



MEMORANDUM

DATE: August 10, 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 for the Three Mile Lane Area Plan since the public hearing on July 26, 2022 through August 10, 2022.

As a reminder you closed the public hearing on July 26, 2022 but kept the record open until 5:00 PM on August 15, 2022. We will forward the remaining testimony that we receive on August 16, 2022.

Public Testimony:

Email from Susan Watkins, 07.26.22
Email from Liz Goings, 07.27.22
Email from Kitri McGuire, 07.28.22
Letter from Jeff Kizer, 07.28.22
Letter from Patty O'Leary, 07.28.22
Email from Patricia Ridenour, 07.29.22
Email from Roger Redl, 07.29.22
Letter from Dean Klaus, 08.01.22
Email from Drake Farms, 08.02.22
Email from Carole Hansen, 08.03.22
Letter from Arnie Hollander, 08.03.22
Email from Evelyn Stuart, 08.05.22
Email from Jon Steinhart, 08.05.22
Email from Leslie Perrin, 08.07.22
Email from Todd Haddican, 08.09.22

Susan Watkins
13440 SW McCabe Chapel Road
McMinnville, OR 97128

July 26, 2022

Ms. Heather Richards
Planning Director
231 NE 5th St.
McMinnville, OR 97128

RE: Three Mile Lane Area Plan

Dear Ms. Richards:

Please accept this comment for the record.

Having worked in the public sector for thirty years as a municipal attorney, I know that planning must take into consideration not only the wants and needs of local citizens but also realistic choices. Where so many citizens are raising so many questions, my experience is that data are missing or misleading. It seems to me that this is the case here. Much of what is proposed in the Preferred Alternative appears to be aspirational and not based on fact.

What people want/what's realistic

Since moving here more than twenty years ago, I have heard people pine for a Costco. They are tired of driving to Wilsonville, Salem, or Portland to satisfy their Big Box itch. Moreover, City officials have become obsessed with "retail leakage" -- the retail dollars that local shoppers spend in other cities that could be captured here. The Preferred Alternative appears to cater to these urges.

But nothing in the current retail market, or in the foreseeable retail future, tells us that a Costco -- or a Target or Trader Joe's -- is interested in opening in McMinnville. Those establishments need density, a large population base to keep their businesses buzzing. A Costco here would not thrive unless consumers were willing to drive here from Salem, Wilsonville, and Portland -- all of which already have Costco outlets.

Moreover, the developers who've shown interest in the large parcels within the Three Mile Lane Area are not proposing to bring in a Costco or similar store. They develop traditional strip commercial projects similar to what McMinnville already has on Hwy 99W. Realistically, that is what they would propose building if the Preferred Alternative is adopted.

A marquee name Big Box store would appear to be out.

Locals would also love to see high-end national chains locate here in town. People don't enjoy "retail leaking"; they would much prefer not to have to drive to Bridgeport or elsewhere to enjoy fancy shops and fun eateries. But no such chain store has ever tried to locate in McMinnville, at least since my husband and I acquired our property in the early 1990's. There is no reason to think they would do so now.

Both locals and visitors also claim they crave quirky, boutique shops. Indeed, the "advertising" for the Preferred Alternative put together by staff features developments that center on small, one-off stores. But many unique businesses that have opened on Third Street in recent years have eventually been displaced by wine bars, beer halls, and restaurants. One-of-a-kind shops can't compete with the rents the latter establishments can afford to pay. Nothing in the Preferred Alternative speaks to enabling small, perhaps locally-owned shops to thrive.

So a retail center based on small-scale stores would also seem to be out, whether high-end chains or boutique shops.

Assumptions

All of the alternatives, unfortunately, are based on outdated assumptions. Covid has upset old models, and analyses undertaken in 2019 are simply no longer relevant. In addition, state law has changed zoning possibilities for housing, and the ongoing problem of houselessness necessitates consideration of incorporating transitional and permanent affordable housing into any proposed plan.

The assumption that demand for office space will be high -- or will even exist at all -- seems particularly unwarranted now. Any part of the plan that depends on "a critical daytime population" of office workers should be suspect.

Breaking up the industrial parcel also appears unwarranted, given that it is, as Councilor Chenoweth's article in the July 22nd News Register notes, "one of the largest contiguous pieces of flat industrial land in the state." A criticism of Oregon in general from the business community is that there are few large industrial parcels available, at least in the Portland region. Holding onto one seems like a good bet.

Finally, the market analysis and associated reports (all of which pre-date Covid) looked at the Three Mile Lane Area only, without studying its relationship to the rest of McMinnville, beyond noting that a new retail center might be able to avoid "directly competing with existing businesses in McMinnville's downtown" if its "design and other factors" are well-handled. What the "other factors" are or how they are to be managed is not addressed. Will retail development on Hwy 18 draw local shoppers away from existing stores, whether on Third Street or Hwy 99W? The studies don't tell us. Rather than solve the "retail leakage" problem, retail development in the Three Mile Lane Area might instead create "retail leakage," with the leak springing from existing McMinnville shopping districts. A deeper dive into this issue appears warranted.

Financing

Paying for the infrastructure, amenities, and traffic realignments and controls essential to any of the alternatives is not well addressed in the proposal or studies. Yet the design plan highlights the importance of "early infrastructure investments and construction of housing and commercial amenities" before development can be enticed to enter the Plan area. There has been much concern that ODOT will not consider traffic improvements for many years, yet the entire development scheme depends on getting people into the Plan Area. If they can't get to the stores and businesses, how will those stores and businesses succeed?

Bypass

The other major consideration is, of course, the fact that Hwy 18 is a *bypass*. Turning it into a gateway into McMinnville flies in the face of that designation. Staff contend that traffic will not increase -- much -- for twenty years, but any shoppers at the proposed retail center as well as workers at an innovation/office/industrial hub have to come from somewhere. They will have to use Hwy 18 to get to the frontage roads that will serve new developments, likely clogging existing intersections. New traffic intersections, whether roundabouts or signalized, will also slow through traffic, possibly dramatically.

One of the biggest threats I fear from this approval is to funding for the rest of the Newberg-Dundee bypass. This is as big a concern to locals as it is to Portlanders! Local businesses need to be able to transport parts and materials into McMinnville and to transport finished products out, conveniently and quickly. The City of McMinnville should not be in the business of hindering this traffic.

In sum, despite the many studies and study sessions with planners, citizens, and business owners, adopting the Preferred Alternative or any plan at the moment seems premature. Too much has changed since the analyses the alternatives are based on were conducted. Too much is wishful thinking. Too much was not studied at all.

My recommendation is to shelve the proposals and return, once again, to the drawing board, to consider plans for the Three Mile Lane Area in light of current, realistic conditions.

Thank you for the opportunity to comment,

Susan Watkins

From: [Liz Goings](#)
To: [Heather Richards](#)
Subject: 3Mile Lane Project
Date: Wednesday, July 27, 2022 10:14:33 AM

This message originated outside of the City of McMinnville.

Hello Heather, my name is Liz Goings. I was one who attended last night's meeting and began my testimony at the wrong time. ThankU for your kind words of comfort because yes, I have never attended a meeting, though I have lived in McMinnville for 48yrs. I could not stay, as I needed to arise early the next day.

I wanted to encourage the council to the development of the 3 Mile Lane area. I used to live in the Evergreen Trailer park while working at the hospital for over 10yrs (1991-2003). Currently, I work at Davita dialysis. That side of town desperately needs a gas station and a grocery store but I am mostly thrilled to hear is the Health Care campus, praying that would include an educational section. As you have said last night, the baby boomers are getting to the age of requiring more medical oversight. Plus the baby boomer nurses & doctors, etc... are retiring. It would be fantastic if McMinnville could be a part of Oregon's nursing growth. I have even encouraged DaVita to step up and team up with Chemeketa to offer an enhancement course for LPNs to obtain their RN degree.

I hope you will consider my words when making the development decisions... Please feel free to forward this email to appropriate parties as well.
ThankU for the opportunity to participate!

Sincerely,
Liz Goings RN, CDN
2126 NW Elm Street
McMinnville, OR
wvpr@yahoo.com
971-241-3322

Get [Outlook for iOS](#)

From: [Claudia Cisneros](#)
To: [Kitri McGuire](#)
Cc: [Heather Richards](#)
Subject: RE: Letter of Support for Three Mile Lane Plan
Date: Thursday, July 28, 2022 1:06:39 PM
Attachments: [image001.png](#)

Hi Kitri,

Thank you for your letter, including Heather in this email to include for the record for the next Three Mile Lane meeting.

Thanks,
Claudia



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

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address are public records of the City of McMinnville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

From: Kitri McGuire <kitri@visitmcminnville.com>
Sent: Thursday, July 28, 2022 1:02 PM
To: Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Subject: Letter of Support for Three Mile Lane Plan

This message originated outside of the City of McMinnville.

Hi Claudia! Hope you're drinking water and staying cool.

Please find below a letter of support for the Three Mile Lane plan to share with the councilors/staff.
Thank you so much!

Kitri McGuire

To the City Council and Staff,

I would like to express my support for the Three Mile Lane proposal as presented by Heather

Richards on July 26. I have seen the years of research, public engagement, and collaborative problem solving that has gone into the plan and know that it is the best solution for our community.

As a full time working mom of two boys who are involved in their schools and Parks & Rec sports programming, I often find myself needing goods that I am unable to find in McMinnville. I try to find what I need in our local stores, but at the end of the day, sometimes you just need cleats. Or a new pillow. Or a men's suit. That's life! Sometimes you need stuff. I'd rather buy locally (even if it means buying from a local big box store) because it saves me a trip to Salem or Newberg or Tigard, and supports local jobs and our tax base.

I've heard people say our town doesn't need more commercial buildings/businesses. Perhaps these people are happy to drive anywhere they need to or can afford to have goods shipped. But the reality is, as a growing community, we do need more resources. If we want McMinnville to be a vibrant community that includes young families, we need to support them. Spending a half day driving to Tigard and back is not feasible for those limited by time and/or money. Also, if we want McMinnville to have a broader tax base to support infrastructure and programming that makes our community a place where people want to live and work, we need these businesses.

Let's support families in McMinnville, and give our community the infrastructure to grow thoughtfully. I am in full support of the Three Mile Lane proposal.

Kitri McGuire

Kitri McGuire | VP of Strategic Communications

she/her/hers

Visit McMinnville

O: 503-857-0182 | C: 503-260-3337

328 NE Davis Street, #1, McMinnville, Oregon 97128

McMinnville City/Public Council Meeting

McMinnville Planning Dept.
Planning Director
Heather Richards

7-28-2022

Heather, I came to your office today and did not catch you, but sat down with your senior planner, Tom Schauer, and asked him some questions about some of your statistics and numbers used in your proposal. He was very helpful and pretty well answered most of my questions. I appreciated the thoroughness of your presentation at the Tuesday nite Council meeting.

The scope and detail of the 3 mile lane land use vision meets many of McMinnville's future needs and I believe it will meet many options of a mixed use town center. Please enter this letter as an affirmative opinion that this proposed plan is one that would serve the McMinnville community with many growth areas and options into the future. Having lived here since 1945, I have seen and been involved in many different types of growth, as the population going out of town read pop. 1921 next to the hiway adjacent to the St. James school in 1948.

Respectfully submitted
Jeff Kizer
1602 Riverside Dr. #33
McMinnville, Ore 97128



July 28, 2022

City Council

Like many citizens, I attended the July 26th meeting to hear testimony on the 3MLAP. I want to acknowledge the improvements that the city council has made in procedures.

Until five years ago, I focused on the city planning commission meetings, believing that planning commission recommendations were taken seriously. My focus changed when, using an uncorrected staff report with three major errors, the planning department convinced the city council to override the planning commission's vote on a major development. I don't think I've bothered to attend a planning commission meeting since that decision.

For several years I watched the city council basically rubberstamp whatever planning put in front of them. It wasn't until the UGB hearings that I saw any evidence of the city council taking a leadership role in determining the direction of McMinnville. I'm thrilled at the progress, and, of course, I want to turn that inch into a mile.

Consider the 3MLAP hearing. I heard all the self-congratulations about citizen input. Do you all really think that would have happened if a few vocal residents hadn't put up a fuss? For something that had been in the works for years, actual citizen input was negligible until a few weeks ago. I hope you all looked out at the gallery, considered the number of letters received about the 3MLAP, and recognized that residents do have opinions they would like to express if they believe there is a slight chance they will be heard.

Did you also see how many people left after planning once again got unlimited time to present? Citizens were held to 5 minutes – granted, an improvement over the usual 3 minutes citizens are allocated – but planning was allowed to go on and on, spending time listing traffic personnel and congratulating everyone on the work done.

Consider the following summary and how much earlier we all could have gone home:

- 3 Mile is in the city limits and will be developed.
- Background information may be found online (address).
- The primary issues that seem to be of the most concern are increasing the commercial zone and the traffic implications of increasing the commercial land.
 - Increasing the commercial zoned land includes the possibility of large scale stores.
 - Traffic implications include who will be responsible for paying for necessary improvements to handle additional vehicle load.
- At the request of the city council, we have brought in ODOT traffic planners to address council questions.
- Planning is available to answer specific questions as they arise during the course of the hearing.

Why did planning need to take over an hour to do yet another sales pitch on a topic they have had several months to explain? This was certainly not the first 3MLAP hearing. If the goal was simply to wear down the people who made the effort to show up and participate, that goal was achieved: several people walked out, including some who signed up to testify. I also saw glazed expressions up on the dais.

My point is that for five years I have watched planning do sales pitches on behalf of outside developers, not McMinnville. For example, while I find it highly unlikely that Target would provide detailed sales information, let's assume that there is leakage of \$100M. Why is planning so invested in increasing commercial land to try to capture that leakage? McMinnville doesn't have a sales tax. None of the owners of Target, Costco, Home Depot, and, added to the list on Tuesday, Fred Meyers, live in McMinnville. Other than the original Fred Meyers, I don't think any owners live in Oregon, so I can't even make a case for increased state income tax.

Is there a significant positive difference in number of full-time jobs in a 150,000 sf retail business compared to three 50,000 sf businesses? Will local labor fill the majority of the construction jobs?

Since the land in question is located on a bypass, which by definition means outside of the city center, how could increasing commercial land even be considered building a gateway to McMinnville? A gateway to McMinnville would need to be located on either end of Highway 99W. (Getting really particular, the term shouldn't be "gateway," but rather "entrance.")

Assuming that **all \$100M** of leakage could be captured by **one** 150,000 sf retail store, that breaks down to about \$667 sales/sf annually. Does that square foot sales volume level match any of the proposed retail store goals? As a reality check, prior to Covid, Apple stores ran about \$5,600 sales/sf and Murphy (C-stores with gasoline) ran about \$3,700 sales/sf. About ten years ago, the average retail sales per square foot was \$350. Recall that the \$667 figure requires that only one store captures 100 percent of the assumed leakage. Once there are two or more stores, no store would be able to achieve a dated ten-year-old average sales level. Additionally, what level of cannibalization will occur and how will it affect existing local stores?

Has anyone bothered to look at the neighborhood consequences for the replacement Costco built in Salem, including the road damage and resulting repaving required on a significantly shortened schedule and not paid for by Costco? Assuming that Costco even wanted to build an average store in McMinnville, the average number of daily cars trips for an average Costco is in the range of 9,200 daily. Yamhill County has a population of about 109,000. So that means a lot of people will have to travel to the coast **daily** to make that average. Let's assume that might happen during the summer months but will it continue throughout the winter? Have any traffic counts been done both north and south on the bypass to confirm the volume?

I haven't heard any response to why it's so important to capture that retail leakage. But I am sorry that a family only has two choices of soccer cleats available for immediate purchase. There's a lot of us local horse folks and we've never been able to purchase a saddle in McMinnville in the 20+ years I've lived here. We've survived and the lack of saddle selection hasn't caused any of us to move.

I write a lot of letters to the city council, and yes, I can hear you groaning. My goal has been to balance the information the council receives and to encourage improvements in the process – giving you all less than two weeks to wade through over 700 pages of technical documentation on something planning has had over a year to work on right before the holidays is an excellent example of what lights me up.

So there have been improvements, and good ones. I think the last major step is to really consider the neutrality of the planning department, particularly in the information it presents. If there is favoritism, it should be on behalf of McMinnville, not outside developers.

Patty O'Leary

2325 Homer Ross Loop
McMinnville, OR 97128

From: [Patricia Ridenour](#)
To: [Heather Richards](#)
Subject: Three Mile Lane
Date: Friday, July 29, 2022 6:47:52 PM

This message originated outside of the City of McMinnville.

Hello:

I am a resident of McMinnville and have been following the Three Mile Lane Plan in the paper. Since comments are still being taken, I would like to put in my two cents.

I am retired and live on a modest income. I volunteer in Newberg so I find myself at the Fred Meyer store there to pick up groceries, clothing and other items because it is convenient and I get a discount on my gas. I also shop at Costco to stock up on paper products and other items in bulk in addition to taking advantage of their discount gas.

I will be leaving my volunteer duties in Newberg in the near future, however I will probably continue to shop in Newberg Fred Meyer and go to Costco in Wilsonville or Tigard. The local stores do not offer many of the items I like so that is one of the reasons I go to Fred Meyer.

I am very much in favor of bringing additional retail opportunities to McMinnville. I really don't think Third Street merchants will be lost. Downtown McMinnville is a unique area and may even get more business.

I also noticed that the Friends of Yamhill County object to any progress in this county and have done so for years in any major project.

Thank you,
Pat Ridenour

From: [Roger Redl](#)
To: [Heather Richards](#)
Subject: Three Mile Lane
Date: Friday, July 29, 2022 4:18:20 PM

This message originated outside of the City of McMinnville.

To City Councilors:

I fail to understand why you are even considering trying to ruin our city. I am sure that many other long time residents are against this unwanted expansion. What you are planning to do will slow traffic to a crawl as if it's not hard enough to get through that stretch of highway as it is. And you want to put roundabouts on a State Highway. If your even going to be allowed to do this. It's my understanding that the State Dept of Transportation hasn't approved you to do this. If you concerned with traffic flow then put in a cloverleaf at those places and NOT more stop lights. Why do you want to turn our fantastic city into something out of California with strip malls destroying our downtown merchants. I am sure that there are much better uses for those funds you want to spend.

Please re-consider this plan and focus on making our city better not more spread out

Roger Redl
P.O. Box 322
McMinnville, Or 97128

RECEIVED
AUG 01 2022

BY:

McMinnville City Council Members; I had hoped to present information regarding the Three Mile Lane rezoning but was not able. We have all seen cities that have seen new shopping centers built on the edge of town and if we looked carefully see the vacant building graffiti and the loss of value and spirit in the passed over section of town. Growth is fortunate but needs to be at a rate that the city can absorb without destroying existing centers of the city.

It is generally accepted a grocery store, maybe a mid price range restaurant, convenience store and hotel could be needed at the location the map has proposed. But the map indicates a 30 to 40 acre rezoning which would seem to be four times the size of the hospital property.

In a delivery the planning department said that this size is required to open the opportunity for developing a industrial park. If the rezone was half the proposed size, say 15 acres the increase in value of property would maybe go to \$400,000/ac a six million dollar benefit to the developer. As the map is showing the off site (of the 30/40 acres) street development is 1200 liner feet at \$500/ft the cost of this would be \$600,000. I think any developer would be happy to agree to this. Also disturbing is the fact the map shows no frontage road development on

the 30/40 acres. This seems a mistake, all developers would expect to cover this cost. I feel the planning department is so emotionally attached to this concept it is willing to “give away the farm” to attract a developer and also jeopardize existing parts of our community, the community you represent. In fact in a few year all is going well the developer, after receiving this 15 acres, now could come back for an additional rezone of 15 acres.

Dean Klaus

450 NW 7th St

McMinnville

Dklaus7@msn.com

503 435 9261

From: [Drake Farms](#)
To: [Heather Richards](#)
Subject: Testimony for Three Mile Area
Date: Tuesday, August 2, 2022 11:38:51 AM

This message originated outside of the City of McMinnville.

So much of our beloved community is attractive to us - residents- and tourists bc of the beautiful nature that is allowed to live and breathe here. I don't see enough attention being paid to what is left GREEN and what is built on.

Secondarily, choices are being made that will DIRECTLY threaten local businesses - ie the Home Goods store coming in on 99 just half a mile from a locally owned home goods store. Without the charm of our location and our local purveyors, we will lose everything that makes us special.

There is enough need for different food service options and other needs, please do not replicate retail offerings that are currently covered by local community members.

Thank you

Rachel Spiegelman
Co-Founder & Farmer
Drake Farms
www.drakefarmsoregon.com
310.995.7771

@drake.farms on instagram

From: [Carole Hansen](#)
To: [Heather Richards](#)
Subject: Fwd: Comments re Three Mile Lane Area Plan
Date: Wednesday, August 3, 2022 4:51:11 PM

This message originated outside of the City of McMinnville.

re' the above comments that I just sent---
I neglected to send my address.

Carole Hansen
1110 SW Tall Oaks Dr., McMinnville, OR

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

From: Carole Hansen <oregoncarole@gmail.com>
Date: Wed, Aug 3, 2022 at 4:46 PM
Subject: Comments re Three Mile Lane Area Plan
To: <heather.richards@mcminnvilleoregon.gov>

I strongly feel that McMinnville does NOT need a large Mall in the mixed-use retail development. I think the community would welcome a COSTCO, but not a string of the usual Mall stores. There should be two or three smaller restaurants that would be affordable to the local community (e.g Olive Garden, Red Lobster, etc.)

There could be individual stores, e.g a hardware store adjacent to other stores on the same street. (But not a Mall), There should be much more "affordable"

housing, which would mean houses around 1800 square feet, with actual front and back yards of good size , not like these " box" houses that have been popping up, with miniscule "yards". Why can't such houses

be built in the price range that would be affordable for "regular" families?! Perhaps more multiple dwelling units, nice condos with larger lawns and adjacent park-like surroundings.

As we all know, **this is our chance to use the available land wisely**, and not just open it up to investors with the money to build ugly (but profitable to the corporations) "cookie cutter" developments !

Thank you. Carole Hansen

Arnie Hollander
13440 SW McCabe Chapel Road
McMinnville, OR 97128

August 3, 2022

Three Mile Lane Area Plan Review Comments

Members of the McMinnville City Council
C/O Ms. Heather Richards
Planning Director
231 NE 5th Street
McMinnville, OR 97128

Dear McMinnville City Council:

I see the Three Mile Lane Area Plan approval train heading out of the approval station. I know that you have seen and heard lots of facts and opinions on what the Three Mile Lane Area Plan should look like and how it should be put into effect. BUT before you commit to the plan that is currently before you, please stop and ask yourself where all the funds that are needed to implement the Plan are going to come from, when those funds will be available, and what the realistic costs that will have to be borne by the citizens and businesses in McMinnville will be.

Do you commit to buying a car, a house or even dinner before you know what their basic price will be? No, most people want and need to know what the costs are likely to be before they agree to make the related purchase. You are about to commit to the costs of the Three Mile Lane Plan without that knowledge. What bothers me more and more is how your staff, the ODOT staff and others mention what will be very significant costs and then they say that the determination of those costs, availability of the related funds and the timing for acquiring those funds will be dealt with in the future. No. You really need to get the related cost information now...if you are going to be able to truly understand which land uses you can afford to have and how many of those land uses can be built out. Ditto for the acquisition of road right-of-way. For example, if you approve the proposed Plan and then it turns out that all of the rights-of-way that is called for cannot be purchased, both for financial and/or legal reasons, then the related portions of the Plan will not be able to move forward. You need to know the costs, fund sources and fund acquisition timing before you approve the Plan so that the Plan, as approved, will have a realistic chance of being implemented.

Please take a step back. Don't commit to the Plan now. Don't be pressured into making a decision now. Make the final decision when you accurately understand the financial impacts and timing of the Plan's implementation.

Sincerely, Arnie Hollander

From: [Claudia Cisneros](#)
To: choosejoy10@gmail.com
Cc: [Heather Richards](#)
Subject: FW: Form submission from: Contact the City of McMinnville
Date: Friday, August 5, 2022 7:05:02 AM
Attachments: [image001.png](#)

Good Morning Evelyn,

Thank you for your comments. We will forward them to City Council and enter them into the public record.

Thanks,
Claudia



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

PUBLIC RECORDS LAW DISCLOSURE: Messages to and from this e-mail address are public records of the City of McMinnville and may be subject to public disclosure. This e-mail is subject to the State Retention Schedule.

From: McMinnville Oregon <mcminville-or@unicodeweb.com>
Sent: Thursday, August 4, 2022 1:42 PM
To: Claudia Cisneros <Claudia.Cisneros@mcminvilleoregon.gov>
Subject: Form submission from: Contact the City of McMinnville

This message originated outside of the City of McMinnville.

Submitted on Thursday, August 4, 2022 - 1:41pm

Submitted by anonymous user: [71.238.49.30](#)

Submitted values are:

Attention Department Planning Commission

First Name Evelyn

Last Name Stewart

Email choosejoy10@gmail.com

Question/Comment

I would like to voice my opinion that a retail area should not be a part of the three mile plan. Developing that area for retail would make a problem of traffic on the bypass and would also affect businesses in the center of town. It is good to use it for industrial facilities.

The results of this submission may be viewed at:

<https://www.mcminnvilleoregon.gov/node/7/submission/51425>

From: [Jon Steinhart](#)
To: [Heather Richards](#)
Subject: Comments on Three Mile Lane plan
Date: Friday, August 5, 2022 10:52:41 AM

This message originated outside of the City of McMinnville.

I want to start by making it clear that I am not opposed to development. I just want it done in a way that makes life better for the community instead of just for the people who make money off of development. Growth in McMinnville has been pretty haphazard which hurts livability.

My major concern with this project is traffic. It's painfully obvious that system planning is unknown in Oregon. For example, it should have been clear to any planner that the bypass would increase traffic on Ehlen/McKay roads leading to increased accidents and so much blockage that exit ramp traffic is often backed up onto the freeway. Or the way that development caused traffic to back up at the traffic light at 99 and Baker Creek for years before the light was modified. Or the way that increased development causes traffic to back up past the library on 2nd. I would prefer to see these sorts of problems addressed in advance as part of the plan instead of having to live with the effects of poor planning and then having to spend much more money to remediate later. The lack of system planning in the Three Mile Lane Plan needs to be addressed.

I would like to see the traffic lights removed from Highway 18 and replaced with overpasses, not roundabouts. There's a way to describe bypasses with traffic lights - roads that are going to need even more expensive bypasses later. Let's keep the current bypass usable and improve it; not make it worse. I don't have any faith in the traffic data that's included in the plan and don't need another awful 99W. I don't want to have to pay for yet another bypass in the future if 18 becomes unusable. Don't lower the speed limit on 18.

My biggest concern is the portion of Three Mile Lane that goes from Highway 18 into McMinnville. I expect that development will increase traffic on this section of road. The bulk of housing development in McMinnville is on the west side of town, for example along Baker Creek and Hill roads. However, there is no decent path from the west side of town to the bypass. Traffic is already bad enough that gridlock is an issue. The plan needs to include provisions for east-west traffic flow that is reasonably speedy; not with tons of traffic lights and stop signs, and not with a low speed limit. If the commercial development succeeds, there's going to be even more traffic on this road so that McMinnville residents can access it. And, it's the only route from most of McMinnville to the hospital and it doesn't make sense to slow access to the emergency room. I don't see this addressed in the plan.

It is not acceptable to make that east-west route connect to the southern end of 18 (near Lowes). Anyone heading in the direction of the coast on 18 would naturally connect there using the existing roads. But the main reason to use the bypass, especially if the two sections get connected, is to get to I-5 and toward Portland. It would not make sense from a fuel consumption, emissions, or time perspective to force people needing to go north to start with a long detour to the south.

There also needs to be a better way for people coming from the coast end of highway 18 to get to McMinnville. The current mess of taking a frontage road, stop sign, and traffic light doesn't work now and won't scale.

A more minor issue is that I don't think that the "Innovation Center" is likely to be successful because it's not in proximity to a university that has good technology programs. Linfield isn't it. And from a traffic perspective, it doesn't make sense to build something that would generate more in and out of town traffic.

An underlying issue here is that I would like the development to employ current residents of McMinnville. It won't help traffic to have people commuting to work from out of town, or to have to have even more development so that people can move in to the area to work.

I think that more clarity is needed on what character the city wants to have. Highway 99 is already a traffic-clogged eyesore of a strip mall. Third street has pretensions of being a walkable downtown. What makes sense for the new development?

My preference would be for businesses that provide goods and services that currently require long drives for McMinnville residents. For example, I would love a Costco as I currently have to drive a long way to get to one. Bringing in businesses that McMinnville residents currently travel a long way to access would reduce traffic. I don't think that we need more fast food; we already have at least one of everything along 99.

I would also like any development to minimize outdoor lighting. One of the nice things about McMinnville is that there are still areas where one can see the stars and I'd like that preserved both from an environmental and an aesthetic perspective.

Some of the economic arguments for the plan are predicated on airport access. But the plan is silent on any expected increase in air traffic and the associated noise. This should be addressed.

In summary, I have never seen a plan that honestly accounts for traffic. The historical pattern is to do development, be surprised at the traffic problems that it creates, and then eventually spend a ton of money to try to remediate it. Let's not repeat that mistake here and make life miserable for McMinnville residents.

From: [Leslie Blanding Perrin](#)
To: [Heather Richards](#)
Subject: Three Mile Lane letter
Date: Sunday, August 7, 2022 11:20:46 PM

This message originated outside of the City of McMinnville.

Hello, Heather and to all involved in this project!

I wanted to share some thoughts re: the Three Mile Lane proposal and although I believe the window of time for a formal submission may have passed, I thought I'd still send a note in, just for the general record. I grew up in McMinnville—attended 5th grade through high school, moved away for some years (to larger cities and abroad) and purposely returned as I liked the small town feel and offerings of this place. It felt as though it still was a 'real' town—not yet swallowed up by the big box culture that seems to dominate so many towns and cities. I recall when McMinnville was voted 'America's Favorite Downtown' (maybe it came in second?)...in any case, it won that title because of its authentic nature—independently-owned shops with unique offerings. When this 50 page proposal came across my inbox, I read through it and was delighted about many aspects; maintaining riparian areas, cultivating green spaces & native landscaping, more housing (hopefully, affordable!), well-designed pedestrian and bicycle lanes, incorporating the 'Great Neighborhood Principles'—all thoughtful, forward-thinking, and community-building practices. Yay!

One aspect that felt worrisome to me is this line...

"...due to the lack of **prominent commercial centers** between the Willamette Valley and the coast. Such development would help foster a sense of place, provide amenities for residents and visitors..."

Hmmm. I believe this might be a code word for 'big box stores'. If I am correct in my translation, focusing on this kind of retail feels like the antithesis of all the positive practices noted above. Far from creating a sense of place, incorporating those kinds of retail spaces blends McMinnville into the map of Anywhere, USA. With the massive increase of online retail, and plenty of corporate retail box stores a few miles away in every direction, it seems lacking in foresight to build yet another of these soulless—yet, 'prominent commercial centers'.

Might the planning group use a more creative approach to the retail experience, that is in the spirit of the other noteworthy envisioning?

For example, wouldn't it be a wonderful draw for visitors and locals alike, to be known for ...

An engaging/interactive/living museum, weaving together Indigenous history/agricultural history/the arts community? Including...

- A naturalist walking garden with native plant gardens— designed by the Indigenous community and including a storytelling and musical component?
- Recent agricultural history with winding paths featuring groves of walnut trees & hazelnut trees, wine grapes, the cover crops that all stop us in our tracks each season (crimson clover, mustard, etc) grass seed, wine grapes, blueberries, marionberries? Most people, locals and visitors know little of the plants that are commercially grown and having a location where this 'botanical story' can be shared would give a real 'sense of place'.
- Art, included along this walking garden—featuring a rotation of work from the multitudes of artists in the county.

And the town, at large, connected by a linked greenway/parks system with excellent pedestrian, bike, and wheelchair access?

As a local, I would enjoy frequenting a place like this and would be proud to share a thoughtful and meaningful space like this with visitors.

Box stores are a mockery to a 'sense of place'. They are the indicators of exactly the opposite—the placeless.

In appreciation for your consideration of these thoughts,
Leslie Perrin

From: [Todd Haddican](#)
To: [Info MEDP](#)
Cc: [Heather Richards](#); [Claudia Cisneros](#)
Subject: RE: McMinnville: Three Mile Lane Area Plan - participate in the dialogue by August 15!
Date: Tuesday, August 9, 2022 4:53:05 PM
Attachments: [image001.png](#)

This message originated outside of the City of McMinnville.

Heather,

I live out past the designated area on Walnut Hill Road. My concern is traffic. There are many times that I can't get across or even on to Hwy 18 in a reasonable amount of time. There should have been overpasses made when 18 was originally put in as it was a "bypass". As with many of our projects, we build for the present and don't plan on the Urban sprawl that comes with expanding populations. Newberg is growing and soon to be attached to Sherwood. McMinnville is next. We need to realize that our Highways need to be free of stop lights as much as possible. More business and development will increase traffic of an already overdriven road. There are accidents nightly on Hwy 18. This is my concern. How do we eliminate the traffic challenges that so many of us have left to live in McMinnville?

I also see challenges with the school system. How many more students can we absorb into the established schools? Are the folks that already live here and wanting to relocate willing to pay for new schools? I fully believe that people want to live here as there are so many attractions close by. One hour to the beach, casino, 2 hours to snow ski, 1 hour to cultural events in Portland, wineries, Third Street.... And you get more of a small-town feel living here. Infrastructure is expensive and needs to be thought out well in advance. I appreciate your considerations.

Todd Haddican
General Manager
Skyline Homes

From: Info MEDP <Info@McMinnvilleBusiness.com>
Sent: Tuesday, August 9, 2022 4:12 PM
To: Info MEDP <Info@McMinnvilleBusiness.com>
Cc: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>; Claudia Cisneros <Claudia.Cisneros@mcminnvilleoregon.gov>
Subject: McMinnville: Three Mile Lane Area Plan - participate in the dialogue by August 15!



CAUTION: This message is from a sender that is outside of the organization. Please take caution when replying to the email, clicking on URLs, or downloading attachments.

MEDP thought you would be interested in being part of the City of McMinnville's dialogue regarding the Three Mile Area Plan, if you have not participated thus far.

Three Mile Lane Area Plan: One more week to participate in the dialogue!

[G 7-21 - Three Mile Lane Area Plan \(3MLAP\) Comprehensive Plan Amendment | McMinnville Oregon](#)

While the public hearing is now closed, City Council elected to keep the official record open until 5:00 PM, on August 15th, meaning that people are still encouraged to send in written testimony to [Community Development Director Heather Richards](#) or [City Recorder Claudia Cisneros](#).

Mark your calendars!

Deliberations are scheduled to take place at the **September 13th** City Council meeting.

Heather Hadley Blank | Deputy Director

McMinnville Economic Development Partnership
971.241.8777 | heather@mcminnvillebusiness.com

231 NE 5th St | McMinnville, OR 97128

www.McMinnvilleBusiness.com



Connect with us!

Subscribe to our [newsletter](#).

Find MEDP on [Facebook](#), [Instagram](#), [LinkedIn](#), and [Twitter](#).

Find our McMinnville WORKS program on [Facebook](#) and [Twitter](#).

MEDP was created in 2006 by McMinnville Industrial Promotions, McMinnville Water & Light, the City of McMinnville, and the McMinnville Chamber of Commerce to support traded sector business and industry. We are a

public/private entity supported by our [Investor Circle](#).