



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

MEMORANDUM

DATE: July 19, 2022
TO: Mayor and City Councilors
FROM: Heather Richards, Planning Director
SUBJECT: New Public Testimony for G 7-21, Three Mile Lane Area Plan

Mayor and Councilors,

Following is the public testimony that has been received since your last public hearing on June 14, 2022 through today July 19, 2022, for the Three Mile Lane Area Plan public hearing on July 26, 2022. Any testimony that we receive between now and Monday, July 25, prior to the public hearing we will forward to you at the end of the day on Monday, July 25.

Public Testimony:

Letter from Chamber of Commerce, 06.21.22
Email from Amy Bizon, 07.06.22
Email from Donna Anessi, 07.07.22
Email from Sid Friedman, 07.10.22
Email from Julia Anderson, 07.15.22
Email from Greg Crafton, 07.16.22
Email from Michael Bilbrey, 07.16.22
Email from Neil Wright, 07.16.22
Email from Kathleen McKinney, 07.17.22
Email from Brad Thompson, 07.17.22
Email from Christa Brandenburg, 07.18.22
Email from Dorothy Mayes, 07.18.22
Email from Hannah Reid, 07.18.22
Email from Tim Cross, 07.18.22
Comments from Angie Brown, 07.18.22
Comments from Anna Stahl, 07.18.22
Comments from Denise Murphy, 07.18.22
Comments from Patti Webb, 07.18.22
Comments from Sid Friedman, 07.18.22
Comments from Steve Ryan, 07.18.22
Email from Chuck Hottle, 07.19.22
Email from Mike Colvin, 07.19.22



June 21, 2022

Dear Mayor Drabkin and City Councilors,

I am writing on behalf of the McMinnville Area Chamber of Commerce in support of the proposed Three Mile Lane Area Project and Innovation Center.

As outlined in the Mac Town 2032 project, McMinnville is in dire need of commercial and industrial space. For McMinnville to grow and meet anticipated employment and business needs, this planned development is exactly the project that will meet those future requirements. As was also noted in the Mac Town 2032 plan, McMinnville experiences millions of dollars in revenue losses due to residents leaving town to shop in other communities. The drain of local dollars leaving our community and the impact of vehicles on our roads and the environment is compelling evidence that this project can benefit McMinnville.

The TMLAP will impact Highway 18, improving traffic flow, by making the road safer for vehicles, pedestrians, and cyclists. As it stands now, Highway 18's intersection at Cumulus is dangerous, and a change to the flow of traffic would alleviate congestion and improve safety for all users. Additionally, ODOT, the state agency responsible for the road, is supportive of the project.

The proposed 160-acre Innovation Center is a next-generation industrial and business campus, including research and development jobs, industrial entrepreneurship, and business development opportunities. The proposed commercial development along the frontage of Highway 18 will provide shopping alternatives for residents, diminishing the spending leakage and the environmental impact from driving out of town for items not readily available in McMinnville.

The TMLAP is built on at least three years of dialogue and thought, including public input to hear and address the needs of residents and businesses. In 1996 the Oregon Highway 18 Corridor Refinement Plan proposed a much larger UGB than exists today, and that plan predicted McMinnville would need a larger UGB, with more commercial and industrial land to accommodate future growth. Clearly, McMinnville has had a long history of being on the forefront of innovation, as evidenced by the "9 in '69" plan, that was so perfectly executed with the realization of the Industrial Park on Riverside. Moving forward with this opportunity will launch McMinnville's next 50 years of growth, prosperity, and innovation.

Thank you for your time and consideration of our comments. We appreciate the work that you do on behalf of McMinnville.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gioia Goodrum'.

Gioia Goodrum
President/CEO
McMinnville Area Chamber of Commerce

From: [amy bizon](#)
To: [Heather Richards](#)
Subject: 3 Mile Lane Area Planning Testimony
Date: Wednesday, July 6, 2022 10:29:26 AM

This message originated outside of the City of McMinnville.

Good morning,

I would like recommend that short term rentals and development be addressed early on in this planning. Our school district numbers are showing us there is a trend with young families not living in and enrolling in schools. School district student numbers are not increasing but declining. For our future, so we are not turning into an unbalanced retirement/tourist focused community but also maintaining much needed housing options to attract and keep our working class families local; please consider a cap of short term rental permits in this newly established and defined Area.

Thank you,

Amy Bizon

Lawson Lane, McMinnville, OR

Heather Richards

From: Claudia Cisneros
Sent: Thursday, July 7, 2022 8:18 AM
To: Donna Anessi
Cc: Heather Richards
Subject: RE: Three Mile Lane Project

Hi Donna,

We are in receipt of your email and will enter it into the record for the July 26 public hearing on the Three Mile Lane Area Plan.

Thank you,
Claudia

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

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

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From: Donna Anessi <danessi@me.com>
Sent: Wednesday, July 6, 2022 4:38 PM
To: Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Subject: Three Mile Lane Project

This message originated outside of the City of McMinnville.

Hello. I am a concerned citizen who loves McMinnville and Yamhill County. I have done some studying of the possibilities for the future development.

Although it is complicated with serious variations, I strongly oppose development involving big box stores or tacky strip malls.

This is an excellent opportunity to enhance McMinnville instead of trashing it. We need walkable and bike friendly neighborhoods and parks, maybe more medical options and a nice grocery store, like New Seasons, Market of Choice or Natural Grocers.

Sincerely,
Donna Anessi
24075 NE Sunnycrest Road

Newberg, OR 97132

"Human beings are the only species that won't save itself because it's not cost-effective."

-- Kurt Vonnegut *Donna*

From: [Sid Friedman](#)
To: [Remy Drabkin](#); [Sal Peralta](#); [Chris Chenoweth](#); [Kellie Menke](#); [Zack Geary](#); [Adam Garvin](#); [Jessica Payne](#)
Cc: [Claudia Cisneros](#); [Heather Richards](#); [Marvin, Sarah](#); [Howard, Gordon](#); [Alexis Biddle](#)
Subject: Accuracy of information
Date: Sunday, July 10, 2022 9:30:12 AM
Attachments: [Yos7flTg9eYdR0iw.png](#)
[We sent you safe versions of your files.msg](#)
[Email from DLCD, RE McMinville Acknowledge UGB - Commercial Land Need, 06.14.22- highlighted.pdf](#)

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

This message originated outside of the City of McMinnville.

Council members,

Shortly after your June 14 hearing on the Three Mile Lane Area Plan, I wrote you to ensure that you have accurate information regarding the number of stores exceeding 135,000 square feet allowed by the staff recommendation in the largest of the 3 pending zone change applications. The staff recommendation for that zone change application allows 2, and potentially 3, stores exceeding 135,000 sq. ft. with no upper size limit, and an unlimited number of stores 135,000 sq. ft. or smaller.

It is also important that you have accurate and complete information regarding whether the city has a deficit or surplus of commercial land. This has been an area of disagreement with the planning staff. The staff presentations to both the City Council and the Planning Commission have relied upon the city's 2001 Economic Opportunities Analysis, which showed a commercial land deficit of 106 acres. In our testimony to both the planning commission and city council, we contend that the city should instead be using its most recent Economic Opportunities Analysis, adopted and acknowledged in 2013.

On June 12, the planning director wrote to Gordon Howard, Community Services Division Manager at the Oregon Department of Land Conservation, and said, in relevant part:

"The 1000 Friends and Friends of Yamhill County argument is: the 2001 EOA is outdated that showed the commercial land need. A 2013 EOA showed a commercial land need for 36 acres (and surplus of industrial acreage), which has presumably been largely alleviated by the additional commercial land that was added as part of the MGMUP UGB amendment." (see highlighted section of the attached email from Heather Richard to Gordon Howard dated June 12.)

We continue to contend that the city should be using its most recent Economic Opportunities Analysis, adopted in and acknowledged in 2013. This is confirmed by Gordon Howard at the Oregon Department of Land Conservation and Development in the email string below this email. He writes:

"Hi Sid, in response to your question, the city should be using its most recent adopted and acknowledged Economic Opportunities Analysis (EOA) when reviewing a proposed plan amendment and rezone for compliance with the comprehensive plan."

The 2013 Economic Opportunities Analysis showed a much smaller deficit of commercial land than the 2001 EOA- 36 acres. Since 2013, the city has more than satisfied that 36 acre deficit with the recent UGB expansion, which added 66 acres of commercial land- 27 acres north of Highway 18, and an additional 39 acres of neighborhood serving commercial in the residential areas added along Hill Rd. (see highlighted section of the attached email from Heather Richard to Gordon Howard dated June 13.)

The city now has a commercial land surplus of at least 30 acres:

Commercial Land Deficit identified in 2013 Economic Opportunity's Analysis	(36 acres)
Commercial land added to the UGB in 2020 north of Highway 18	27 acres
Commercial land added to the UGB in 2020 on the west side of the city	39 acres
Current (deficit) or surplus of commercial land	30 acres

Also at the June 14 hearing, the planning director quoted a brief section of the attached email from Gordon Howard, dated June 14, but did not enter the email exchange into the record. Because it is important that the council record not only be accurate, but also complete, we have attached the exchange to this email. In the attached email string, Gordon Howard writes, in part:

"Although McMinnville isn't subject to the Commission's new Climate Friendly and Equitable Communities rulemaking, we always encourage cities to do the kind of planning that FOYC and 1000 Friends are suggesting in lieu of big new auto-oriented retail centers. But ultimately that is a decision for the city to make, and it looks to me that, in terms of state law, the city has the option to either go ahead with or pull back from the proposed conversion from industrial to commercial for this particular area..." (June 14, 2022)

"I would question as a matter of policy, in this day and age, whether such a rezone is a good idea..." (June 13, 2022)

Thank you for careful consideration. Please include this email and its attachment in the record for docket Docket G 7-21 (Three Mile Lane Area Plan).

Sid Friedman
503-662-1076

Subject:RE: McMinnville EOA question

Date:Fri, 8 Jul 2022 19:04:34 +0000

From:HOWARD Gordon * DLCD <Gordon.HOWARD@dlcd.oregon.gov>

To:Sid Friedman <sidf@viclink.com>

CC:MARVIN Sarah * DLCD <Sarah.MARVIN@dlcd.oregon.gov>, Alexis Biddle <alexis@friends.org>

Hi Sid, in response to your question, the city should be using its most recent adopted and acknowledged Economic Opportunities Analysis (EOA) when reviewing a proposed plan amendment and rezone for compliance with the comprehensive plan.

Gordon Howard
Community Services Division Manager
Oregon Department of Land Conservation and Development
635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540 | Cell: 503-856-6935 | Main: 503-373-0050
gordon.howard@dlcd.oregon.gov

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

From: Sid Friedman <sidf@viclink.com> Sent: Wednesday, July 6, 2022 4:52 PM

To: HOWARD Gordon * DLCD <Gordon.HOWARD@dlcd.oregon.gov>

Cc: MARVIN Sarah * DLCD <Sarah.MARVIN@dlcd.oregon.gov>; Alexis Biddle <alexis@friends.org>

Subject: McMinnville EOA question

Gordon,

Thanks for taking a few minutes to chat with me this afternoon. I have a few follow-up questions. As we discussed, McMinnville's most recent Economic Opportunities Analysis (EOA) was adopted and acknowledged in 2013. The city used its older 2001 EOA as the basis for its recently acknowledged UGB expansion because the city was responding to a remand that predated the adoption of the 2013 EOA. Now that the UGB expansion has been acknowledged, does the 2001 EOA continue to have validity, or was it superseded by the 2013 EOA? In assessing its current land needs, should the city rely on these numbers from 2013 EOA, or should the city instead rely on the numbers in the 2001 EOA?

In assessing its current commercial land needs in relation to the Three Mile Lane Area Plan, the city is continuing to rely on its 2001 EOA, rather than the 2013 EOA. The 2013 EOA showed a commercial land deficit of 36 acres. Since that time, the city has added 66 acres of commercial land to its UGB- 27 acres of

commercial land on Highway 18, and 39 acres of neighborhood serving commercial in the residential area s added to the UGB on the west side of town. Per the 2013 EOA, the city commercial land deficit has been satisfied. We conclude that the the city now has a commercial surplus of 30 acres. Is our conclusion correct?

Thanks,

Sid

On 7/8/2022 12:04 PM, HOWARD Gordon * DLCD wrote:

Hi Sid, in response to your question, the city should be using its most recent adopted and acknowledged Economic Opportunities Analysis (EOA) when reviewing a proposed plan amendment and rezone for compliance with the comprehensive plan.

Gordon Howard
Community Services Division Manager
Oregon Department of Land Conservation and Development
635 Capitol Street NE, Suite 150 | Salem, OR 97301-2540 | Cell: 503-856-6935 |
Main: 503-373-0050
gordon.howard@dlcd.oregon.gov

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

From: Sid Friedman <sidf@viclink.com>
Sent: Wednesday, July 6, 2022 4:52 PM
To: HOWARD Gordon * DLCD <Gordon.HOWARD@dlcd.oregon.gov>
Cc: MARVIN Sarah * DLCD <Sarah.MARVIN@dlcd.oregon.gov>; Alexis Biddle <alexis@friends.org>
Subject: McMinnville EOA question

Gordon,

Thanks for taking a few minutes to chat with me this afternoon. I have a few follow-up questions. As we discussed, McMinnville's most recent Economic Opportunities Analysis (EOA) was adopted and acknowledged in 2013. The city used its older 2001 EOA as the basis for its recently acknowledged UGB expansion because the city was responding to a remand that predated the adoption of the 2013 EOA. Now that the UGB expansion has been acknowledged, does the 2001 EOA continue to have validity, or was it superseded by the 2013 EOA? In assessing its current land needs, should the city rely on these numbers from 2013 EOA , or should the city instead rely on the numbers in the 2001 EOA?

In assessing its current commercial land needs in relation to the Three Mile Lane Area Plan, the city is continuing to rely on its 2001 EOA, rather than the 2013 EOA. The 2013 EOA showed a commercial land deficit of 36 acres. Since that time, the city has added 66 acres of commercial land to its UGB- 27 acres of commercial land on Highway 18, and 39 acres of neighborhood serving commercial in the residential area s added to the UGB on the west side of town. Per the 2013 EOA, the city commercial land deficit has been satisfied. We conclude that the the city now has a commercial surplus of 30 acres. Is our conclusion correct?

Thanks,

Sid

From: [Julie Anderson](#)
To: [Heather Richards](#)
Subject: 3 Mile Lane Area Plan
Date: Friday, July 15, 2022 9:09:47 AM

This message originated outside of the City of McMinnville.

I am in favor of this plan. I feel we do need more retail and shopping opportunities here in McMinnville. It would be a great addition to our community. Thank you.

Julia Anderson
1607 NW Meadows Dr.
McMinnville

From: [Greg Crafton](#)
To: [Heather Richards](#)
Subject: 3 mile lane
Date: Saturday, July 16, 2022 12:16:50 PM

This message originated outside of the City of McMinnville.

I have two things that I would like to not see in this plan.

1. Do not install more stop lights along this corridor. It already slows down traffic to much and causes more congestion especially for 18-wheelers who are trying to meet deadlines delivering product.
2. Leave the damn roundabouts in Europe where the people actually know how to use them. People around here don't know what to do when they get to one of these, not to mention 18-wheelers having to deal with these. They have trailers that will hit other vehicle because of their turning radius and that is unsafe. I have heard that they are thinking of installing these in this project and this is a STUPID IDEA!!!! If you are going to install these in this project put a bypass in so the rest of us can bypass McMinnville AND THE MORONS that want this!!!!!!
3. And what is wrong with the way it is now, Oh yeah we want to spend more money!!!!!!!!!!

Greg Crafton

From: [Michael Bilbrey](#)
To: [Heather Richards](#)
Subject: 3 Mile Lane opportunity for Microchip Manufacturing
Date: Saturday, July 16, 2022 7:59:50 AM

This message originated outside of the City of McMinnville.

Council Members,

Congress will be passing a large funding bill to address the microchip shortage and in an effort to keep manufacturing here in the US. What a great opportunity for the City of McMinnville...High paying jobs while being a partner in this patriotic solution that will have long-lasting national economic impact. I strongly encourage the City of McMinnville to do what ever needs to be done to send the word out and invite microchip manufacturing companies to McMinnville and introduce them to 3 Mile Lane. Here is an article from a Micron, a company out of Boise who is looking to expand and explains the situation; a situation McMinnville can capitalize on: <https://www.idahostatesman.com/opinion/readers-opinion/article263466723.html>

In addition to a such a manufacturing plant mentioned above, and if there is room, would love to see a Costco! I know myself and many other McMinnville residents would love not having to drive to Salem or Wilsonville for this type service.

Reserving 3 Mile Lane for the above two would serve a multitude of solutions for the residents of McMinnville and have a National impact.

Submitted by: Michael Bilbrey
2951 SW Redmond Hill Rd.

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: [Neil Wright](#)
To: [Heather Richards](#)
Subject: 3 mile lane
Date: Saturday, July 16, 2022 11:41:44 AM

This message originated outside of the City of McMinnville.

Hello,

I am not in favor of developing the 3 mile lane.

I believe that allowing the Costco and such big stores will cause the local owner stores to lose money.

Allowing those larger stores in, will take money away from local stores, that money going to the big companies, not the local entrepreneurs, causing them to fail and giving us more low income jobs.

There is also the Hwy 18 part of the story, that is supposed to be a Hwy, not more stop lights. (which will waste more gas)

And the city would have to pay back the federal government hwy money.

(which maybe I have misunderstood this part)

You mention the \$100 million dollars a year. That will still happen, except there will be less money going to local stores and it will go to big business. It still will leave.

We already have a number of examples, Walmart and Lowes.

Thank you

From: [Kathleen McKinney](#)
To: [Heather Richards](#)
Subject: My red flags
Date: Saturday, July 16, 2022 6:23:35 PM

This message originated outside of the City of McMinnville.

Sorry this took me so long. I found my handwritten notes so figured I'd better do this now instead of gardening!

These are in the March 2022 document and are the things that made me stop and either see it as a red flag or wish there was more explanation.

Page 9, bottom of the page. The sentence "C-3 accomodates a wide range of uses like big box stores."

P. 12, "Three Mile Lane study area is poised to capture a significant portion of demand..."

P. 13 "Retail. The study area is well-positioned for new retail development, particularly large format retail."

P 15. Goal 1 is Support and Enhance the district's economic vitality and marketability. (This being listed as the first goal, along with these other sentences that seem to support them, leads me to conclude that Goal 1 is primary. That the City wants to stop the retail leakage by locating "large format retail" in the TMLA. As I mentioned to you previously, with nothing following that section, saying the goals are not in priority order, it's easy to assume that it is all the City cares about.

P 42 Commercial Zoning New commercial structures larger than 25,000 square feet of gross floor area require Director approval through Large Format Commercial Design Review. (Here it is again. What I see here is Director approval but if there is a Large Format Commercial Design Review set up, that says to me that it's expected to happen. Seriously? 25,000 square feet? That is really big!

P 43 First and third paragraphs. (Please supply more detail on this. This feels buried and yet is something that needs more explanation and more detail.)

P. 44 Table 4 (Isn't this where size restriction of commercial properties could go?)

Appendix E

Page 1 First paragraph "....total floor plate are greater than 40,000 sq ft..." This needs some clarification. It appears to be that the following standards would only apply to Big Box stores and nothing else. Seems to me as though these standards should apply to all commercial establishments.

Page 2 There is a typo. Middle of the page. "Bild to" should be "Build to"

Overall, the areas I'm highlighting along with Goal 1 appear to me as though the overarching goal of the City is to develop a regional shopping center to bring in more retail dollars to City coffers. If this is not the purpose, these phrases should either be eliminated or explanation should be added in these areas to clarify that is not the purpose. My concern as a resident of McMinnville is that we not duplicate the 99W area in town which could easily impact local businesses. I didn't move here for a regional shopping area. I moved here for a small town, where people cared about the town and invested their time and money and love in it as earlier generations did.

As a resident of the Three Mile Lane Area, we are already impacted too much by traffic and noise. I realize that will increase in any case, but if size restrictions are placed on commercial buildings, it will then serve the locals, and not become a regional shopping area. That will slow down the increase in traffic and noise instead of accelerating it.

Thanks for all your efforts!

Kathleen McKinney
2160 NE Village Ct.
McMinnville

From: [Brad Thompson](#)
To: [Heather Richards](#)
Subject: three mile lane plan
Date: Sunday, July 17, 2022 10:57:03 PM

This message originated outside of the City of McMinnville.

Greetings,

I am a resident of McMinnville and just got your postcard about the Three Mile Lane Area Plan. It seems late in the process to be informed about such a major undertaking.

I am opposed to the concept of having more big box stores in this plan. It would only serve to harm the small stores McMinnville does have. The world is shifting to online purchases in any case. And since Oregon does not have a sales tax there would be no additional city revenue from a large brick-and-mortar store. Any additional property taxes would be eaten up by the need to provide increased services. Any so-called leakage of potential revenue is most likely due to many factors outside the control of retailers or the city. Third Street seems to be doing well without a big box anchor. Maybe we should replicate that model: small scale, walkable and shady.

Furthermore, in looking at the plan, it appears that industrial zoning would butt up against the little airport park. This seems by intentional or accidental design a way to discourage people from using a park, making it vulnerable to future incorporation in an industrial park by virtue of underuse. Who wants to use a back-to-nature park that's right next to an industrial park? In any case, it seems a park at the end of a pedestrian/bike bridge connecting Joe Dancer to the Three Mile Lane Area would be even more desirable.

Finally, the incorporation of a traffic circle on such a limited access, higher speed and heavily traveled road as Highway 18 (rated by ODOT as one notch below an interstate, I think I read somewhere on the website) seems unwise on a road so many out-of-towners use to get to the casino or the coast. Why was the 99 Bypass started if not to make their trips faster and unclog our city streets?

Count me unimpressed.

Brad Thompson
McMinnville OR

From: [Christa Brandenburg](#)
To: [Heather Richards](#)
Subject: Three Mile Lane Area Plan
Date: Monday, July 18, 2022 9:04:54 AM

This message originated outside of the City of McMinnville.

Hi Heather,

Thank you for the multiple options for being part of the conversation. I am a home owner and have lived and worked in McMinnville for most of the last 20 years.

I am in opposition to the current plan for development of the 1,340 acres. Yes, McMinnville residents spend a lot of money outside of the county. As do people throughout the country, online shopping being one of the factors. Until currently available commercial space in Yamhill County is in full use, or realistically projected to be in full use, I oppose further development of mixed use retail space.

Endless economic growth and consumption is a failing model, as evidenced by current political, economic and climate crises. Planning as though it is late 20th Century is no longer viable.

Sincerely,

Christa Brandenburg, LPC, MAC
PO Box 1712
McMinnville, OR 97128

Phone (503) 857-8134
FAX (503) 379-0206
christa.brandenburg@comcast.net

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From: [Claudia Cisneros](#)
To: mayestwo@gmail.com
Cc: [Heather Richards](#)
Subject: FW: Form submission from: Contact the City of McMinnville
Date: Monday, July 18, 2022 7:01:35 AM

Hi Dorothy,

We are in receipt of your email and will enter it into the record for the July 26 public hearing on the Three Mile Lane Area Plan.

Thank you,
Claudia

From: McMinnville Oregon <mcminnville-or@municodeweb.com>
Sent: Saturday, July 16, 2022 11:58 AM
To: Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Subject: Form submission from: Contact the City of McMinnville

This message originated outside of the City of McMinnville.

Submitted on Saturday, July 16, 2022 - 11:58am

Submitted by anonymous user: [73.157.154.136](#)

Submitted values are:

Attention Department Planning Commission

First Name Dorothy

Last Name Mayes

Email mayestwo@gmail.com

Question/Comment

RE: 3 Mile Lane Area Plan

After considering impact of options, Planning should compliment Hospital and airport: low traffic; light industry or commercial, such as motels, medical expansion, possibly truck stop, restaurant, warehouse. Certainly not high traffic as a Costco would entice. Think jobs, maybe Nike mfg.

The results of this submission may be viewed at:

<https://www.mcminnvilleoregon.gov/node/7/submission/51267>

From: [Hannah Reid](#)
To: [Heather Richards](#)
Subject: 3 Mile Lane Area Plan
Date: Monday, July 18, 2022 2:06:33 PM

This message originated outside of the City of McMinnville.

Hi there,

I am a 5th generation Yamhill County resident who moved back to McMinnville after living in Seattle for almost a decade. We love this town - Third Street, the access to local farms, the growing food and beverage creativity, and the diversity of people we meet.

We are excited about the 3 Mile Lane development. We believe our town needs more affordable housing - we are a family with 4 kids who barely got into the housing market. I don't want us to be a town where families can't afford to live, and I want my kids to rub shoulders with people of all different sorts of backgrounds and socioeconomic statuses.

Also, we would LOVE more options for retail shopping in this town. We do try to support local whenever possible, but Third Street is not always a viable option for a family on a tight budget. So, we end up needing to buy things (like kid's shoes or natural makeup) online, or to drive to Sherwood or Salem to go to Target.

Additionally, the grocery store options in McMinnville are frustrating! We would love to have a Fred Meyer, Costco, or even Trader Joe's available. I know very few people who do all their grocery shopping in town. Most in my circle of friends and acquaintances drive to Costco regularly, and many do all their shopping at Fred Meyer.

We want our town to grow into an even more vibrant, beautiful place to live, with the retail opportunities to make our lives more convenient, as well as to welcome more people into this town that we love.

Thanks for soliciting opinions, I'm sure you'll get the whole gamut! Appreciate you reading and considering.

Warmly,
Hannah Reid

Sent from my iPhone

From: [Claudia Cisneros](#)
To: [Tim Cross](#)
Cc: [Heather Richards](#)
Subject: RE: please include this letter in the packet for the City Council meeting July 26
Date: Monday, July 18, 2022 10:13:19 AM
Attachments: [image001.png](#)

Hi Tim,

We are in receipt of your email and will enter it into the record for the July 26 public hearing on the Three Mile Lane Area Plan.

Thank you,
Claudia



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

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

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From: Tim Cross <timothyacross@comcast.net>
Sent: Monday, July 18, 2022 10:07 AM
To: Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Subject: please include this letter in the packet for the City Council meeting July 26

This message originated outside of the City of McMinnville.

I am adamantly opposed to changing the zoning to C3 in the Three Mile Lane Area. There are almost no other sites in western Oregon that are so ideally suited for light industrial and we should keep the zoning as it is for mixed housing, small retail and small business. This site is next to a good airport and a highway; perfect for light industry. McMinnville does not need a big-box mall and should not allow one to be built. Such a mall would start us on the road to become another Bend, OR which is totally undesirable. It would double the current traffic volume and, after a few years, create the need to build additional roads at enormous expense. McMinnville

needs to focus on its high priority items, like infrastructure, parks, trails, rec center, swimming pools, tennis courts and trails.

Tim Cross
1102 SW Russ Lane
McMinnville

THREE MILE LANE AREA PLAN,
JULY 18 PUBLIC OPEN HOUSE



BE PART OF THE DISCUSSION

COMMENTS FOR CITY COUNCIL:

City Council has some big decisions in front of them and they would like to hear from McMinnville residents to help them understand what McMinnville wants and needs now to support a community of 35,000 people and what it will need to support a community of 45,000 people.

Do you have some comments that you want to share with City Council? Use the area below to share your thoughts. We will scan your comments and provide them to City Council in advance of the public hearing so that they have them to help them with their decision-making.

Thank you for participating in the discussion!

Name: Angie Brown, Address: 1359 SW Fellows St, Ward: _____

A roundabout on 18 seems like a major hindrance to
traffic even at current traffic levels. I am happy
about the prospect of more industry and better paying
jobs here, but I don't like the idea of making another
Tualatin or Tigard with higher SOL homes than we
will actually benefit from.

THREE MILE LANE AREA PLAN,
JULY 18 PUBLIC OPEN HOUSE



BE PART OF THE DISCUSSION

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Name: Anna Stahl, Address: 350 NW Meadows Dr., Ward: Kelli Menke is my councilor

* It would be nice for residents of the Three Mile Lane area to have access to a grocery store that they could walk to from their homes.

* Love the bike/walking trails. Is there a plan to safely bike/walk to these spaces (even busses?). That would be great! →

★ I would really like to be part of a conversation/committee about safe bike routes in the city.
-Anna Stahl (annastahl@comcast.net)

* Kayaking on the Yamhill in McMinnville

would be AMAZING! Any chance the old

boat ramp @ Joe Daner could be
opened again (once bridge is repaired?)

Thank you for your hard work!

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Name: Denise Murphy, Address: 957 NW Cascade Way, Ward: 2

I was a skeptic initially, but the more I have read on
the city website, heard at council meetings &
at information meetings like the 7/18th info mtg @ civic hall - the
more impressed I am by the Preferred Alternative
Plan for Three Mile Lane. I like the idea of the
"mixed use town center" & would like to see us
try the "innovation campus." Lot of work went
into this & it shows. I think this brings
resources to people living on that side
of town, finally.

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Thank you for participating in the discussion!

Name: Patti Webb, Address: mail = PO BOX 1228
340 NE 27th, Ward: _____

I would like to see a nicely designed mixed use
three mile lane area. (our present malls are pretty sad except
safeway new with marshalls and Home Goods.)

I would love a Franken Joes, New Seasons or Whole Foods

I love the idea of an Innovation campus. lets create a
nicely designed "mall" - I'm not a fan of any more malls -
Bridgport Village is so nice.
Plaza

THREE MILE LANE AREA PLAN,
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Thank you for participating in the discussion!

Name: Sid Friedman, Address: 14286 NW Old Moors, Ward: X
valley yanhill

Commercial uses should be sealed to
meet the needs of these ~~neighborhoods~~
who live and work in the
neighborhood, not large-format.

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Name: Steve Ryan, Address: 11995 Fox Ridge, Ward: _____

The roundabout system on Hill 1 think would
serve this area well. The ~~to~~ leakage data
is fascinating. As long as the area is developed
to fill the gap, the community will benefit
No more uber wealthy tourism catered
hotels + restaurants please!

From: [Chuck Hottle](#)
To: [Heather Richards](#)
Subject: 3 Mile Lane Area Plan Comments.
Date: Tuesday, July 19, 2022 10:05:28 AM

This message originated outside of the City of McMinnville.

Ms. Richards,

I am in opposition to the current plan for development of the 1,340 acres. McMinnville residents may spend a lot of money outside of the county but I do wonder over what time period 100 million dollars is supposedly spent and where. That's a lot of money and it sounds sensational but is it over 5 years, 10 years, forever? Is most of it online? How much more retail space does McMinnville really need when space sits empty?

Another claim that I really have to question is the lack of impact on Highway 18. I've lived in the area long enough to know that traffic congestion in this area has increased over the past 8-10 years. Intermittent congestion on 18 will continue to be a problem regardless of whether there is any development in this area. New housing in that area, along with retail, can only add to that. My concern, and one that may be shared by others, is that 18 will end up like 99. I don't think that was the purpose of 18, especially during beach season.

Thanks for the opportunity to submit a comment.

Charles Hottle
604 NE Galloway St.
McMinnville, OR 97128

From: [Mike Colvin](#)
To: [Heather Richards](#)
Subject: Fwd: Big Box Store Traffic pdf
Date: Tuesday, July 19, 2022 3:23:33 PM
Attachments: [We sent you safe versions of your files.msg](#)
[BigBoxStoreTraffic.pdf](#)

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

This message originated outside of the City of McMinnville.

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

From: **Mike Colvin** <mikecolvin49@gmail.com>

McMinnville City Councilors,

City Councilors require accurate and unbiased information from their staffs in order to make the best long term decisions for their city and its residents. It sure seems to me that the information McMinnville's city council has been receiving in the last few years is highly misleading and biased. The notification post card from the city regarding 3-mile lane hearings is a perfect example. It is so biased, and "stretches" the truth so liberally that I can't believe the mayor or majority of city councilors read and approved the wording before the card was sent to residents. A couple of examples of the wording in the post card. And my opinion of how they are intended to mislead citizens are:

1) "The plan is the result of three years of "community" planning led by a project advisory committee made up of McMinnville residents and business owners". -- That may be true. BUT, it must have been a hand picked crew of special interest folks, and not a true cross section of McMinnville residents or businesses. The most obvious entities that were excluded from this committee were MIP, the Bypass Committee, and ODOT. So to claim this committee represents a fair mix of residents and businesses is totally false. What doubly upsets me is that all the best accomplishments in McMinnville's history did come when McMinnville's city government, its residents, and its businesses openly sat down together, worked out differences, and came up with great solutions. Your post card "claims" that was the process used to get the 3-mile land proposal to this point. That isn't true. A biased, one-sided committee will come up with a predictable recommendation that may produce a great short term pay day for city government. But it certainly won't be in the best long term financial OR quality of life interest for the city or its residents.

2) "The Three Mile Lane Area Plan does NOT negatively impact the future of hwy 18." HUH? another misleading statement. Of course developing 3-mile lane won't negatively affect the future of the entire length of hwy 18. But as the attached study that shows, the amount of traffic generated by Big Box stores shows that allowing high traffic generating retail, apartment, and other uses to be built on both sides of the 3-mile lane bypass - BEFORE OVERPASSES AND MAJOR ROAD IMPROVEMENTS ARE MADE - sure as heck will slow down the 2-3 mile section of hwy 18 "bypass" traffic" to a frustrating crawl. Which will lead to lots of wrecks and safety problems. But probably the most negative result will be that

tying up traffic on the bypass will probably push a major number of travelers back on to hwy 99W. And those "bypass" vehicles will then tie up traffic in downtown Lafayette and McMinnville!!! - The bypass was built to get "thru" traffic off of Adams and Baker Streets.

In conclusion, I actually agree that it is time to come up with a "fair and unbiased" plan for developing 3-mile lane. But feel that your process to this point has been a total farce. Hopefully the city council will agree to restart the process with MIP, the Bypass committee, and ODOT included right at the beginning. And if your city manager or Planning Director don't agree, maybe it is time for you to hire some professionals for those positions that will provide you with fair, accurate, AND UNBIASED information.

Sinceraly,

Mike Colvin
3120 NE Grandhaven Drive
McMinnville, Ore. 97128