

MEMORANDUM

DATE: January 19, 2022
TO: Planning Commission Members
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 Three Mile Lane Area Plan public hearing on January 20, 2022 (G 7-21). This is testimony that we received from January 13, 2022 to January 19, 2022.

Agency Comments:

- Email from ODOT, Naomi Zwerdling, 01.14.22

Public Testimony:

- Email from Terry Peasley, 01.14.22
- Email from Nicholas Giannettino, 01.17.22
- Email from Dee Goldman, 01.17.22
- Email from Jason Lett, 01.17.22
- Email from Nanette Pirisky, 01.17.22
- Email from Lynn Cowell, 01.18.22
- Email from Tim Cross, 01.18.22
- Email from Mark Davis, 01.18.22
- Email from Ellie Gunn, 01.18.22
- Email from Jim Kreutzbender, 01.18.22
- Email from Susan Murrant, 01.18.22
- Email from Patty O'Leary, 01.18.22
- Email from Jim Parker, 01.18.22
- Email from Tom Abrego, 01.19.22
- Email from Mark Davis, 01.19.22
- Email from John Englebrecht, 01.19.22
- Email from Robin Ricker, 01.19.22
- Email from Mike Sullivan, 01.19.22

From: [ZWERDLING Naomi](#)
To: [Heather Richards](#)
Cc: [CHICKERING Sonny P](#); [ROCK Michael D](#); [DUNCAN Michael W](#); [FRICKE Daniel L](#); [HAVIG Erik M](#)
Subject: City of McMinnville, Three Mile Lane Overlay/Area Plan
Date: Friday, January 14, 2022 2:01:38 PM

This message originated outside of the City of McMinnville.

Good Afternoon Heather Richards,

Congratulations on completion of your City of McMinnville, Three Mile Lane Overlay/Area Plan. ODOT Region 2 is pleased to have participated in the development of your Area Plan and is supportive of its content and your adoption. We appreciate the difficult choices that were made regarding the projects and programs that are identified as likely to be funded as well as the policy context that you have established. As noted in the Area Plan, a good portion of the forecasted funding that was identified in the Area Plan's financial analysis section as reasonably likely to be available for the financially constrained projects and programs (identified on the state highway system and included in the Area Plan) are not secured at this time. Consequently, actual project and program implementation will be dependent on those funding forecasts being fully realized. ODOT Region 2 looks forward to working with you to implement your Area Plan as resources allow.

Please include this communication in your Planning Commission Meeting on January 20, 2022.

Sincerely,

Naomi Zwerdling
Planning and Development Review Manager
ODOT Region 2
Delivery & Operations Division
455 Airport Road SE, Bldg. B
Salem, OR 97301-5395
Cell: 503-302-0083
Naomi.ZWERDLING@odot.oregon.gov

From: [Terry Peasley](#)
To: [Heather Richards](#)
Subject: Three mile lane planning
Date: Friday, January 14, 2022 7:57:23 AM

This message originated outside of the City of McMinnville.

Good Morning,

After reading about an alternative plan of re-zoning Industrial land to Retail Commercial land, I felt I had to speak out how this is bad for Yamhill County and McMinnville in particular. The HWY 18 bypass is just that, a bypass. I am glad it was put in years ago and saved the downtown core from busy truck traffic and noise, unlike Newberg, Carlton, etc.

Retail outlets on the bypass route would only add a lot more congestion, low paying jobs, and more likely, empty store fronts as on-line shopping continues to invade brick and mortar outlets.

Thank you for this opportunity to speak.

Sincerely,
Terry Peasley
1051 SE Shady st
McMinnville, OR

Sent from my iPad

From: [Nicholas Giannettino](#)
To: [Heather Richards](#)
Subject: Re: Proposed Three Mile Lane Area Plan
Date: Monday, January 17, 2022 10:28:18 AM
Attachments: [image003.png](#)

This message originated outside of the City of McMinnville.

Yes please. 1151 SW Mill St., Sheridan 97378. If approved this will be an incredible detriment to our quality of life here in the West Valley. Thank you for asking.
Nick Giannettino

On Fri, Jan 14, 2022 at 7:32 PM Heather Richards
<Heather.Richards@mcminnvilleoregon.gov> wrote:

Hi Nicholas,

I received your email below. Do you want to enter this into the record for the upcoming public hearing on the Three Mile Lane Area Plan? If so, can you please provide your address for the record?

Have a great day!

Heather



Heather Richards, PCED

Planning Director

City of McMinnville

231 NE Fifth Street

McMinnville, OR 97128

503-474-5107 (phone)

541-604-4152 (cell)

Heather.Richards@mcminnvilleoregon.gov

www.mcminnvilleoregon.gov

From: Nicholas Giannettino <ngiannettino@gmail.com>
Sent: Friday, January 14, 2022 2:41 PM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: Proposed Three Mile Lane Area Plan

This message originated outside of the City of McMinnville.

I strongly oppose the re-designation of land to allow big-box commercial south of Highway 18.

Allowing a regional shopping center and fast food drive-ups to access the bypass with traffic signals promises costly traffic nightmares. One need look no farther than Bend and Seaside for examples of the costly consequences that result when regional retail magnets are allowed to locate on a bypass. Bend needed to build a *second* bypass after the first was compromised. We just spent hundreds of millions of dollars on the Newberg-Dundee bypass. It makes no sense to now clog up the bypass around McMinnville.

Residents of the recently approved apartments, at least some of who will be lower-income, will be segregated from the rest of the city by Highway 18. They, and other

future residents need a safe and convenient pedestrian and bike route over the bypass to the rest of the city.

Rezoning industrial land for retail trades high wage jobs for low wage jobs. Wages in retail and dining are **by far** the lowest of any job sector in McMinnville – less than half that of industrial sector jobs like manufacturing. Housing costs are only half of the challenge of housing affordability McMinnville and many other communities face. Household income is at least as important to what housing a family can afford.

All of the new commercial land will be excess commercial land beyond what is called for in McMinnville's comprehensive plan. The oversupply of new retail commercial land will have predictable negative consequences to the existing 99W commercial corridor. For example, a large format food store south of Highway 18 will likely result in the closure of one or more of McMinnville's existing grocery stores. Even if closures are limited, the new commercial retail land will make redevelopment along the existing commercial corridor far less likely.

A regional shopping magnet on the edge of town will lead to additional and longer automobile trips, and more greenhouse gas emissions and is one more step in the wrong direction on climate change.

Nicholas J. Giannettino

Sheridan

From: [Dee Goldman](#)
To: [Heather Richards](#)
Subject: Written Comments for this Thursdays 1/20 Planning Commission meeting
Date: Monday, January 17, 2022 3:30:14 PM

This message originated outside of the City of McMinnville.

Name Dee Goldman
Address 1235 NW Cedar St McMinnville and
19755 NE Kens Hill Ln Newberg

Do we need more retail space? Do we need more retail space that is not attached to our downtown core? There is a very long mixed business space along 99W. I laud both the Mac Market on Lafayette and the Alpine Avenue Improvement Project for expanding in the spirit of our Third Street and Life McMinnville Style. Do we need big box stores and fast food restaurants that pay low wages, are disconnected from downtown and will draw people from our existing retail areas.



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

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

Dear Commissioners and Staff,

As a local business owner and resident, I am writing to oppose the portion of the Three Mile Lane Plan that redesignates 40 acres from M-2 industrial use land to commercial "big box" retail zoning, as proposed by the Kimco group.

Page 201 of the PC-1-20-22 Packet declares that the Three Mile Lane Area Plan has 4 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.

The rezoning application is fundamentally at odds with the goals of the district, and with McMinnville's unique charm.

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

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

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

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

Sincerely,

Jason Lett
President, The Eyrie Vineyards

IN THE RED HILLS OF DUNDEE

Post Office Box 697, Dundee, Oregon 97115

Winery (503) 472-6315 • Fax (503) 472-5124

From: [Raven Moon](#)
To: [Heather Richards](#)
Subject: Re: Three Mile Lane Project
Date: Tuesday, January 18, 2022 12:42:25 PM
Attachments: [image003.png](#)
[image003.png](#)

This message originated outside of the City of McMinnville.

Hi there,
My apologies!

My address is
1505 NE 9th Avenue
Mcminnville Oregon 97128

Thank you!

On Mon, Jan 17, 2022, 11:56 AM Heather Richards
<Heather.Richards@mcminnvilleoregon.gov> wrote:

Hi Nanette,

I received your email below. Do you want to enter this into the record for the upcoming public hearing on the Three Mile Lane Area Plan? If so, can you please provide your address for the record?

Have a great day!

Heather



Heather Richards, PCED

Planning Director

City of McMinnville

231 NE Fifth Street

McMinnville, OR 97128

503-474-5107 (phone)

541-604-4152 (cell)

Heather.Richards@mcminnvilleoregon.gov

www.mcminnvilleoregon.gov

From: Raven Moon <nanettenv@gmail.com>
Sent: Sunday, January 16, 2022 8:23 PM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: Three Mile Lane Project

This message originated outside of the City of McMinnville.

As a citizen of McMinnville and resident of Dunn Place, off of Three Mile Lane, I am deeply concerned about the proposed

plans of a shopping center and re-zoning of the area.

The traffic is already busy, overcrowded and dangerous. There are no gas stations or grocery stores nearby, let alone schools. It makes absolutely no sense to me that you expect people to live and shop in an area where they would be risking their lives, including those of

children crossing the dangerous and extremely busy traffic of Highway 18.

Kimco Development does not live or reside in this community.

Clearly they would make money from this Development deal....not caring for McMinnville or its residents.

This is not a well thought out plan at all.

This is not Bend, this is not Portland. There needs to be some common sense here and under no circumstances should this be allowed to happen!

I am extremely concerned.

I was a member of "Cool Mac" many years ago, and we strongly opposed growth in this area years ago, and the current plan is just as bad as it was then.

The traffic cannot sustain further development with a shopping center, apartment complex or anything else.

Thank you,

Nanette Pirisky

Concerned McMinnville citizen.

The proposed development plan reeks with a developer's dream of getting rich at the expense of the public through total disregard of the community's interests and long-term plans. I'll make three points, but there are more flaws in the plan than there are holes in nets.

1. McMinnville doesn't need or want a big-box shopping center.
 - a. McMinnville citizens have become increasingly aware that they need to buy less, use less, acquire less and dispose of less. They want to refuse, reduce, reuse, recycle, repair, restore, reimagine, repurpose and rethink the goods they use and consume. They want to donate and share more. A shopping center that provides new, plastic-packaged goods is antithetical to these goals.
 - b. Building a regional shopping center at the edge of town guarantees demise of the downtown. The experience of building a mall in a small US town with a thriving downtown is that within 18 months about 30 successful downtown businesses will fail and will not be replaced.
 - c. Retail big-box centers are becoming extinct, being replaced by online shopping, specialty shops and local businesses that provide the same products but with personalized attention. Who needs a dinosaur? The previous mall experiment across the highway failed. Why build a new one? Isn't that the definition of insanity?
 - d. McMinnville already has more than sufficient strip malls along 99. There is no need for another. The Safeway center is hardly overwhelmed with requests for space.
2. The bypass was built for a purpose. The purpose and function remain.
 - a. A regional shopping center will bring overloaded congestion to an already busy bypass, and eventually a demand to build another bypass.
 - b. McMinnville doesn't need to support the trend adopted by Tigard and Sherwood of having continuous strip malls along 99. Look at the Front Range of Colorado; nothing but strip malls and cheap developments from Colorado Springs to (and beyond) Fort Collins.
3. Placing housing, apartments and a regional shopping center on the south side of 18 defies rational examination.
 - a. Placing housing on the south side intensifies vehicle congestion and increases the difficulty of ensuring safe pedestrian and bicycle traffic. Placing housing on the north side does not, and it facilitates passage from the development area to downtown.
 - b. Adding a big-box shopping center concomitant with numerous fast-food and cheap-merchandise chains on the south side exacerbates the congestion problem.

Submitted by Tim Cross 1102 SW Russ Ln. McMinnville

From: [Lynn Crowell](#)
To: [Heather Richards](#)
Subject: Proposed zone change on Hwy 18
Date: Tuesday, January 18, 2022 2:24:59 PM

This message originated outside of the City of McMinnville.

I strongly oppose changes that would allow big box stores to locate on the by-pass Hwy 18, thereby making it no longer a bypass. This would be detrimental to existing businesses and would be a traffic nightmare. Please don't do this!

Lynn Crowell
1737 SW Songbird St.
McMinnville

Mark Davis
652 SE Washington Street
McMinnville, OR 97128

January 18, 2022

McMinnville Planning Commission
231 NE Fifth Street
McMinnville, OR 97128

Dear Members of the Commission:

I have previously made comments regarding the historical context of the Three Mile Lane Area Plan (TMLAP) and I would like to add these additional comments about the plan itself. The TMLAP has taken several years to reach this point where the general public is allowed to make formal comments. I noticed in the first round of the Kimco hearings last spring that several speakers were acting as if they were helping to implement this draft plan, an assertion that was unchallenged by staff or the Commission. I hope that does not mean that a decision to approve this Plan has already been made and that this is merely a pro forma hearing to check off another box, as I think there are some deficiencies in the Plan that deserve your consideration for improvement.

Before dwelling on those negative points, I would like commend several of the good ideas included in the Plan. I'm especially pleased with the recommended improvements to pedestrian safety in the area. I walked to work for 8 years along Cumulus Avenue before there was the sidewalk we have now, and pedestrians were given the choice of walking in the roadway or slogging along in the mud beside the frontage road. When this plan is implemented and the new bridge on Three Mile Lane is completed, it should be dramatically safer for people to walk from downtown to the improvements planned for the northern area.

While I am not a cyclist, the improved bicycle lanes look like they also will improve safety. It should be an inviting place to ride as long as you don't have to cross Highway 18.

The desire to move beyond car-dependent big box retail development into a pedestrian access retail shopping mall is also commendable. Personally I have doubts about the proposed location that I outline below.

Pedestrian/Bicycle Overpass: The Planning Commission in 2019 and 2020 approved two apartment complexes for construction on the south side of Highway 18 that will add about 300 apartment units and about 750 residents. Both times I supported approval because of the need for affordable housing, but stated it was a very poor location for housing with the surrounding uses and the busy highway. At each hearing staff indicated that future development would lead to other types of housing that these projects would be integrated into, just as the Great Neighborhood Principles call for.

Instead what we see in the TMLAP is that this is essentially the only housing proposed for the south side of the highway other than an assisted living project. All the neighborhoods with lower density housing are on the north side according to the Plan. This might be ameliorated somewhat if there was a pedestrian/bicycle overpass that would allow safe access to the various facilities on the north side of the highway, and in fact the TMLAP calls for its construction. However, at the Planning Commission's work session last month, the Planning Director stated that such an overpass would not be built because it was too expensive.

From a financial standpoint this makes a lot of sense. Staff tells us the numbers do not justify an automobile overpass to serve new big box retail generating millions of dollars annually. It is hard to see how a ped/bike overpass that might generate thousands of dollars annually would be a good investment. Still, from a safety and neighborhood integration standpoint an overpass is desperately needed.

The Current Highway 18 Pedestrian Crossing: While I walked across Highway 18 at the Norton Lane light a few times when I worked in that area and recall feeling uncomfortable, I recently went back to see how the pedestrian crossing worked at that location. I encourage all of you on the Commission to do the same.

After pressing the button you obviously need to wait quite a while for the Walk signal to be activated. It is quite a ways to walk from one side of the highway to the other, but the signal gives you 45 seconds to make the crossing, which is reasonable (the traffic on Highway 18 waiting for the light to turn green may not share that assessment of reasonableness). That wait was 60 seconds when there was a car on Norton Lane waiting to turn left as apparently they are not allowed to turn left across the crosswalk when pedestrians are trying to cross (an appreciated safety feature).

If there are going to be over 700 new people living in the vicinity of that light, some of whom do not own a vehicle or are too young to drive, it is inevitable that some of those people are going to want to cross Highway 18 on foot to visit McDonald's, see a movie, attend Chemeketa College or visit a friend. Traffic is busiest during the late afternoon hours, so it is likely people want to walk somewhere more often around those times also.

If just one percent of those future apartment dwellers who are not currently using the pedestrian crossing signal choose to cross the highway in an hour, that essentially means Highway 18 is brought to complete stop for 7 minutes during that hour. And all those people need to cross back across the highway to return home. This does not even consider all the people working in the area like I once did who use the pedestrian signal to cross the highway to get to a doctor's appointment or other places. The Peak Hour assessment in the TMLAP indicated that 5 such pedestrians crossed the intersection during that hour (see Memorandum #2, page 4).

Despite what the traffic report says about maintaining a Level of Service C at Norton Lane, this is going to have an impact on traffic flow on typical afternoon, to say nothing of the effect it will have on a Friday afternoon during the summer. The existing pedestrian crossing is also insufficient to provide safe environment for youngsters living

in the apartments to be constructed. A bike and pedestrian overpass needs to be constructed, not promised at some vague date in the far distant future.

Cumulus Avenue: The frontage road on the north side of Highway 18, Cumulus Avenue, is currently about 32 feet wide including both lanes of traffic and the sidewalk that was added in the last few years. The TMLAP (page 32) calls for expanding this right-of-way to 45 feet to allow for bike lanes, trees and an expanded sidewalk system.

An expansion of this size would encroach on the landscaping of several facilities currently constructed to access off the existing right-of-way, changing the look and feel of the businesses. If the increased width were carried all the way from Three Mile Lane to Norton Lane, on the west end it would encroach on the Habitat's Aspire subdivision and the City's sewer pump station and at the east end would impact the Industrial Welding Supply and McDonald's.

The Preferred Alternative also shows Cumulus Avenue continuing on as frontage road right through one of the buildings left from the Tanger Outlet Mall. The 1996 McMinnville Corridor Plan called for eliminating the traffic light at Norton and running Cumulus parallel to Highway 18 at this point, and all buildings in this area were constructed to follow that Plan. To keep the light at Norton Lane and create a 4-way stop at an intersection with Cumulus and Norton will necessitate moving Cumulus away from the highway, likely requiring removal of the recently remodeled McDonald's.

Extending Cumulus Avenue and making it more pedestrian- and bike-friendly is commendable, but the impacts on property owners including the possibility of condemnation of property should be made clear now, not when the project is ready to move forward.

Trail Proposal: Page 20 of the TMLAP suggests several new pedestrian and/or bicycle trails on both sides of the highway. This a good addition to the area, but as mentioned above, without an overpass to allow safe passage from one side to the other of the highway they will be limited in shared use by residents of either side of the highway.

The trails proposed include frontage along the South Yamhill River and even a potential bridge across the river mentioned on page 23. Ignoring the fact that some of the property owners with views of the river might not want a trail running through their backyard, the reality is that these backyards are caving into the river (see "Dream Home Becomes Nightmare" in the 1/22/21 *News-Register*).

Flood stage on the South Yamhill near the park is at 50 feet. Last winter the river exceeded flood stage and flowed through part of Joe Dancer Park. The Plan's call for "...a trailhead for a nature trail switch-backing down the bluff to a riverside trail system and a potential footbridge over the river connecting to the park..." is highly impractical. Switch-backed trails are difficult to build and expensive to maintain in relatively dry locations. Trying to build one on the floodplain of a river that regularly floods is foolish.

Innovation Campus: The TMLAP calls for creation of an Innovation Campus near Galen McBee Airport Park. It sounds like a good idea, but I don't think this is the best place in the City to locate such a facility.

While it doesn't necessarily have to be that way, innovation is generally accepted to be to province of intelligent and motivated young people. And the largest collection of that demographic in the City is at Linfield University. Linfield has a history of spinning off successful for-profit businesses based on the expertise of the science faculty. Beyond that, Linfield owns a large vacant parcel adjacent to its campus that would be an ideal place for an Innovation Campus. Yes, it might have to be rezoned, but I don't see that as an insurmountable hurdle for such a win/win collaboration.

Locating the Innovation Campus at the extreme southeast corner of the City will make it totally car-dependent for access. Linfield students without cars would be unable to visit even if the University were to collaborate, which seems less likely in a remote location.

Rezoning for Big Box Retail: If there is one component of the TMLAP we know will be implemented, it is the rezoning of the industrial land along Highway 18 to allow big box retail. We know this because Kimco applied to rezone the land last year and has been joined by adjacent property owners so that the total acreage to be rezoned for this purpose exceeds what is called for in the City's acknowledged Economic Opportunities Analysis (EOA) and the earlier drafts of the TMLAP.

Even without zoning approval Kimco has been advertising this property for at least nine years (see attached flyer from 2013). This earlier design was your typical big box layout with an enormous parking lot, three huge stores and several smaller ones. The TMLAP on page 27 clearly has a different vision of a pedestrian friendly mall that will "...echo the features of traditional, older retail districts like downtown McMinnville." The plan offers 3 examples of successful retail districts of this sort in other Oregon cities.

If you look at these other examples, however, you notice that they all incorporate fairly dense housing nearby that creates a stable base of customers who can actually walk to the walkable mall that is to be created. Virtually everyone in McMinnville will have to drive to get there, as those living across Highway 18 face the unpleasant task discussed earlier of trying to cross at the light, while the closest housing on the south side (the new apartments west of the hospital) are too far away for most people to walk.

Ironically, the one exception from the apartments that is likely to make their way to the mall without a car will be bored teens with nothing to do near the apartments, who will ride bikes and skateboards over to shopping center to hang out together. Somehow I suspect that will not create the sort of ambiance that the retailers are hoping to establish.

Financial Impact of Big Box Retail: If a shopping mall is developed and opened as proposed, it will not be owned by local people. It will have corporate ownership located elsewhere. Virtually all the overhead for the store (accounting, marketing, purchasing, data collection, etc.) will be a corporate function. All profits will flow to corporate

headquarters. McMinnville's primary financial benefit, if you can call it that, will be lots of low-paying jobs.

The City's acknowledged EOA and latest draft EOA show that retail employees, on average, are paid much less than other workers in the area. Certainly there are exceptions, but over time the average will prevail and more low-wage jobs will exacerbate our shortage of affordable housing.

Retail Impact on Highway Access: Based on the sequencing of documents in the TMLAP it is not clear if the traffic analysis was done based on the original amount of land to be rezoned for commercial use or the revised acreage that is coming forward for a hearing in February. Regardless, the real impact will depend on whether or not these new retail locations are successful.

If they fail like the Tanger Outlet Mall did, there will be minimal impact on the flow of traffic. If they succeed like I'm sure everyone hopes they do, there is going to be tremendous pressure to allow more retail in the area and left turns at the light will slow traffic even more.

It's fine to say we will deal with that when the time comes, but if we've learned anything from the process in creating the bypass around Newberg, often when the time comes to improve a highway there is either a lack of money or lack of political will (or both). In the meantime, every day thousands of vehicles are idling at traffic lights wasting gas and exacerbating the climate crisis to create a unique shopping experience. Personally, I don't think that is an acceptable trade-off.

Conclusion: I believe that there are plenty of good design elements in the TMLAP, and that if the City made a commitment to keep Highway 18 as a limited-access expressway, a successful transition could be planned to improve both sides of the Highway. Rezoning the industrial property south of the Highway for big box retail use before the TMLAP is even adopted and acknowledged will set a bad precedent. It will encourage other property owners in the vicinity to make similar requests.

We see how the "temporary" traffic light at Norton has become a permanent and expected access, and how Cirrus Avenue that was supposed to use the frontage road to access Highway 18 will now be awarded its own roundabout, slowing traffic further and making an overpass at Cumulus even more unlikely.

Despite how you feel about the vision and merits of the TMLAP, I think the record to justify a decision is incomplete. Separately I will submit a list of questions that I believe should be answered before whatever final document (hopefully amended) is approved.

Sincerely,

//S//

Mark Davis

McMinnville Plaza

SR-18 & Norton Lane
McMinnville, OR

Property Information

GLA: 0 SQ. FT.
Date Purchased: 11/30/2006
Available Space(s): 147,000 | 123,700 | 89,134 | 15,000 | 7,877 | 7,877 | 7,000 | 7,000 | 6,793

Leasing Representative

Michael Slusky
Tel: 847-294-6446
mslusky@kimcorealty.com

Property Manager

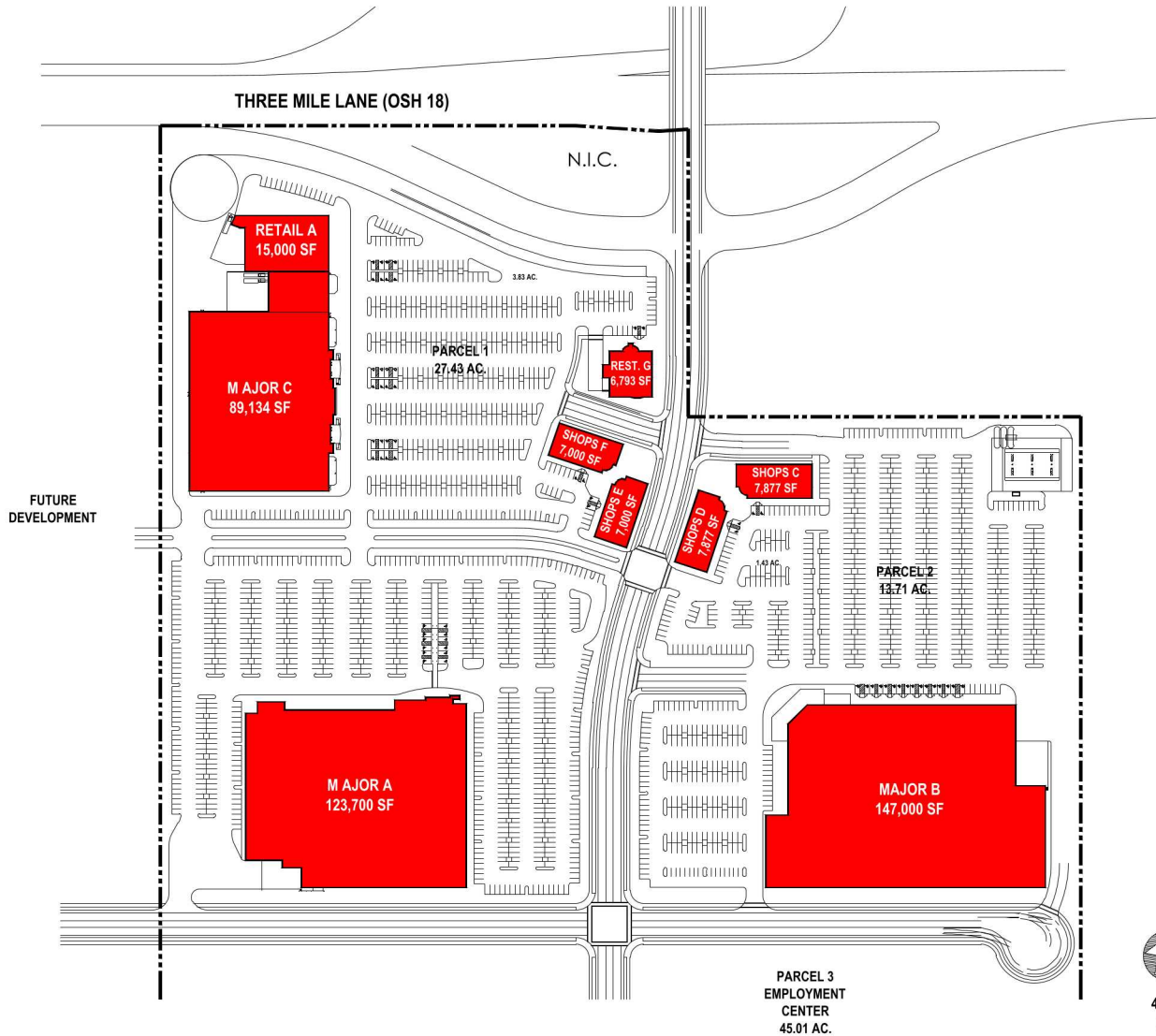
Jody Allen
Tel: 503-336-9202
jallen@kimcorealty.com

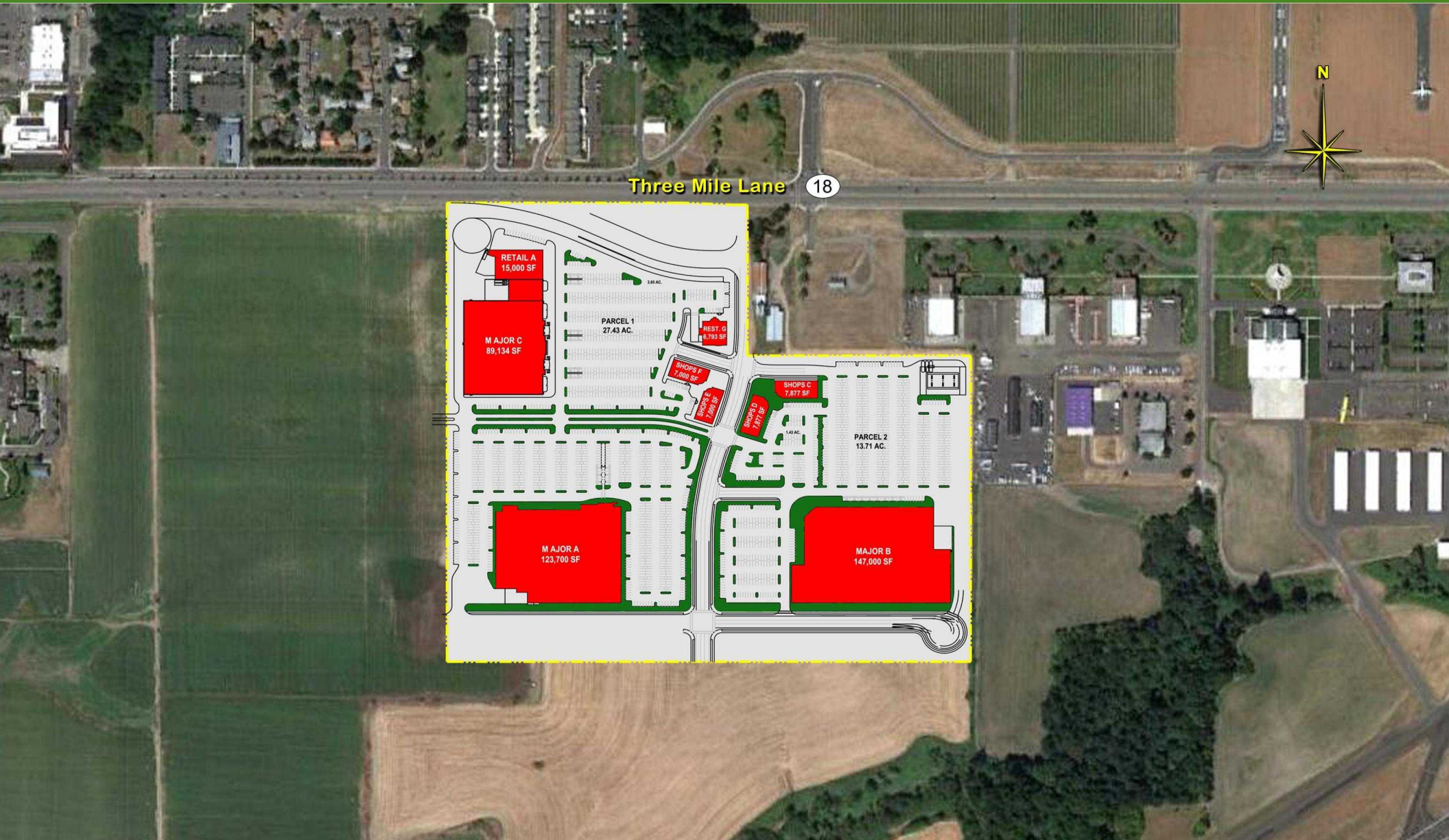
McMinnville, OR | www.kimcorealty.com/1557

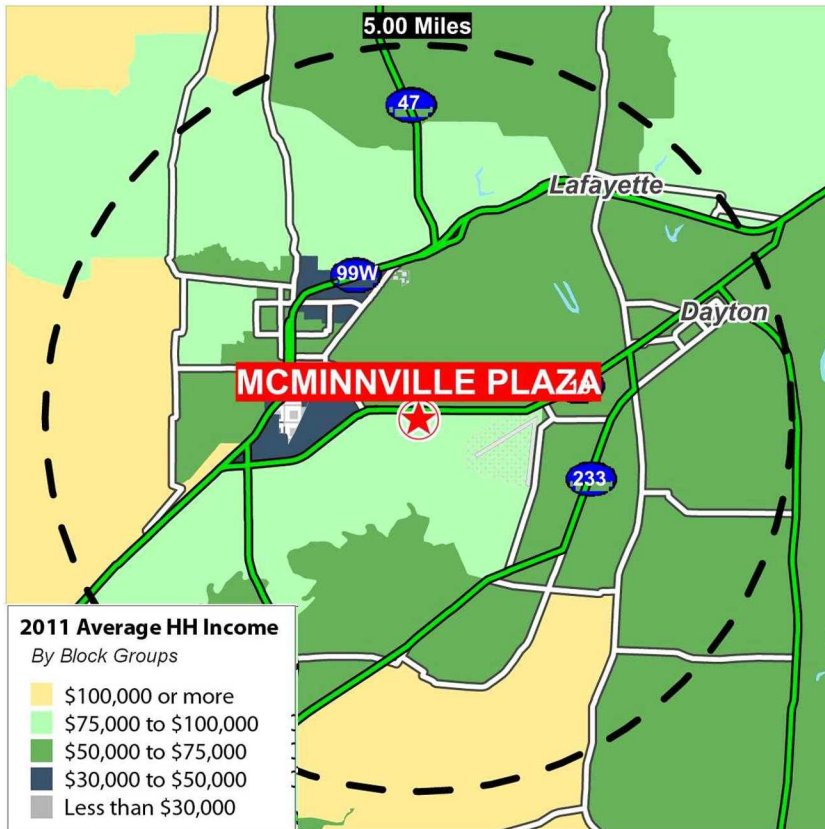


PD: 102011

1557







Demographics

2011 Estimates	1 Mile	3 Miles	5 Miles
Total Population	988	25,511	39,884
Total Households	361	9,157	14,302
Avg. HH Income	\$59,555	\$54,687	\$60,397
Med. HH Income	\$38,437	\$42,196	\$47,334
Per Capita Income	\$22,830	\$21,233	\$22,800

Tenants

From: [Ellie Gunn](#)
To: [Heather Richards](#)
Subject: Three Mile Lane Area Plan
Date: Tuesday, January 18, 2022 10:03:37 AM

This message originated outside of the City of McMinnville.

I object to this Plan. If I wanted to live in a place like Beaverton I would have moved there. But I support our local downtown businesses and other shopping venues on 99W when necessary. That's plenty of choices for anyone.

Local businesses are suffering enough with the COVID epidemic, let's not make it worse by luring people out to Highway 18 to buy junk.

Ellie Gunn

From: [Jim Kreutzbender](#)
To: [Heather Richards](#)
Subject: New Hwy 18 plan.
Date: Tuesday, January 18, 2022 11:03:37 AM

This message originated outside of the City of McMinnville.

Hwy 18 is a state highway, a bypass around McMinnville. It is not McMinnville owned and paid for inter city freeway! The city of McMinnville has no right to clog it up with more daily car trips to a shopping center. This highway was paid for by state/federal funds to move traffic around Mac. Paid for by all Oregonians so they can travel by Mac, instead of getting bogged down in daily car trips. Daily car trips, we have this on Hwy 99 thru town. That is where business should be located, within the city core area.

I thought the McMinnville planning dept. should work for the people of McMinnville, not KimCo Corp. You seem to have changed land zoned for industrial use to commercial use in this grand plan, specifically for KimCo.

A shopping center on the highway will probably hurt other "in town" businesses. May have to close, and end up with empty stores, which there are some now. We don't need the race to the suburban shopping mall, which may be the all American way, but more often leads to hollowing out the central city. This isn't progress! It's been tried, and is a failure for towns.

In this time of climate change, we don't need more car trips, CO2, to a mall, because in town stores have had to close. Corporate shopping centers are made to out compete the local owned businesses.

And retail jobs don't pay the wages that industrial jobs do. I hear the planning department crying about the costs of affordable housing in Mac. These jobs won't pay the bills

This plan should get back to the basics of what is best for local business in the city core area, and reasonable development.

Jim Kreutzbender
1317 NE 9th st
Mac

From: [Susan Marrant](#)
To: [Heather Richards](#)
Subject: proposed Three Mile Lane Area Plan
Date: Tuesday, January 18, 2022 9:47:55 AM

This message originated outside of the City of McMinnville.

To: McMinnville Planning Commission
6:30 p.m. Thursday, January 20,

I am in strong opposition to the proposed Three Mile Lane Area Plan. Most of the undeveloped land is currently zoned for family-wage industrial jobs. The city has approved 2 badly needed apartment complexes south of the bypass with a long-planned overpass. I opposed the re-designation of land to allow big-box commercial south of Highway 18.

Residents of the recently approved apartments, at least some of who will be lower-income, will be segregated from the rest of the city by Highway 18. They, and other future residents need a safe and convenient pedestrian and bike route over the bypass to the rest of the city.

Rezoning industrial land for retail trades high wage jobs for low wage jobs. Wages in retail and dining are **by far** the lowest of any job sector in McMinnville – less than half that of industrial sector jobs like manufacturing. Housing costs are only half of the challenge of housing affordability McMinnville and many other communities face. Household income is at least as important to what housing a family can afford.

I believe that this new proposed Three Mile Lane Area Plan will bring too many negative consequences to the existing 99W commercial corridor.

Thank you for your consideration.

Susan Marrant

1125 NW Yamhill Street

McMinnville, OR 97128

From: [P.O"Leary](#)
To: [Heather Richards](#)
Subject: Three Mile Lane Input for 1/20/2022 Planning Commission Meeting
Date: Tuesday, January 18, 2022 2:26:05 PM

This message originated outside of the City of McMinnville.

As I look at the Three Mile Lane Plan, the first thing that strikes me is that there are only three approach points: both directions of 18 and Third Street. It gets worse when one considers that, except for one 2.26 mile section of 18 directly fronting the site -- Three Mile Lane itself -- the approaches are all two-lane roads, meaning one lane in each direction. I don't think that makes a good location for a regional shopping site and Mark Davis made several good points about the historic retail viability of the area. I bet if the economic development committee was questioned, transportation restriction is one of the top problems they face when trying to attract new businesses. A "big box" store is listed as a probable anchor tenant, so let's consider Costco. The average Costco brings in \$526,000 a day. The average Costco customer receipt is \$114. So that means about 4,614 customers shop at the average Costco every day, resulting in about 9,228 daily car trips, on two lane roads. Those are the same roads that are needed to access our hospital and the majority of our medical services. The traffic estimate is for one store only, not a full regional commercial area. I fail to understand how the plan as it is now can possibly fulfill its stated goal of "reducing greenhouse emissions." Dundee used the excuse of air pollution from trucks idling at the town's one stop light as support for the bypass. How many additional trucks will be added to our local road system just to supply a regional commercial center?

A roundabout is specified on 18. When they designed the roundabouts on Hill Road, residents complained that they were too small. The roundabouts have been in for a couple of years now and we still have people who treat them as 4 way stops -- when the weather is dry, you can see multiple tire skid marks on the pavement where drivers have slammed on their brakes because the driver in front of them has stopped rather than enter the empty roundabout. My favorites are the people who stop -- in the roundabout -- to let a car enter. That is still happening every few weeks. Then there's the nice woman who, just last week, politely smiled and waved at me for letting her go ahead. She was in the roundabout and had the right of way but apparently didn't know it. I will agree that the current McMinnville roundabouts are very effective gateways. However, I think any roundabout on 18 should be an entrance. There is a difference. Useful roundabouts are very land expensive.

A justification for building a regional commercial center is "retail leakage." Friends of Yamhill County have presented excellent statistics on that point, and I'd like to toss some more in for consideration. First, there is always going to be retail leakage because of commuting. A local resident who works in Salem or Portland will not drive back to McMinnville just for lunch. Yet I've never seen any numbers where that portion is broken out. Second, we always seem to ignore development leakage. Using the Baker Creek development as an example, about 136 acres were purchased for \$3

million. Let's just work with 100 acres, allowing over 25% for roads. Assuming 4 lots per acre on average -- which is way below average density, but doesn't account for the 15 acres parks and rec didn't want but got stuck with, or the apartment complexes -- the number of lots would be 400. Assuming an average lot development cost of \$100,000 per lot and an average lot sales price of \$175,000, the gross profit would be \$30,000,000 less the \$3,000,000 initial purchase, leaving a net profit in the range of \$27 million on only the land, no housing included. That's a lot of profit and the city had a lot of "ask" room for items like developer-funded traffic lights or bus turnouts or transit support or even better playground equipment, yet the city never asked. The developer was based in Lake Oswego so that money didn't stay local. But the traffic issues did. And we will get to pay for them. It's even more frustrating when no local contractors are employed. We don't seem to be able to benefit from the employment opportunities any more than we can benefit from the profit opportunities.

I was born and raised in Olympia, third generation. At that time, Olympia was about the same population size as McMinnville and the robust downtown area was about 4 or 5 times larger than Mac's. After I went off to school, a large regional shopping mall, the West Side Center, was built just outside of town. Within about two years, downtown Olympia was a ghost town. It has taken decades to begin the recovery process despite being the state capitol. Speaking from that horrible experience, the cost of the Three Mile Plan to the local business community has to be considered. That includes not only customer shift from locally owned businesses, but also rental shift from local landlords to out-of-area landlords. Will Third Street be impacted? Probably not as much as the businesses along 99. Portions of this plan have the potential to destroy much of our local economy while providing only non-living wage retail jobs. Is that the legacy you want to leave McMinnville?

Patty O'Leary

It's been years since I addressed the Planning Commission. I think the last time was around 2017 when the planning department was pushing the Baker Creek/Hill Road development with a Staff Report that had incorrect building heights, cited the wrong ordinance and ignored the usage restrictions on a designated commercial parcel. At that time, the planning commission rightly denied the application, but the planning department used the same unrevised Staff Report to push the application through the City Council. The end result is that, despite cautions from previous city leaders, the northwest corner of the city now has the highest density despite limited east-west access. Contrary to requested city parks and rec input, the planning department recommended that the city accept about 15 acres of unbuildable land as a "park," land that the parks and rec department did not want. The planning department had the century oak trees cut down based solely on its executive decision. That benefited the developer rather than the neighbors, many of whom expressed their outrage when the trees were removed without notice. We did get a cookie cutter housing development with an oak tree logo and there is supposed to be one bench made from a portion of one of the trees, so I'm sure it all balances in the end.

My point in this trip down memory lane is that things are not always as presented. Baker Creek development was sold as providing affordable housing. It doesn't. McMinnville supposedly had a huge demand for this type of housing. LGI had to send mailers to Beaverton and other areas to sell the houses they were building. Lennar has put together a few "multiple lot" sales packages for Baker Creek North to

avoid having to build it all out themselves, but there haven't been any takers as far as I know. However, the developers are successfully attracting more commuters, resulting in increased traffic, for us. The For Sale sign is still up for the 6.6 acre commercial parcel. This development area, as well as the potential UGB land south of Second Street, has been presented as having multiple neighborhood activity areas where residents could walk to a grocery store or their office. Great concept, even better promise, but no one bothers to consider that a 24-hour food mart store requires a trade zone population of about 10,000 to support it. No wonder the commercial lot has been on the market for years.

So now I look at the Three Mile Lane Plan. The first thing that strikes me is that there are only three approach points: both directions of 18 and Third Street. It gets better when one considers that, except for one 2.26 mile section of 18 -- Three Mile Lane itself -- the approaches are all two-lane roads, meaning one lane in each direction. I don't think that makes a good location for a regional shopping site and Mark Davis made several good points about the historic retail viability of the area. I bet if the economic development committee was questioned, lack of transportation is one of the top problems they face when trying to attract new businesses. A "big box" store is listed as a probable anchor tenant, so let's consider Costco. The average Costco brings in \$526,000 a day. The average Costco customer receipt is \$114. So that means about 4,614 customers shop at the average Costco every day, resulting in about 9,228 car trips, on two lane roads. Those are the same roads that are needed to access our hospital and the majority of our medical services. The traffic estimate is for one store only, not a full regional commercial area. I fail to understand how the plan as it is now can possibly fulfill its stated goal of "reducing greenhouse emissions." Dundee used the excuse of air pollution from idling trucks as support for the bypass. How many additional trucks will be added to our road system just to supply a regional commercial center?

A justification for building a regional commercial center is "retail leakage." Friends of Yamhill County have presented excellent statistics on that point, and I'd like to toss some more in for consideration. First, there is always going to be retail leakage because of commuting. I guarantee that a resident who works in Salem or Portland will not drive back to McMinnville just for lunch. Yet I've never seen any numbers where that portion is broken out. Second, we always seem to ignore development leakage. Going back to Baker Creek, about 136 acres were purchased for \$3 million. Let's just work with 130 acres. Assuming 4 lots per acre on average -- which is conservative because it's below average density, but doesn't account for the 15 acres the parks and rec is stuck with, or the apartment complexes -- the total number of lots is 520. Assuming an average lot development cost of \$100,000 per lot which is high and an average lot sales price of \$175,000, the gross profit would be \$39,000,000 less the \$3,000,000 initial investment, leaving a net profit of \$36 million on only the land, no housing included. That's a lot of profit and the city had a lot of "ask" room for items like developer-funded traffic lights or bus turnouts or transit support or better playground equipment, yet the city never asked. The developer was based in Lake Oswego so that money didn't stay local. But the traffic issues did. And we will get to pay for them. I have never seen any local contractors used on the project and I doubt local contractors would be used on Kimco's project. BTW, according to Google, Kimco is located in Sandy, despite a McMinnville contact. I wonder what the net profit would be on a commercial development?

I saw a roundabout recommended on 18. When they designed the roundabouts on Hill Road, residents complained that they were too small. The roundabouts have been in for a couple of years now and we still have people who treat them as 4 way stops -- when the weather is dry, you can see multiple tire skid

marks on the pavement where drivers have slammed on their brakes because the person in front of them has stopped rather than enter the empty roundabout. My favorites are the people who stop -- in the roundabout -- to let a car enter. That is still happening every few weeks. Then there's the nice woman who, just last week, smiled and waved at me for letting her go ahead. She was in the roundabout and had the right of way but apparently didn't know it. The city engineering department was so excited to be able to use roundabouts. It gives us a very European air. Of course, the UK is taking roundabouts out because they haven't been able to figure out how to make them safe for cars, pedestrians and bikes. Last time I looked I think 3 of the top ten worst intersections for accidents in England were roundabouts. I'm not against roundabouts, but they need to be in the right place and they need to be large enough without everyday traffic having to drive over a curb. Effective roundabouts are very land expensive. I will agree that McMinnville roundabouts are very effective gateways. However, I think any roundabout on 18 should be an entrance. There is a difference.

I was born and raised in Olympia, third generation. At that time, Olympia was about the same population size as McMinnville and the robust downtown area was about 4 or 5 times larger than Mac's. After I went off to school, a large regional shopping mall, the West Side Center, was built just outside of town. Within about two years, downtown Olympia was a ghost town. It took decades to begin to recover despite being the state capitol. The cost of the Three Mile Plan to the local business community needs to be considered. That includes not only customer shift from locally owned businesses, but also rental shift from local landlords to out-of-area landlords. Will Third Street be impacted? Probably not as much as the businesses along 99. Portions of this plan have the potential to destroy much of our local economy while providing only non-living wage retail jobs. Is that the legacy you want to leave McMinnville?

Patty O'Leary

01/17/22

These comments are in response to the proposed Three Mile Lane re-zoning, expansion, etc. which the City of McMinnville is holding a Zoom meeting on later this month. I currently live in Newberg but I lived in the Hidden Hills area West of McMinnville for over 30 years. I worked for the State of Oregon Children's Services, my last posting in the former Tanger Outlet Mall off of Cumulus Avenue, within the proposed development area. I currently volunteer several days a week for McMinnville Habitat helping to build the Aspire neighborhood where I have worked on almost every house. The proposals in the plan concern me because the City of McMinnville failed to make any new surface connection to the city from this area a few years ago when Mac Water and Light was forced to put a new water line under the Yamhill River from Joe Dancer Park to the (then) new hospital, due to low water pressure. That was the perfect opportunity to install a low weight-bearing bridge- for foot traffic only- connecting Joe Dancer Park and Cumulus Avenue, before the various residential units there were even built. As a result, the only connection to the city from the Cumulus Ave area is over the Third Street bridge. I rode my bike to work at Child Welfare over that bridge for several Summers, not a safe or welcoming ride.

The new bridge will afford a safer bike ride but that does not meet the needs of working and lower-income families that live in the new apartments (and those already approved to be built). This entire area is a "food desert" for groceries and food staples. An affordable grocery store could be built on existing commercial land abutting the existing Evergreen Museum campus but the City does not control who would build there, if anyone. The US has major urban landscapes all over the country that are food deserts, almost always in or near neighborhoods of color. The developments proposed for this area violate at least 2 of the 13 "Great Neighborhood Principles" touted at the introduction to this plan: these residential area are not "Bike Friendly", nor are they "Pedestrian Friendly". Since the City of McMinnville has failed to make any additional surface connection to the core of the city, it leaves the Third Street Bridge as the only -car dependent- connection.

The argument has not been made that big-box development is needed, since it was pointed out just a few years ago that there are several acres of land available, on Linfield University property, next to and behind Albertson's Markets, for a big-box retailer. It is already zoned for that and is utility-ready. I agree with the points made by Mark Davis in his letter to you on January 12, 2022 that the city should not make the same mistakes made in this area in the past, i.e. Tanger Outlet Mall. Highway 18 was constructed several years ago as a bypass. Don't put more stoplights and congestion around it to render it useless as intended.

Sincerely,
Jim Parker

Tom Abrego
19105 NE Trunk Rd.
Dundee, OR 97115

January 19, 2022

McMinnville Planning Commission
231 NE Fifth St.
McMinnville, OR 97128

Re: Docket G-7-21

Dear Members of the Planning Commission:

As a 40 year resident of rural Yamhill County, I travel almost daily on the Highway 18 Bypass in the area covered by the Three Mile Lane Area Plan. I recognize the TMLAP represents an enormous effort by a concerned group of individuals offering a vision for the growth of our community. My concern is the continued degradation of traffic flow on the Highway 18 Bypass and my comments are limited to the aspects of the TMLAP affecting traffic.

Obviously such large developments on the edge of town will significantly impact traffic (auto, bicycle and pedestrian) on and around the Bypass. TMLAP must address minimizing and mitigating the adverse effects of the development on the flow of traffic on the Bypass. The city has an overpass over Highway 18 in its Transportation Plan. TMLAP has discarded this concept in favor of either a round-about or another traffic signal. After the first 2 traffic signals were installed on the Highway 18 Bypass, cynics noted "our bypass needs a bypass". Honestly, there are times it feels that way now. This has actually happened in Bend, don't let it be the case here, I urge you to reconsider the decision abandon the overpass.

Thank you for allowing me to add my comments, please enter them into the record of the above-referenced docket.

Sincerely,

//s//

Tom Abrego

Mark Davis
652 SE Washington Street
McMinnville, OR 97128

January 18, 2022

McMinnville Planning Commission
231 NE Fifth Street
McMinnville, OR 97128

Dear Members of the Commission:

If you're like me, I'm sure you have spent far too many hours poring over nearly 600 pages of the record for the legislative hearing on the Three Mile Lane Area Plan (TMLAP), trying to understand what the plan entails and what data supports the proposal. When people call and ask me to explain what is going on, it is very hard to explain succinctly. I'm sure after all the years the planning director and her staff have spent preparing the TMLAP that there is frustration at the misunderstanding demonstrated in some of the comments the Planning Department has received on this item.

Yet, a lot of the confusion is generated by a lack of an easy way to find information to evaluate the impact of the proposal. Over the years in addition to reading the record I have listened to presentations by Planning Director Richards to the City Council and the Planning Commission. Below are some questions that I still have not been able to locate answers to. I would hope that some of you would find answers to these questions important and join me in asking them.

When did the City and/or ODOT decide Highway 18 should no longer function as a limited-access expressway? The McMinnville Transportation Systems Plan (TSP) gives it that designation. Many people in the community believe in the importance of maintaining the bypass as a bypass and would have likely made comments if that question had been raised. I have no idea if ODOT has taken action on this question, but I'm fairly certain the City hasn't. Near as I can tell from the record, it appears the City is going to adopt the TMLAP and later amend the TSP to reflect what it says. That strikes me as backwards, as plans under consideration should follow adopted and acknowledged plans like the TSP.

Staff have told us that ODOT paid for the study that allows the City to rezone industrial land along Highway 18 for commercial uses (potentially big box retail). Allowing something is not the same thing saying it is a great idea. We know the property owners of the land to be rezoned who served on the CAC support giving up the expressway concept. The slower the traffic travels in this corridor the more likely people are to see the retail area and stop by. It should be made clear to the public that the City could choose to keep the TSP as is.

What is the speed limit going to be along Highway 18 if the TMLAP is approved? I don't believe I am making an unreasonable assumption that traffic is not going to be

allowed to go 55 MPH through the roundabout proposed at Cirrus Avenue. What is the proposed speed reduction there and what will be the speed limit through the remainder of the corridor?

How long will it take to travel from Cruikshank Road to the overpass from McMinnville? Cars in the future will be travelling through a roundabout and two traffic lights with increased use over what is currently seen if the light currently serving Evergreen also serves 60 acres of retail. It was be nice to have an answer to this question both for average traffic and at peak hour in the afternoon.

What level of usage does the TMLAP project for the pedestrian crossings at the two traffic lights? Because of safety concerns and the long distance to cross Highway 18 on foot, the pedestrian signals take 45 seconds to complete a crossing, which can dramatically impact the time in which vehicles transit the corridor. Many bicyclists will also choose the pedestrian crossing. The TMLAP stresses the importance of multimodal transportation encouraging walkers and bikers, so it would be good to see if this has been accounted for accurately. Is a multimodal Level of Service available?

What is the difference in accident rates in this corridor between an expressway with only overpass access and the proposal to keep two traffic lights and add a roundabout? I think the record indicates that accidents are more likely to occur at intersections, but perhaps the expressway with a higher speed increases the accident risk. It would be good to clarify the difference in safety between the two options.

How many acres of retail are proposed for rezoning of industrial land south of Highway 18? Originally the TMLAP talked about rezoning 40 acres. The latest revision says 40-60 acres. The applications for rezoning scheduled for the February meeting exceed 60 acres. Related to this question is whether the traffic study provided reflects whatever the actual total acreage is, as Memorandum #8c starting on page 480 of the packet is dated March 21, 2021.

Why is the Traffic Analysis Summary Report not included in the record for this hearing? This is referenced as Appendix B of Memorandum #8c on page 512 of the packet but not included. I asked the planning director if it was part of the record and available to the public but got no response. I may not be technically qualified to read the document, but I certainly cannot tell without seeing it. And I or some other party to this hearing concerned about traffic impacts might be willing to hire an outside consultant to review the work and provide insight into it.

Thank you for all the time you have spent considering my questions and the future of our City.

Sincerely,

//S//

Mark Davis

From: [Heather Richards](#)
To: [John Englebrecht](#)
Subject: RE:
Date: Wednesday, January 19, 2022 11:44:00 AM
Attachments: [image003.png](#)
[image004.png](#)

Hi John,

I am in receipt of your email below, but I am confused. Is the attached image your comments that you want to enter into the record? Do you have this in some sort of electronic file that I can use – letter, email, etc? I will also need your address for the record as well.

Have a great day!

Heather



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

503-474-5107 (phone)
541-604-4152 (cell)

Heather.Richards@mcminnvilleoregon.gov
www.mcminnvilleoregon.gov

From: John Englebrecht <jwenglebrecht@gmail.com>
Sent: Wednesday, January 19, 2022 11:18 AM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject:

This message originated outside of the City of McMinnville.

The following is also my opinion based on over 30 years experience in Land Use.

Background: The plan covers approximately 1,340 acres of land on both sides of the Highway 18 bypass that are already in the city limits, including over 200 acres of undeveloped land south of the highway in the vicinity of the hospital and airport. Most of the undeveloped land is zoned for family-wage industrial jobs. For at least 10 years, the Kimco Development Corporation has been actively seeking a zone change in order to develop a large regional shopping center on industrial land that fronts the south side of the bypass, west of the airport. More recently, the city has approved two apartment complexes south of the bypass and west of NW Logging Supply.

The Plan: The "preferred alternative" for the Three Mile Lane Area Plan was developed in consultation with Kimco Development and two adjoining property owners, all three of whom now have pending applications to rezone industrial land for retail commercial. The regional shopping center, and all development south of the highway, would be accessed by at-grade traffic signals and the city's transportation plan would be amended to remove the long-planned overpass.

While the Three Mile Lane Area Plan has many positive elements, including a future mixed-use neighborhood north of the highway, a mix of residential and professional uses west of the hospital, and a future trail system, Friends of Yamhill County and 1000 Friends of Oregon strongly oppose the re-designation of land to allow big-box commercial south of Highway 18.

Allowing a regional shopping center and fast food drive-ups to access the bypass with traffic signals promises costly traffic nightmares. One need look no farther than Bend and Seaside for examples of the costly consequences that result when regional retail magnets are allowed to locate on a bypass. Bend needed to build a second bypass after the first was compromised. We just spent hundreds of millions of dollars on the Newberg-Dundee bypass. It makes no sense to now clog up the bypass around McMinnville.

Residents of the recently approved apartments, at least some of who will be lower-income, will be segregated from the rest of the city by Highway 18. They, and other future residents need a safe and convenient pedestrian and bike route over the bypass to the rest of the city.

Rezoning industrial land for retail trades high wage jobs for low wage jobs. Wages in retail and dining are *by far* the lowest of any job sector in McMinnville – less than half that of industrial sector jobs like manufacturing. Housing costs are only half of the challenge of housing affordability McMinnville and many other communities face. Household income is at least as important to what housing a family can afford.

From: [Robin Ricker](#)
To: [Heather Richards](#)
Subject: Oppose change to Three Mile Lane area plan
Date: Wednesday, January 19, 2022 11:59:29 AM

This message originated outside of the City of McMinnville.

Dear Ms Richards,

Please leave the Instrustrial Zone and Bypass zoning in place:

- 1) The bypass needs to be completed for safety--a clear route to and from the coast. This will be of major importance in the event of a subduction zone event off the coast. As climate changes, as with the super fires this past summer, there must be safe passage for thousands of vehicles. To have a vehicle and population draw, like box stores, will unsafely congest the area.
- 2) Construction jobs would be present either way--for industrial or retail--however industrial ensures jobs at a living wage. Living wages are a boom to a community, families, taxable wages for city and county projects and access to healthcare. Retail is a boom to the corporate headquarters and share holders, not the employees. Go into Petco and see how few people actually work there, the job turn over, for example.
- 3) Livable town/county needs living wages and livability: Industry ensures jobs for communities--- Consider Yamhill an example--poverty and drug addiction came after the loss of the timber industry and other living wage jobs. Living wage jobs will lessen the need for medicaid, will reduce crime by reducing the despair of chronic unemployment. Many people without college degrees or even high school diplomas can thrive if there are living wage jobs in industry. Retail jobs are low paying, high turnover, un-predictable schedules so parents can't plan out child care. Retail leads to people having to have 2 or 3 jobs to cover rent let alone childcare, healthcare, and food.
- 4) low income housing that is close to industrial jobs and close to parks will increase the quality of life tenfold. Affordable housing, close to work, close to child care, close to recreation is a 100% life win. It's a positive win for the health of the entire county. Added to that, safe access to hwy 18 means an ability to get to work, church, safety, or other locations without more traffic and lights.
- 5) So many acres, such a life altering choice for so many people. As our community grows we need to be livable, for everyone. Life is not just work, shelter, food, it is also community, fresh air and recreation in a changing population, climate and habitat. Please make it a habitat for all to grow--trees, bikes, walkers, birds, community for humans as part of nature, a remembrance and support of the great PNW--trees, trails, parks, affordable housing, living wage jobs that all secure a beautiful future. Bring nature back in supportive way that benefits everyone, bring industry and families and nature, all together in sustainable future looking ways. Let us not turn into Washington County/ Hwy 217.

Yamhill county can be unique, beautiful, supportive, sustainable, safe, planned for a great

future that is balanced and affirming.

Please do not allow box stores, please do not clog hwy 18, please look longer and wider at a better future that is uniquely Yamhill County.

Thank you,

Robin Ricker
971-221-8919
526 NW 13th Street
McMinnville, OR 97128

From: [Mike Sullivan](#)
To: [Heather Richards](#)
Subject: RE: Three Mile Lane Area Plan
Date: Wednesday, January 19, 2022 1:46:09 PM

This message originated outside of the City of McMinnville.

Hi Heather

Oh sure, it is 1727 ne 18th st in McMinnville, Or.

Could do me a favor? I have a type at the end of my letter in the last since that should have read, "We need family wage jobs "not" starvation ones" In my haste to get the letter in I missed it.

Thank you Heather and you to have a nice day

Mike Sullivan

1727 ne 18th st

McMinnville, Or

97128

> On 01/19/2022 12:18 PM Heather Richards <heather.richards@mcminnvilleoregon.gov> wrote:

>

>

> Hi Mike, thank you for your email. Can you provide your address so that I can enter your comments into the record?

>

> Have a great day!

>

> Heather

> -----

> -

> Heather Richards, PCED

> Planning Director

> City of McMinnville

> 231 NE Fifth Street

> McMinnville, OR 97128

>

> 503-474-5107 (phone)

> 541-604-4152 (cell)

>

> Heather.Richards@mcminnvilleoregon.gov

> www.mcminnvilleoregon.gov

>

>

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

> From: Mike Sullivan <mps4752@comcast.net>

> Sent: Wednesday, January 19, 2022 12:01 PM

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

> Subject: Three Mile Lane Area Plan

>

> This message originated outside of the City of McMinnville.

>

> To whom it may concern

> We moved here to McMinnville in 1979 when there was a population of under 15,000. Now in 2022 is almost 35,00 and the traffic increased Just going down Lafayette Ave is enough to know e don't need more traffic. What this city needs is housing for family homes not business that will surely cause traffic to increase. Please consider the great livability of a great town and in your plan better it better for the residents here nit worse. We need family wage jobs on starvation ones.

> Thank you

> Mike Sullivan
> McMinnville Or
>
> Sent from my iPad