

MEMORANDUM

DATE: April 20, 2022
TO: Mayor and City Councilors
FROM: Heather Richards, Planning Director
SUBJECT: Call to Action, 04.20.2022

On April 20, 2022 the following “Call to Action” was sent out. The person who apprised the City of the Call to Action chose not to disclose who sent it out,

Sent: Wednesday, April 20, 2022 5:22:55 PM
Subject: Call To Action

Hello Friends,

A big THANK YOU to everyone who contacted the McMinnville Planning Commission about the Three Mile Lane Area Plan (TMLAP). Read the plan at <https://threemilelane.com/>. The City Council will hold a public hearing on Tuesday, May 10, at 7 PM.

Along with many good elements, including housing, offices, trails, and parks on both sides of Highway 18, the plan calls for a massive (60 acre) shopping center south of the expressway near the hospital. This land is currently zoned for industrial jobs, which average twice the wages of retail jobs.

Despite overwhelming public opposition to the shopping center component of the plan, the Planning Commission recommended approval. Three separate zone change applications to allow for the shopping center are pending.

The traffic analysis doesn’t account for the city’s recent UGB expansion, and the more recent traffic modeling done for the zone change applications show several key intersections failing within 15 years. Mark Davis’s excellent Viewpoints piece detailing this issue is attached.

The TMLAP describes this as a “new town center,” separated from the city by the Highway 18 expressway. The long and detailed plan makes frequent references to Orenco Station in Hillsboro and the Old Mill District in Bend. The planning director told the *News Register* (March 22, 2022) “It doesn’t mean it will actually materialize this way.” She has also said, “we have no idea what will be built on the commercial land. It could be big box retailers and fast-food drive-ups.”

The TMLAP calls for vastly more retail space than Orenco Station or Bend's Old Mill District.

The traffic studies for the zone change applications assume more than 680,000 square feet of retail floor space and will include at least two Big Box stores. (Orenco Station, by contrast, with all stores combined, totals 35,000 square feet of retail, and Bend's Mill District totals 250,000 square feet of retail.) Kimco, the NY Corporation that owns the largest of the three parcels, is a national developer of shopping centers: <https://www.kimcorealty.com/> The Kimco malls in Oregon host many of the same businesses already on Highway 99W, so we can expect existing storefronts to empty if retail moves south of the expressway.

CALL TO ACTION:

1. Attend the McMinnville City Council Public Hearing on May 10 to express your concerns
2. Send in written testimony to City Council via City Recorder
Claudia.Cisneros@mcminnvilleoregon.gov
3. Write a Letter to the Editor at the News Register: letters@newsregister.com
4. Talk to your friends and neighbors and encourage them to attend the City Council Meeting and write letters to the editor

Thanks again.



City of McMinnville

PLANNING

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

www.mcminnvilleoregon.gov


MEMORANDUM

DATE: April 25, 2022
TO: Mayor and City Councilors
FROM: Heather Richards, Planning Director
SUBJECT: New Public Testimony for G 7-21, Three Mile Lane Area Plan

Please find attached the additional testimony that we received for the City Council Three Mile Lane Area Plan public hearing on May 10, 2022 (G 7-21). This is testimony that we received from March 25, 2022 to April 21, 2022.

Public Testimony:

- News-Register Article by Mark Davis, 03.25.22
- Email from Eleanor Fuhrer, 03.26.22
- Email from John Dolan, 03.27.22
- Email from Scott Neubig, 03.28.22
- Email from James H. Culbert, 03.28.22
- Email from Larry Larson, 03.29.22
- Email from Kari Moser, 03.29.22
- Email from Jim Kreutzbender, 03.30.22
- Email from Steve & Catherine Olsen, 03.30.22
- Email from Michael Rice, 03.31.22
- Memo, "Call to Action", April 20, 2022
- Email from Jill Poyer, 4.21.22
- Email from Dianne Gluskoter, 4.21.22

• March 25, 2022 

Davis: Don't turn bypass into a bottleneck

The Three Mile Lane Area Plan, currently under consideration by the city of McMinnville, will have a profound impact on McMinnville's future.

That plan, approved last week by the planning commission, recommends rezoning 60 acres of land south of Highway 18 past the hospital for a very large shopping center, up to and including big box stores more than 135,000 square feet in size. For comparison, Walmart is just over 100,000 square feet.

The rezoning applications for the shopping center are still pending before the planning commission, but the overall plan,

which provides the framework, is headed for the city council. Taken together, adoption of the plan and rezoning applications would have lasting negative implications for traffic, existing business and family-wage employment in McMinnville.

The Three Mile Lane stretch of Highway 18 has long been known locally as the Highway 18 Bypass, or just the “bypass.” If you’re going shopping, you head downtown or down Highway 99W. If you want to get where you’re going quickly, you swing over and take the “bypass.”

That distinction is going to disappear if the Three Mile Lane Area Plan is adopted.

While the plan was drafted to cover a 20-year period ending in 2041, Kimco, the national shopping center developer that owns the largest open parcel, filed to rezone its land from industrial to commercial in December 2020. That was long before the city held its first public hearing on the plan.

Two additional property owners have since filed similar rezoning applications. So the daily impact of thousands of cars

accessing a big box regional shopping center via a Highway 18 traffic light could soon become reality.

The Oregon Department of Transportation controls access to Highway 18. The agency underwrote a 2019 modeling exercise showing that as things stood, traffic would remain within its parameter for expressways, the designation of Highway 18 in this area, through 2041.

But the city has since increased the retail acreage 50 percent on the south side of the highway and added 27 acres of commercial on the north side by the Evergreen Aviation & Space Museum. So the modeling is already woefully out of date.

In addition to all the new traffic congestion generated by the proposed shopping center developments, ODOT is proposing a new roundabout or light at Cirrus Avenue to further slow or stop traffic.

Modeling doesn't guarantee real world results. In fact, the much more detailed traffic studies for the shopping center applications show several key intersections failing within the next 15 years, meaning running over capacity to the point of causing excessive delays.

While the additional traffic will cause maddening delays for the more than 20,000 motorists using the bypass every day, the new shopping center's biggest impact will be on existing McMinnville merchants. With retail sales already slumping in the face of stiff online competition, the corporate chains that congregate in such large shopping venues will further reduce purchases at existing storefronts.

With corporate ownership of big box stores, all the overhead, advertising, marketing, accounting, legal and so forth, is typically handled at the head office. So the economic "benefit" McMinnville gains is measured mainly in low-wage retail jobs not paying enough to support access to market rate housing.

The land in question is currently zoned for industrial use, and industrial workers typically earn wages twice what retail workers do. Further, siting high-paying industrial jobs in that area would generate less than one-tenth of the traffic that commercial venues would.

The plan does promote significant improvements for the residents on the north side of Three Mile Lane.

The Cumulus Avenue frontage road would be completed, allowing vehicles to travel to and from downtown without getting on Highway 18. Bike and pedestrian paths would be added and upgraded, while the existing sand and gravel site would be repurposed into a mixed use area, including local-scale retail shops for residents.

The plan proposes similar bicycle and pedestrian amenities on the south side of the highway. But crossing four lanes of Highway 18 to get there would discourage most people. Planning commissioners lobbied for a pedestrian and bike overpass allowing multi-modal access, but were informed that would be too expensive.

The real head-scratcher in the Three Mile Lane Area Plan is the contrast with what is going on several miles northeast along Highway 18 around Dundee and Newberg, where hundreds of millions of dollars are being spent to create a limited access bypass around those cities.

The city of McMinnville borrowed \$3.2 million to help pay for the Newberg-Dundee Bypass, and has spent hundreds of thousands of dollars lobbying for its completion. And that

bypass does not call for lights to stop traffic so vehicles can turn in and out of a regional retail shopping complex.

A few miles farther, however, where westbound traffic from Newberg arrives in McMinnville, the new city plan is proposing addition of a new roundabout or light to existing traffic lights, luring a minority of motorists to stop and shop while the majority sit and fume.

It looks to all the world like the city is trying to create the same experience on our bypass that we are paying to eliminate in Newberg and Dundee.

Tying our economic prosperity to a regional shopping center serving to significantly increase traffic congestion would serve as a long-term disaster not only for our community, but also an already overheated planet.

Let's keep our bypass a real bypass, not turn it into another stretch of strip commercial emulating Highway 99W. Let's support existing McMinnville merchants, not national and international chains. Let's plan for family-wage jobs, not minimum-wage counterparts.

The Three Mile Lane Area Plan is slated for council consideration on April 26. Make your voice heard by e-mailing the council through the city recorder at claudia.cisneros@mcminnvilleoregon.gov.

From: [Eleanor Fuhrer](#)
To: [Claudia Cisneros](#)
Subject: Fwd: Bypass to bottleneck
Date: Saturday, March 26, 2022 12:24:20 PM

This message originated outside of the City of McMinnville.

(address corrected)

----- Forwarded message -----

From: **Eleanor Fuhrer** <eleonor4dar@gmail.com>
Date: Sat, Mar 26, 2022 at 12:15 PM
Subject: RE: Bypass to bottleneck
To: <claudia.cisneors@mcminnvilleoregon.gov>

To all who are concerned and making this decision:

Wasn't it just a year or two ago that we were all being encouraged to vote for McMinnville as the nicest little town in America? Small, attractive, friendly with lots of locally owned shops and farms, etc.?

And wasn't it just a couple decades before that we built a 'bypass' to do just that to 'bypass' the busy commercial portion of McMinnville to make travel to the bigger and busier cities more direct and faster? And if I recall, the 'bypass' wasn't to have commercial businesses that might slow down that commute.

The recent Dndee/Newberg 'bypass' was built for the same reason and has more than proven itself. The next extension is underway - to be faster and more direct.

But now, it seems, planners are considering bowing to out-of-town, perhaps out-of-state developers who want to make big bucks by covering our beautiful farmland with huge buildings and parking lots along our 'bypass'. But, they say, they've bought the land. Well, ooops - that (hopefully) was a mistake and their loss. Think again, we like our open farm lands.

I hope Yamhill/McMinnville planners seriously review their thinking and don't sacrifice our "nicest little town" (we came in 2nd nationally, didn' we?) to developers who don't care a whit and don't mind sacrificing our locally owned business or our beautiful farm land.

VERY sincerely,

Eleanor Fuhrer
15654 SW Shilo Way
McMinnville, OR 97128-8567
503/472-7948

From: oldhplcguru@gmail.com
To: [Claudia Cisneros](#)
Subject: Three Mile Land Plan
Date: Sunday, March 27, 2022 3:01:02 PM

This message originated outside of the City of McMinnville.

City Council:

Mark Davis's recent editorial in the News Register reminded me to make my voice heard about plans to develop Three Mile Lane. I am in agreement that it is most advantageous for McMinnville residents to leave the zoning for light industrial instead of commercial. I have two main concerns:

1. Congestion. Additional traffic and the necessary traffic controls have the potential to snarl traffic both for through-travelers from Portland to the coast as well as local residents. As McMinnville grows, there will naturally be more pressure on the Hwy 18 bypass, because it is the only reasonable choice for most residents due to congestion on 99W in northern McMinnville through Lafayette. Without planning for a significant increase in traffic, congestion will be unavoidable, so it seems like asking for trouble to change zoning in a manner that will greatly increase traffic in this corridor.
2. The McMinnville business community. I know that I would enjoy having a Costco store nearer than Salem, Tigard, or Wilsonville, but I think such an option would have a strong negative impact on many McMinnville businesses. If we plan to make shopping convenient and available within our community, while still providing family-wage local jobs and more administrative services locally, everyone wins. If we opt for large discount stores, it may seem like a win in the short term, I'm afraid that it will make McMinnville much less livable. I'm sure that I am not alone in being willing to pay a little more for gas, food, and home goods from local stores.

As a former owner of a laboratory in the McMinnville Industrial Park, I'm proud that I was able to provide above-median-wage jobs to about 25 people. The

laboratory that is currently in the same space offers similar employment to over 100 employees. It just makes common sense to spend time, money, and land planning efforts to attract small businesses that pay employees well enough to allow them to live comfortably in the community where they work.

Thanks for listening,

- John Dolan

John Dolan
1795 NW Wallace Rd
McMinnville
(971)-241-0946

oldHPLCguru@gmail.com

ENTERED INTO THE RECORD
DATE RECEIVED: 03/28/2022
SUBMITTED BY: Scott Neubig
SUBJECT: Public Comment - Three
Mile Lane

From: [Scott Neubig](#)
To: [Claudia Cisneros](#)
Subject: Three Mile Lane Plan - City Council
Date: Monday, March 28, 2022 3:31:03 PM

This message originated outside of the City of McMinnville.

As a 30 year resident of the Three Mile Lane area I am strongly opposed to adding large retail businesses to our neighborhood, more congestion and more traffic. The proposed roundabout will create more hazards than it prevents.

Over the years we have watched as zoning has been changed to accommodate perceived needs. The original zoning was put in place for a reason and shouldn't be so easily ignored.

We love our neighborhood but I think this plan will turn it into something much less desirable.

We should be supporting local businesses and not selling out to the highest bidder which is what this plan looks like.

Please help keep our neighborhood liveable

Scott Neubig
McMinnville Resident

ENTERED INTO THE RECORD
DATE RECEIVED: 03/28/2022
SUBMITTED BY: Jim Culbert
SUBJECT: Public Comment - Three Mile Lane

From: [Jim Culbert](#)
To: [Claudia Cisneros](#)
Subject: Three Mile Lane Area Plan
Date: Monday, March 28, 2022 3:37:31 PM
Attachments: [3milelaneplan.txt](#)

This message originated outside of the City of McMinnville.

A letter with my comments is attached.

Jim Culbert

March 28, 2022

Re. Three Mile Lane Area Plan

To the McMinnville City Council:

I am in general agreement with the points made by Mark Davis in the March 25 News-Register Viewpoints article titled, "Don't turn bypass into a bottleneck." He said, "Taken together, adoption of the plan and rezoning applications would have lasting negative implications for traffic, existing business and family-wage employment in McMinnville.

As proposed, this plan will change Highway 18 so that it is not longer a city bypass. It is already bad enough that there are two traffic lights, but to construct an unnecessary roundabout as well! If implemented as proposed, it will be taking another unfortunate step towards permanently changing this portion of Highway 18 into a stop and go commercial strip just like Highway 99W currently is in our town.

I do support the plan to extend frontage roads on both the north and south sides of Highway 18. But, the plan should go farther, perhaps adopting something similar to what the state of Texas provides along its inner city highways - namely, no traffic lights on the highways, abundant diagonal exits onto two parallel frontage roads and diagonal entrances to return from those frontage roads. All businesses and cross streets are accessed from the frontage roads. And, where important intersections are encountered, highway overpasses or underpasses move traffic effectively across the highways. I see that a bike and pedestrian overpass has been dropped as too expensive. However, highway overpasses or underpasses are critical to make this work so that the bypass remains a bypass. If the cost of a Norton Lane overpass or underpass is untenable now, just think what it will cost when it is really needed, after the fact, should this plan be approved as proposed. Finally, I understand McMinnville borrowed funds to support the Newberg-Dundee bypass. Thus, how on earth can you now support a plan that destroys our own bypass?

In addition, the plan for a large shopping center will undoubtedly negatively impact existing McMinnville businesses, especially on Third Street, because it will draw shoppers from the businesses already here that should be supported.

Should you vote to approve this plan as currently conceived, without addressing the points that Mark and I have made, I will conclude that your body is more influenced by short term expediency than it is by sound long term planning. And, we will all pay the price for your shortsightedness. This plan offers an opportunity to correct poor decisions of the past. Be bold!

/s/ James H. Culbert

572 NW Wallace Road

ENTERED INTO THE RECORD
DATE RECEIVED: 03/29/2022
SUBMITTED BY: Larry Larson
SUBJECT: Public Comment - Three Mile Lane

From: [CL Larson](#)
To: [Claudia Cisneros](#)
Subject: Oops on my part
Date: Tuesday, March 29, 2022 9:17:38 AM

This message originated outside of the City of McMinnville.

Yesterday evening, too late and tired I wrote commentary about the possible bypass plan, and didn't identify myself. That probably gets my message tossed out, rightfully.

Larry Larson 50 year Yamhill County resident, 27 year McMinnville resident.
Sent from [Mail](#) for Windows

From: [CL Larson](#)
To: [Claudia Cisneros](#)
Subject: Reply to Mark Davis bypass article
Date: Monday, March 28, 2022 10:47:12 PM

This message originated outside of the City of McMinnville.

I grew up in Orenco, OR a place between Hillsboro and Beaverton. Came to this area in 1972 shortly after discharge from the Army, reason: The sprawl in that area at the time. Since then the Hillsboro Beaverton area has grown greatly and the Tualatin Valley Highway between the two bears the brunt of much of the traffic this growth has caused.

The city councils idea to turn the lands beside the bypass will cause congestion much the same as seen between Hillsboro and Beaverton, and beyond. I had to go up there last week and experienced it firsthand. All the city council members in favor of the commercialization along our bypass should go take a drive in that area. A bypass is just that, a more efficient way to get around congestion, rather than go through it.

That land in consideration for commercial endeavors had grown a food crop of one sort or another for many years, and no more land is being made, why not leave it for the farming purpose, and leave the bypass alone.

Sent from [Mail](#) for Windows

ENTERED INTO THE RECORD
DATE RECEIVED: 03/29/2022
SUBMITTED BY: Kari Moser
SUBJECT: Public Comment -
Three Mile Lane

From: [Kari Moser](#)
To: [Claudia Cisneros](#)
Subject: Three Mile Lane
Date: Tuesday, March 29, 2022 10:04:38 AM

This message originated outside of the City of McMinnville.

I just read about the study to alter Hwy 18/Three Mile Lane to accommodate large box stores. This should not happen. We do not need these businesses here and we certainly do not need to screw up the bypass. Not every decision should be based on large corporate profits. Walmart and Lowes are enough major retail stores for McMinnville. Let local businesses thrive and keep traffic flowing. Do not pursue the proposed rezoning and development plan.

Kari Moser

ENTERED INTO THE RECORD
DATE RECEIVED: 03/30/2022
SUBMITTED BY: Jim Kreutzbender
SUBJECT: Public Comment - Three
Mile Lane

From: [Jim Kreutzbender](#)
To: [Claudia Cisneros](#)
Subject: 3 mile lane plan
Date: Wednesday, March 30, 2022 9:52:08 AM

This message originated outside of the City of McMinnville.

I think the mayor and city council need to let the citizens of Mac have their say and ask questions about this 3 mile lane plan, since it is so big and affects many elements of our city. And we would want answers to our questions/concerns, and maybe changes to this plan for the good of the community.

thanks
jim kreutzbender
1317 ne 9th st
mac

From: [Catherine & Steve Olsen](#)
To: [Claudia Cisneros](#)
Subject: Three Mile Lane Area Plan
Date: Wednesday, March 30, 2022 1:47:37 PM

This message originated outside of the City of McMinnville.

We are opposed to the Planning Commission's recommendation to rezone the 60 acres of land south of Highway 18 from industrial to commercial.

We have been following the proposed Three Mile Lane development; we feel your approval for a very large shopping center, that could/would include big box stores 35% larger than WalMart on 99W, would have a profound impact on our community.

#1 Visit McMinnville has spent years and dollars promoting our wonderful community, our local wine industry and a vibrant downtown. Adding box stores and other commercial enterprises to our area endangers our local restaurants, tasting rooms and shops.

#2 Approving this rezoning will not provide good jobs in McMinnville. High paying corporate jobs will still be at corporate headquarters; well paying jobs at industrial companies will not exist; lower paying entry-level jobs will exist at box stores. How is that in the best interest of our community?

#3 A 50% increase in retail acreage on the south side of Hwy 18 would make ODOT's 2019 modeling exercise out of date. Adding 27 acres of commercial property on the north side by Evergreen also outdates that 2019 model.

#4 If this rezoning is approved, ODOT is proposing a new round-about or light at Cirrus Avenue which will further slow traffic on the 18 Bypass.

#5 We have borrowed millions to help pay for the Newberg-Dundee Bypass and have spent many thousands more lobbying for its completion. Why add a traffic roadblock between MAC and the coast?

Please ask yourselves: Do we want to be like Bend? Years ago Bend put in a Bypass and later had to put in a 2nd Bypass because the first one had too many commercial businesses to function as it was originally intended?

- * Please do not let Kimco, and other property owners who have filed similar rezoning applications, sway you into approving this rezoning.
- * Please do not let short-term tax income outweigh the long-term vision of what our community is and should be.
- * Please keep in mind how this rezoning will have a negative and long lasting impact on our community's viability, our local businesses, our tourism industry and our traffic.

Thank you,

Steve and Catherine Olsen

2650 NW Pinot Noir Dr.

McMinnville

ENTERED INTO THE RECORD
DATE RECEIVED: 03/31/2022
SUBMITTED BY: Michael Rice
SUBJECT: Public Comment - Three Mile Lane

From: [Michael C. Rice](#)
To: [Claudia Cisneros](#)
Subject: Three Mile Lane Area Plan
Date: Thursday, March 31, 2022 2:15:07 PM

This message originated outside of the City of McMinnville.

I object wholeheartedly to the plans to clog up the bypass. I agree with all of the points presented by Mark Davis in the News Register.

No more impediments to the flow of traffic along the bypass.

Please tell the city council to vote no.

If we have to have big stores they belong on roads that are not thoroughfares.

Michael Rice
1989 NW Birch St.
McMinnville

ENTERED INTO THE RECORD
DATE RECEIVED: 04/21/2022
SUBMITTED BY: Jill Poyer
SUBJECT: Public Hearing - Three Mile Lane Area Plan

From: [Jill Poyer](#)
To: [Claudia Cisneros](#)
Subject: Three Mile Lane Area Plan comments
Date: Thursday, April 21, 2022 8:28:06 AM



This message originated outside of the City of McMinnville.

Three Mile Lane

--
Jill Poyer
503-472-2848
503-857-8878 cell

Dear City Counselors,

I am concerned about many aspects of the new Three Mile Lane plan and how it will impact the current bypass and the quality of life in McMinnville.

1. A bypass is designed to provide traffic flow without interference, allowing for increased speed and potentially faster commute times and time to deliver product to Portland or the airport. Putting an additional traffic light or roundabout on Hwy 18 near Old Stone Village will reduce speeds and negate the purpose of a bypass. It becomes just another highway. Also a double lane roundabout is tricky in my opinion and often not easily understood by drivers. It will seriously affect the travel time for commuters and residents.
2. The other proposed light or roundabout at the Atlantic Ave turn could instead just have a dedicated left hand turn lane to get to the frontage road. Roundabouts consume a lot of space.
3. Let's seek out businesses that will provide a living wage for residents of McMinnville instead of a shopping mall with minimum wage jobs. McMinnville is becoming unaffordable for the people who work here and we lose the community and small town atmosphere McMinnville has tried to create. Also, those who remember the Tanger Mall know what a bust that was. Also, I suspect malls are dying a slow death with online shopping and commerce. Why build another shopping center when this seems clearly to be a trend.
4. I like the proposals to connect the frontage roads that exist now that provide for safer walking and biking options.
5. Let's make the entrance to McMinnville a "green" corridor and not a series of buildings cluttering the highway; let's build a job base that truly allows our residents to live and work here; let's continue to provide support for businesses and commercial activities already here, and let's resist the rampant consumerism that sucks the life out of so many communities. I realize tax revenue is important to continue to support our parks, library and other General Fund departments but I think enticing more traffic to the bypass and interfering with the efficient traffic flow is Not the answer. We don't need to be another Bend. Instead we should be creating a green belt around our lovely city that displays the quality of life that makes McMinnville truly unique.

Respectfully yours,

Jill Poyer

From: [Dianne Gluskoter](#)
To: [Claudia Cisneros](#)
Subject: letter to City Council about proposed TMLAP
Date: Thursday, April 21, 2022 10:45:16 AM

This message originated outside of the City of McMinnville.

To City Council:

Please deny the current proposed zoning changes for the Three Mile Lane Area Plan! The character of our wonderful city of McMinnville will be changed from a charming wine country destination to a big box shopping center with all the accompanying traffic. This is what all our visitors who are traveling here are trying to get away from. We will become just like any other city- we will lose the charm and distinction we have spent many years and much money to develop- a beautiful wine country destination.

We will also lose the opportunity for that land to be used for industrial development, which adds much better paying jobs and long term benefits.

The traffic light or roundabout proposed to slow traffic on this stretch of Hwy 18 will add to our already burgeoning traffic woes. The Highway 18 Bypass will no longer be a bypass, especially for the large amounts traffic going to and from the coast.

Are any of you city council members so short sighted as to grant permission for a zoning change that will destroy the character of our city, add to our traffic problems, and lose the opportunity for industrial development?

I can only imagine that if you do allow for this change, you are swayed by short term financial gain, to the detriment to our wonderful city.

Please vote against this zoning change.

Thank you,

Dianne Gluskoter

640 SE Washington St.

McMinnville OR 97128

(503) 857-2592