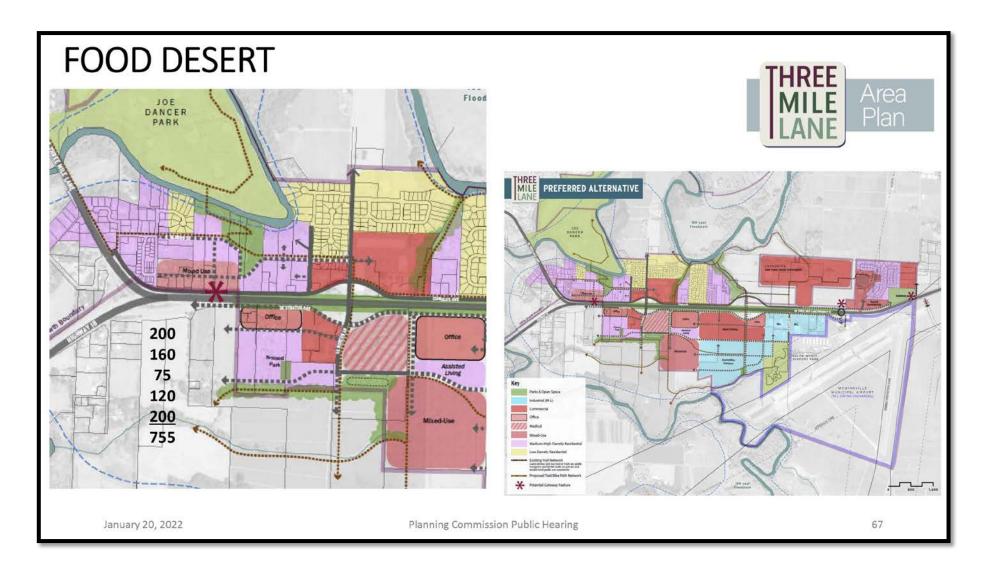


Plan Elements and Overlay Requirements



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

SOUTH SIDE HOUSING SLIDE





This is the type of housing that could occur per the zoning.

Ironically, only 10 acres is changed per the Three Mile Lane Area Plan.

Responsive to the public testimony that no amenities are needed on the south side as there is no housing.



PUBLIC TESTIMONY RECEIVED



Agency Comments:

ODOT

Organization Comments:

Friends of Yamhill County 1000 Friends of Oregon **McMinnville Residents:**

Lisa Baker

Nolan Chard

Rich Blaha

Mark Davis

Steve Iversen

Rick Rozanski

Susan Murrant

Ellie Gunn

Jim Kreutzbender

John Englebrecht

Terry Peasley

Robin Ricker

Nanette Pirisky

Mike Sullivan

Lynn Crowell

County Residents:

Jason Lett

Tom Abrego

Nicholas Giannettino

Dee Goldman

Patty O'Leary

Ilsa Perse

Joni Zimmerman

Kathryn Jernstedt

Marilyn Walster

Peter Crockett

Sam Sweeney

SuAnn Reddick

Ron and Connie Hutchinson

Did not provide address:

Jim Parker

Since January 20, 2022 Hearing

Frankie Sandoval

Friends of Yamhill County

Friends of Yamhill County/1000

Friends

Mark Davis

Steve Iversen

Margaret Cross

Ilsa Perse



TRANSPORTATION EXPERTS



Michael Duncan, Senior Region Planner, Transportation and Growth Management Manager ODOT, Region 2

Naomi Zwerdling, Planning and Development Review Manager, ODOT, Region 2

Andrew Mortensen, Senior Transportation Planner with David Evans and Associates, Inc.,