



City of McMinnville

PLANNING

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

www.mcminnvilleoregon.gov

MEMORANDUM

DATE: January 20, 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 today for the Three Mile Lane Area Plan public hearing tonight, (G 7-21).

Memo From Staff:

- Friends of Yamhill County Message to Membership

Organization Presentation:

- Copy of Powerpoint Presentation from Friends of Yamhill County

Public Testimony:

- Email from Peter Crockett, 01.19.22
- Email from Joni Zimmerman, 01.19.22
- Email from Rich Blaha, 01.20.22
- Email from Ron Hutchinson, 01.20.22
- Letter from Kathryn Jernstedt, 01.20.22
- Email from Ilsa Persa, 01.20.22
- Email from SuAnn Reddick, 01.20.22
- Email from Sam Sweeney, 01.20.22
- Email from Marilyn Walster, 01.20.22

MEMORANDUM

DATE: January 20, 2022
TO: Planning Commission Members
FROM: Heather Richards, Planning Director
SUBJECT: New Public Testimony for G 7-21, Three Mile Lane Area Plan
"Friends of Yamhill County Message to Their Membership"

Friends of Yamhill County sent out the following message to their membership relative to G 7-21.

The below comes from "**Friends of Yamhill County**":

The McMinnville Planning Commission will hold a hearing at 6:30 p.m. on Thursday, January 20, on the proposed Three Mile Lane Area Plan. Whether or not you live in McMinnville, if you travel along the Highway 18/99W corridor, this plan will affect you. Please take a few minutes to read this alert and submit a comment, and if you are able, testify via Zoom on Thursday.

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 which now have pending applications to rezone industrial land for retail commercial use. 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.

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.

How to comment: Submit written comments via email before 12 p.m. on January 20 to heather.richards@mcminnvilleoregon.gov

The agenda for the meeting, which includes a link to participate via Zoom is here: [exhibit_0_-_pc_1-20-22_agenda.pdf \(mcminnvilleoregon.gov\)](#)

The full planning commission packet can be accessed here: [pc_1-20-22_packet.pdf \(mcminnvilleoregon.gov\)](#)

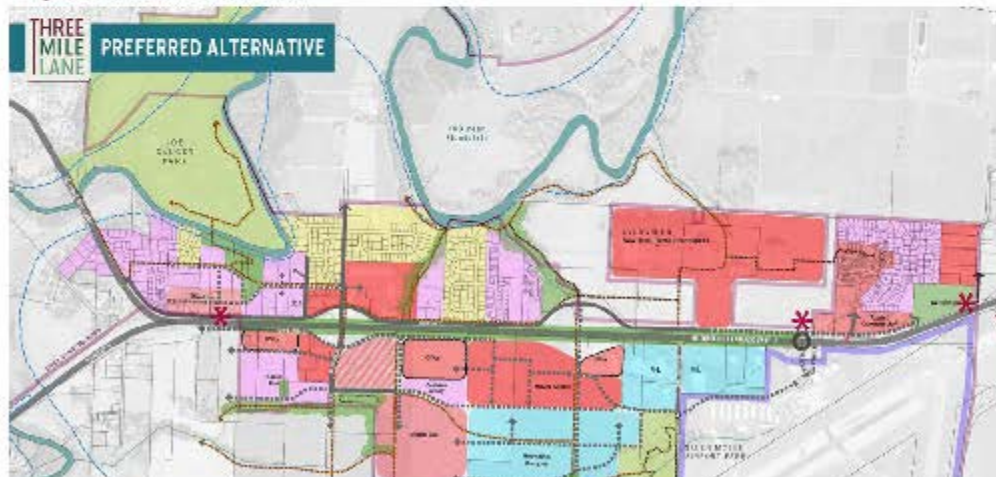
The staff report begins at p. 62 of the packet. Friends' joint letter begins at p. 558 of the packet.



- Proposed Comp. Plan Map Designation
- C (Commercial)
 - FP (Floodplain)
 - I (Industrial)
 - UH (Urban Holding)

Adopted 12.8.2020,
Ordinance No. 5098

Figure 6. Three Mile Lane Area Plan



We support:

- The mixed-use neighborhood uses planned for the Baker Rock/Cal Portland site.
- The mix of uses near the existing hospital and medical offices.
- The “Non-Residential and Mixed-use Development Standards”
- The Site Design standards for Non-Residential, Large Format Developments
- The additional urban design features, residential uses, and mixed office/industrial area.

We strongly oppose the redesignation of land for large-format regional retail

- Negative traffic impacts to the bypass
- Trades high wage industrial jobs for low wage retail
- Negative impacts to 99W corridor, downtown, and the planned neighborhood activity centers
- Pressure for additional redesignations has already begun

Table 2-1 Street Functional Classification Descriptions

Street Classification	Description and Land Use Context
Expressway	The portion of Highway 18 through McMinnville west of Norton Lane is currently grade separated and functions as a single-lane expressway with speeds of 50-55 mph. The Highway 18 Corridor Refinement Plan (mutually adopted by ODOT and the City) recommends full grade separation for that section of Highway 18 east of Three Mile Lane. Upon completion of the Highway 18 Corridor Plan, Highway 18 can be re-classified from Major Arterial to Expressway. Expressways serve regional and statewide through-traffic at higher but managed speeds, with no or very limited local access.

The proposed retail will generate 6 ½ to 33 times more traffic than industrial uses

Example Trip Generation Average Rates

Land Use	ITE Land Use Code	Daily Trip Rate	PM Peak Hour Trip Rate	Unit of Measure
Industrial:				
General Light Industrial	110	6.97	0.97	1000 SF GFA
Industrial Park	130	6.83	0.85	1000 SF GFA
Manufacturing	140	3.82	0.73	1000 SF GFA
Warehousing	150	3.56	0.32	1000 SF GFA
Mini-Warehouse	151	2.50	0.26	1000 SF GFA
High Cube Warehouse/ Distribution Center	152	1.68	0.12	1000 SF GFA

Most intense industrial: Less than 7 trips per day per 1000 sq. ft.

Business/Commercial:				
Hotel	310	8.17	0.60	Room
All-Suites Hotel	311	4.90	0.40	Room
Discount Superstore	813	50.75	4.35	1000 SF GFA
Nursery	817	66.10	6.94	1000 SF GFA
Specialty Retail Center	826	44.32	2.71	1000 SF GFA
Supermarket	850	102.24	9.48	1000 SF GFA

Least intense retail: More than 44 trips per day per 1000 sq. ft.

Notes:

1. Source: ITE Trip Generation manual (9th Edition, 2012)
2. PM peak hour: 4-6 PM
3. SF = square feet; GFA = gross floor area

McMinnville has a net inflow of retail dollars:

Geographic Area	Annual Retail Sales Per Capita
• McMinnville	\$15,677
• Newberg	12,734
• Yamhill County	8,844
• Oregon	12,690
• United States	13,443

Source: <https://www.census.gov/quickfacts>

Figure 8. Covered Employment Trends in McMinnville UGB (2003-10)

NAICS	Employment Sector	2010 Characteristics			% Change (AAGR) 2003-10		
		Firms	Jobs	Avg Wage	Firms	Jobs	Avg Wage
	Total Employment	1,074	13,383	\$34,976	2.7%	1.8%	1.8%
11-21	Agriculture & Mining	17	268	\$26,635	11.4%	7.2%	-6.4%
23	Construction	97	381	\$47,175	1.6%	-1.5%	0.0%
31-33	Manufacturing	71	1,790	\$43,163	3.2%	0.0%	1.8%
22, 48-49	Transportation & Utilities	18	488	\$47,731	2.6%	0.7%	2.2%
42	Wholesale Trade	44	194	\$37,955	1.0%	-6.9%	1.2%
44-45, 722, 99	Retail & Dining	218	2,933	\$21,202	0.9%	1.0%	1.9%
52-53	Finance, Insurance, & Real Estate	103	660	\$46,612	0.6%	-0.5%	2.9%
51, 54-56, 62, 71-72	Services	468	4,320	\$34,274	4.4%	4.3%	2.0%
61, 92	Institutional	38	2,349	\$40,036	1.6%	2.2%	2.9%

Manufacturing: \$43,163

Retail & Dining \$21,202

Source: McMinnville Economic Opportunities Analysis, 2014

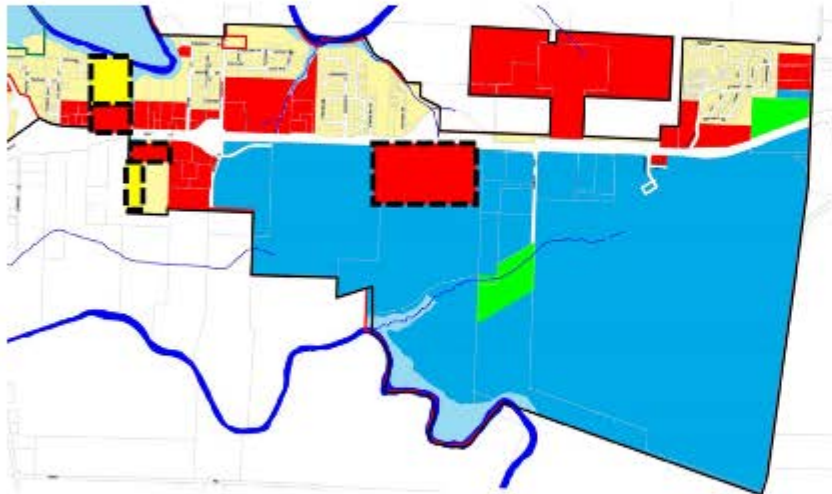
The TMLAP in November (p. 38):

The predominant change is from an Industrial designation to a Commercial designation for 40 acres south of OR 18.

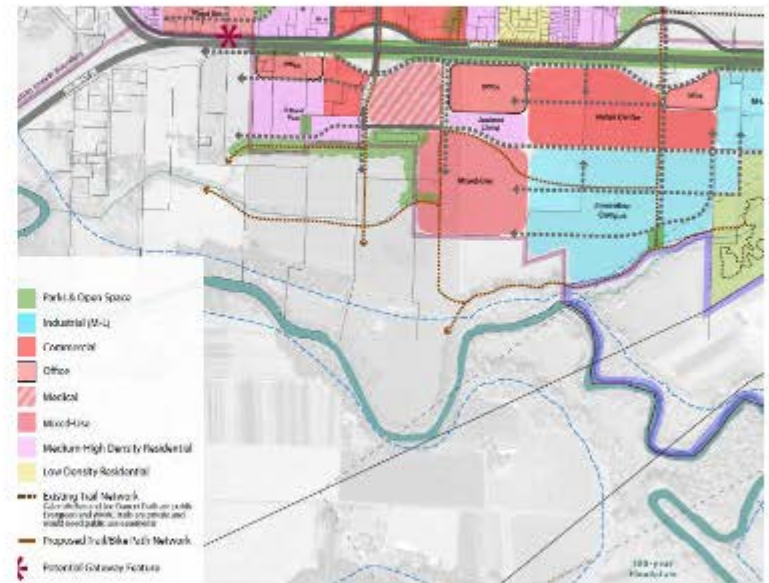
The TMLAP in January (p. 38):

The predominant change is from an Industrial designation to a Commercial designation for approximately 40 – 60 acres south of OR 18.

Comprehensive plan map amendments (p. 38 of TMLAP)



Preferred alternative (p. 20 of TMLAP)



We urge the Planning Commission to amend the plan to:

- Include the commercially-designated island of land recently added to the UGB.
- Retain the overpass in the McMinnville Transportation Plan
- Reject the redesignation of industrial land for a regional shopping center
- Include restrictions on drive-up windows in commercial zones
- Encourage geographically and/or vertically mixed use on the Baker Rock/ Cal Portland site
- Reconsider appropriate commercial uses near the Loop Rd. gateway to the city
- Prioritize neighborhood-serving commercial uses and the park near the recently approved apartments

From: [peter](#)
To: [Heather Richards](#)
Subject: Three Mile Lane Area Plan Cooment
Date: Wednesday, January 19, 2022 7:23:33 PM

This message originated outside of the City of McMinnville.

CARLTON RESIDENT, MCMINNVILLE SHOPPER.

Do not allow large commercial development of Hwy 18 Corridor.
It will Kill downtown businesses.
It will Slow traffic - it should stay a bypass to HELP traffic.
We have empty/underutilized retail space already.
We don't need more shopping.

Improve plans for residential development.
Plan now has insufficient easy access to the rest of McMinnville.
Needs pedestrian and/or mixed use access OVER hwy 18.

Thanks

Peter Crockett
971-570-1022
PO Box 817
Carlton, OR 97111

From: [Joni Zimmerman](#)
To: [Heather Richards](#)
Subject: Re: Proposed shopping center on Hwy 18
Date: Wednesday, January 19, 2022 6:05:18 PM
Attachments: [image003.png](#)

This message originated outside of the City of McMinnville.

1101 W Sheridan St
Newberg 97132

Thanks!

On Wed, Jan 19, 2022 at 4:55 PM Heather Richards
<Heather.Richards@mcminnvilleoregon.gov> wrote:

Hi Joni,

Thanks for your email. I just posted our testimony package today to the website so I will need to provide this to the record tomorrow. To do so I will need your address.

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: Joni Zimmerman <jonizim@gmail.com>
Sent: Wednesday, January 19, 2022 4:51 PM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: Proposed shopping center on Hwy 18

This message originated outside of the City of McMinnville.

Hi,

I'm writing because I just learned of this proposal.

I am very opposed to a large shopping center. I live in Newberg, and I enjoy going to McMinnville for the farmers market and shopping and restaurants on 3rd street and other downtown locations. I probably would go there much less if this shopping center is built. I wouldn't want to deal with the traffic and with the atmosphere those shopping centers create in a town. They take away all the uniqueness and make it look like any other highway in the US.

I strongly urge you to not approve this proposal. Big shopping centers featuring chain and big box stores are obsolete. They are not sustainable. Everything we do now must be viewed through the lenses of climate crisis. Big shopping centers are horrible for the environment on so many levels. First of all, they encourage people

to use their cars for shopping instead of walking to local stores. The goods sold at these large stores are not made locally - they require vast amounts of energy to get from where they are made to where they are sold. We don't need the added vehicle traffic in Yamhill County that will come from shoppers driving there, and the added truck traffic that will come from goods being delivered from the faraway places where they were made with slave labor.

There is absolutely no need for this shopping center. As far as I know, we already have enough (maybe too many?) grocery stores in Yamhill County. We have enough clothing stores. We have Lowes and Ace Hardware and Parr Lumber and more for our hardware, building, and home repair needs. We unfortunately have Walmart. We have enough stores!

People want to live in communities that have locally owned businesses. We want to be able to walk from our homes and use our shopping dollars to support local business people. We don't want to send profits out of state and country. These big chain stores do not pay decent wages. They don't contribute at all to the local economy. They compete with local business owners and ultimately shut them down. They contribute to the destruction of what little is left of community. We want to build more community, not less. Approving this proposal would be a huge mistake for our environment AND our economy.

It is my understanding that this land is zoned industrial, and that it would have to be changed to commercial. I believe that would be a huge mistake. If there is available land, it should be prioritized to be used for small, environmentally clean local manufacturers, to create good paying jobs for local people, and opportunities for local entrepreneurs. Allowing more big box and chain stores to come in destroys our quality of life. We just don't want those kinds of stores anymore. We want to build villages, not big parking lots and malls.

Please please please don't approve this.

Joni Zimmerman

Newberg, Oregon

From: [Rich Blaha](#)
To: [Heather Richards](#)
Subject: Re: 3 Mi Lane public comment for 20 Jan 2022
Date: Thursday, January 20, 2022 11:28:54 AM
Attachments: [image004.png](#)
[image003.png](#)

This message originated outside of the City of McMinnville.

Thanks. I'll make a go at sitting into the zoom

Rich Blaha
724 NE Autumn Ridge Dr
McMinnville OR 97128

On 1/20/2022 11:22 AM, Heather Richards wrote:

Hi Rich,

Thank you for your comments. This email serves as confirmation. Can you please provide your address so that I can enter it into the record for tonight's public hearing? I also wanted to encourage you to attend the public hearing meeting tonight. There has been misinformation disseminated that has heightened people's anxiety about this Plan. The meeting will be conducted over zoom. Meeting link is below:

Zoom Meeting Link:

Join Zoom Meeting

[https://mcminnvilleoregon.zoom.us/j/83461101492?
pwd=cZFIZWRqemVFRlksNzBCclk3N2pUUT09](https://mcminnvilleoregon.zoom.us/j/83461101492?pwd=cZFIZWRqemVFRlksNzBCclk3N2pUUT09)

Meeting ID: 834 6110 1492

Passcode: 672303

One tap mobile

+12532158782,,83461101492#,,,,*672303# US (Tacoma)

+13462487799,,83461101492#,,,,*672303# US (Houston)

Dial by your location

+1 253 215 8782 US (Tacoma)

Meeting ID: 834 6110 1492

Passcode: 672303

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: Rich Blaha <rich@mossbackfarm.com>
Sent: Thursday, January 20, 2022 10:54 AM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: 3 Mi Lane public comment for 20 Jan 2022

This message originated outside of the City of McMinnville.

Hello. Please enter my comments into the public record

While I appreciate the time and effort that's been put into the 3MLAP over the last few years, I have some concerns about some details.

Housing that is affordable and accessible is obviously an issue in our area. I'm concerned that the retail services proposed (big box style retail) won't provide suitable services to that portion, which will exacerbate traffic issues when residents have to drive into town.

I take issue with the economic analysis presented regarding Office Space. We'd looked for affordable, convenient space for several years in McMinnville, and were continually foiled in securing one.

- **Office.** The office market is relatively weak, and the absorption of significant speculative new development should not be expected. However, opportunities may arise because of McMinnville's high quality of life, and the Three Mile Lane corridor's proximity to the airport and institutional users, such as healthcare and education.

My overarching concern is traffic and services to the new developments. Baker Creek / Hill Road housing developments seem to have been put in with minimal regard for the arterial traffic getting to the 99 from them. Now rush hour on 2nd and Baker Creek are a mess, made worse by the lack of services in the developed area.

My understanding is an increase in traffic controls along Hwy 18, combined with enhanced car - dependent services built along there, could put the Hwy 18 McMinnville Bypass in the same boat as Newberg and Dundee found themselves decades ago, and which took years and hundreds of millions of dollars to resolve.

Thank you

Rich Blaha

McMinnville, OR

TO: City of McMinnville Planning Department

Director Richards and Commission Members

RE: Proposed Three Mile Lane Area Plan
Meeting - January 20, 2022

We are writing to express our **opposition** to the requested zone change from industrial to commercial.

McMinnville is our "go-to" town. And we love it. The shopping and services available to the community is more than sufficient. Conducting business and pleasure in Mac is personal and pleasurable.

Placing a large commercial shopping complex on highway 18 will have a negative impact on McMinnville and the existing businesses and the atmosphere we enjoy.
That is not good planning!

McMinnville already has no less than five shopping centers and numerous areas where several businesses are adjacent or in close proximity. And there are currently numerous "For Lease" signs throughout the McMinnville area.

For both business and pleasure we frequently travel highway 18 near the proposed Three Mile Lane Area Plan.

This area is already overwhelmed with local car and truck use, bypass traffic, emergency vehicles, the hospital, medical businesses, air museum, other existing businesses, in addition to nearby residential traffic.

One has to be attentive traveling through.

Isn't that why an overpass has long been in the planning?

This proposal would only add chaos and peril to an already overburdened traffic corridor!
Not to mention the traffic increase from the planned mega apartment complexes.
(Which will be poorly located to serve the needs of the tenants)

This development will reflect badly on the image and appeal McMinnville presently enjoys.

Many we know that travel by McMinnville on hwy 18 have commented on what a nice area it is.
This type of development will no doubt destroy that image.

Several property owners and the developer will be the only true benefactors of this plan, not the McMinnville community.

Thank you for considering our input.
Sincerely,

Ron and Connie Hutchison
PO Box 489
Yamhill, OR 97148

January 20, 2022

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

Re: Agenda Item 6 C
CPA 2-20 and ZC 3-20

Dear Commissioners and staff:

The volume of material submitted on this issue is daunting and more than I have been able to read and digest. It is very likely that my remarks have been discussed in detail already so please accept this summary and include it in the record of this Public Hearing.

The functionality of Highway 18 as a bypass needs to be protected. This is especially concerning in that the design elements that provide options for local and pedestrian traffic appear to have been abandoned. We need only look to the extensive and expensive work that has had to be done on 99W on the other end of town. This has developed as a thriving commercial and retail area to the point that vehicle traffic changes had to be made to blend with pedestrians and cyclists. While this work was needed and welcomed, to create a retail hub along the bypass will set us up for another problem area. And it is a disservice to those who have invested there and within the existing appropriately zoned areas.

The material in the packet speaks to the studies related to “needs” in McMinnville. Industrial land and family wage jobs consistently rate highly. Retail space and the lower wage jobs associated with that are less desirable. I am not familiar with the factors that went into the collapse of the factory outlet mall originally sited on the north side of Hwy 18. Are there lessons that need to be learned there?

Please do not move forward on this and related changes that will alter the functionality of the bypass. Thank you for your attention.

Sincerely,

Kathryn Jernstedt

Kathryn Jernstedt
81565 NE Mineral Springs Road
Carlton, Oregon, 97111
kljernstedt@comcast.net

MacPCJan20.2022

From: [Ilsa Perse](#)
To: [Heather Richards](#)
Subject: Re: Comments for the TMLAP
Date: Thursday, January 20, 2022 7:06:04 AM

This message originated outside of the City of McMinnville.

5765 NE Mineral Springs Rd
Carlton 97111

Thanks, Heather

On Jan 20, 2022, at 1:11 AM, Heather Richards
<Heather.Richards@mcminnvilleoregon.gov> wrote:

Hi Ilsa,

I am in receipt of your email below and will enter your comments into the record tomorrow. Can you please provide your address for the record?

Have a great day!

Heather

<image003.png>-

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: Ilsa Perse <ilsaperse4@gmail.com>
Sent: Thursday, January 20, 2022 12:14 AM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: Comments for the TMLAP

This message originated outside of the City of McMinnville.

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

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

Dear Ms. Richards,

Please include these comments in the record.

I am writing in opposition to several of the aspects of the Three Mile Lane Area Plan, including the rezoning of industrial land to commercial land and the elimination of a planned overpass over Highway 18.

Create an aesthetically pleasing gateway to the City of McMinnville,

There is nothing in the plan that supports this claim.

As an owner of an art gallery on 3rd Street in McMinnville for over 16 years, I have interacted with thousands of visitors to the area, as well as a huge number of local customers, many of whom have moved to the area within the past few years. At no time in my conversations with customers have I ever heard anyone lamenting the absence of “big box” stores or a paucity of drive-through eating establishments. In fact, I have heard just the opposite. Visitors and residents alike routinely comment that what they love about McMinnville is the fact that it has maintained a vibrant and historic downtown that offers a wide variety of retail establishments, restaurants, and “small town” charm.

Rezoning industrial land to commercial land might be good for KimCo, but it is not good for downtown businesses, existing businesses on Highway 99W, or the environment. In addition, the abject failure of Tanger Mall, built across Highway 18 from the newly planned commercial district, should serve as a warning to planners about how a “bypass” does not invite shoppers to stop as they drive from the Metro area to the Coast. I assume KimCo was depending upon people not remembering the Tanger debacle that was *supposed* to be a mecca for shoppers driving to the coast.

The failure of Tanger Mall should serve as an object lesson for planners. Why is McMinnville thinking that doing the same thing all over again will yield different results? KimCo is probably promising that they can attract big-name attractions like Target, Costco, etc., but there is no reason to believe that those big-name retailers will have any interest in locating in an area whose population is too small to support such businesses. Additionally, why would people from further afield want to travel here to shop at such stores when they can find those stores closer to home?

Big box retailers will only cause financial harm to small, local businesses. The only beneficiaries of commercial development will be the owners of the land, not the community and certainly not existing businesses.

Rezoning Land from Industrial to Commercial Use

By helping KimCo to realize a greater profit, rezoning does *nothing* to bring living-wage jobs to the area. In fact, it does the exact opposite. The lowest wage jobs are those that are generated in stores and restaurants. Why create more low-paying jobs?

The idea that development plans will be judged by “how well they enhance and reflect the identity of the area” makes no sense. The “identity of the area” is tied to the somewhat rural/agricultural aspects of the county. Big box stores, fast-food restaurants, and shopping malls do nothing to create an inviting area that people will want to visit. A drive through Lincoln City, Seaside, or Beaverton makes this quite clear.

Additionally, the increase in online shopping has made life extremely difficult for brick and mortar establishments. Shopping malls all across the country have suffered mightily from the huge growth of online shopping. There is no need for more large shopping areas anywhere in the country, including areas with much denser populations than here.

Increased Traffic and Eliminating an Overpass

Highway 18 was developed as a “bypass” that would help drivers avoid the congestion of Highway 99W. As traffic has increased over the three decades during which I have lived here, I see the value of travelling on a road, like Highway 18, as an efficient way to get from Newberg, Dundee, and other towns to the north to downtown McMinnville and beyond. The traffic lights currently on Highway 18 were *supposed* to be temporary, replaced by an overpass to make crossing the highway safer and faster. This was the plan when there was very little development along Highway 18. Expanding the commercial development on Highway 18 will only increase traffic. Adding more traffic lights will duplicate the congestion on 99W and will eliminate the original goal of building a “bypass.”

Drivers who make the detour to the Newberg Bypass would be stymied by the stop-and-go traffic that would be created by increased traffic lights on Highway 18.

Reducing Greenhouse Emissions

In the Staff Report there is nothing that supports the claim that adding commercial development along Highway 18 will reduce greenhouse gases (GHG). The comment that these commercial establishments will eliminate the need to drive to other cities to “access” these establishments is disingenuous, at best. Additional stoplights along Highway 18. Will force more cars to idle their engines at stoplights, adding *more* GHG to the environment. The plan to increase the number of traffic lights will have the exact *opposite* effect of helping the environment.

A Canadian study updated in 2020 (<https://www.nrcan.gc.ca/energy/efficiency/communities-infrastructure/transportation/cars-light-trucks/idling/4415>) showed that “ if Canadian motorists avoided idling for just three minutes every day of the year, CO₂ emissions could be reduced by 1.4 million tonnes annually. This would be equal to saving 630 million litres of fuel and equivalent to taking 320,000 cars off of the road for the entire year. Eliminating unnecessary idling is one easy action that Canadians can take to reduce their GHG emissions that are contributing to climate change.”

We are told that an overpass is not feasible because of the expense and the lack of population density. **If there are not enough people in the area to justify building an overpass, why would there be enough people to make it worthwhile to develop unneeded retail space?** You cannot have it both ways. If an overpass cannot be justified, then neither can more commercial development be justified.

Affordable Housing

Affordable housing along with housing to include for lower income residents will not be enhanced by segregating residents across a highway that will be a traffic-laden miasma. A proliferation of low-wage jobs will not help the county to attract residents

who can actually afford to live here.

The development of more houses along Highway 18 makes sense if there are jobs available that pay high enough wages for people to afford their homes. Nothing in the KimCo rezoning plan addresses this basic fact. Creating jobs that will not allow people to live locally will only increase the congestion. Workers in these lower paying jobs will have to commute from other parts of the county, and those commuters will only add to the traffic that will occur because of the increased number of traffic lights.

Recreational and Open Space

Despite the TMLAP's promise of "opportunities for more off-road trails and bicycle/pedestrian connectivity throughout the designated area," everyone knows that these goals are only aspirational. They look good on paper, but since they generate no revenue, these laudable goals will languish in the "to-do" pile for a long time. There has been no political will in Yamhill County in the past to develop more parks and recreational land. One can go for more rural walks in Portland than here. Plans for recreational areas are always the first ones to be sacrificed when funding becomes an issue. And the TMLAP goals will be no exception. Besides, trails in a flood plain will be less than accessible.

Rezoning industrial land to commercial does not further the long-term goals of McMinnville to be an attractive place to live and work.

Respectfully,

Ilsa Perse

From: [SuAnn Reddick](#)
To: [Heather Richards](#)
Subject: Re: Three Mile Lane plan
Date: Thursday, January 20, 2022 12:47:53 PM
Attachments: [image003.png](#)

This message originated outside of the City of McMinnville.

Heather, thank you for your response. My address is 14700 Hidden Hills Rd. McMinnville OR 97128.

Sent from my iPhone

On Jan 20, 2022, at 10:05 AM, Heather Richards
<Heather.Richards@mcminnvilleoregon.gov> wrote:

Hi Susan,

Thanks for your email. We will enter it into the public record but need your address to do so. Can you please provide that?

Also, I wanted to let you know that the proposed action in front of the Planning Commission is not a rezone. It is an Area Plan that is a guidance document that was started in 2017. The Plan has guidance for land-uses, transportation improvements, natural feature protection, trails, connectivity, job creation, and housing. It does not change any land zoning, but it does illustrate what the community would like to see happen in that area over the next twenty years. We received a grant from Oregon Department of Transportation and the Department of Land Conservation and Development for the work (ODOT managed the project) and part of that grant agreement was to move forward with the adoption of the Plan, which we did delay due to COVID but now need to move forward. However, I appreciate your insight.

There is a rezone for the commercial land that the Planning Commission is considering but that is not on the Planning Commission agenda tonight. They are still working on some of the issues in the application. We expect it will be in a public hearing during the February (February 17) or March (March 20) Planning Commission meeting.

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: SuAnn Reddick <suannr@gmail.com>
Sent: Thursday, January 20, 2022 9:23 AM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: Three Mile Lane plan

This message originated outside of the City of McMinnville.

To McMinnville Planning Commissioners,

Having lived in McMinnville for over forty years, I have seen the impact of planning decisions by the City, with both good and bad outcomes, but none of those decisions were made under our current circumstances. There may be both positive and negative consequences to rezoning the land along Three Mile Lane, however I would propose that now is not the time to do so.

In the middle of a world wide pandemic, with over 8,000 Oregonians becoming infected every day, schools and businesses shut down and hospitals overwhelmed, with inflation making survival more difficult for everyone except the wealthy, with the pending potential of another recession, our town does not need to divide itself further.

We need to get past the pandemic, resolve our existing problems with traffic, homelessness, emergency services and a host of other issues that would be multiplied if a development of this size was allowed.

Thank you for your consideration,

SuAnn M. Reddick

DATE: January 20, 2022

TO: Heather Richards, McMinnville City Planner, McMinnville Planning Commission.

REGARDING: Proposed Zone change from Industrial to Retail Commercial on Hwy 18

FROM: Sam Sweeney 1070 Ferry St. Dayton, OR 97114 ---- Our family owns and farms land in Yamhill County and use Hwy 18 to travel to McMinnville for business and personal needs.

Please include the following comments in considering the rezoning application.

A necessary and important part of Oregon's economy are the regional transportation corridors to move goods and people quickly and safely to all parts of the state.

The Mid-Willamette Valleys transportation corridor is Hwy 18 that connects the Portland Metro area to the Central part of the Oregon Coast. Businesses and citizens in both areas depend on this corridor for meeting their transportation needs and expect it to be a safe and efficient way to meet those needs. Therefore, since it is an important part of the region's transportation system, it needs to be protected for that purpose.

In making a decision on the proposed zone change I urge you to consider the following points:

- Hwy 18 is an important regional traffic corridor. Any retail development along that corridor will attract customers resulting in more traffic and congestion. This will negatively impact the purpose of this Hwy to move goods and people in a safe, timely and efficient manner.
- McMinnville has a unique hometown business atmosphere with family-owned businesses. Large commercial retail businesses outside of McMinnville will result in the loss of their customers that they depend on for their livelihood. This will eventually result in the loss of the businesses that have been supportive of McMinnville and its civic needs. Corporate retail businesses are only interested in making money for their stockholders.
- Changing the zone to commercial will result in more retail outlets relocating in this area. This trend could result in a "New" McMinnville located on both sides of Hwy 18. This will strangle the Hwy and its purpose of a transportation corridor. And --- there will be a need for a new expensive Hwy corridor that will remove farmland that supports Oregon's economy.

For the above reasons I strongly urge the McMinnville Planning Commission to reject the application changing it from Industrial to Retail Commercial.

Sincerely,

Sam Sweeney

From: [Marilyn D](#)
To: [Heather Richards](#)
Subject: Three Mile Lane Area Plan
Date: Thursday, January 20, 2022 11:53:07 AM

This message originated outside of the City of McMinnville.

Please submit the following comments into the Three Mile Lane Area Plan Record.

January 20, 2022

To: McMinnville Planning Commission

Re: Three Mile Lane Area Plan

To tout the commercial rezone on Highway 18 as a "unique town center retail development" is baffling.

McMinnville currently has an award winning "unique town center".

It's called Third Street.

To develop a second town center on Highway 18 will only serve to gut the first.

McMinnville's small business and shop owners deserve better than to have their own tax dollars spent to put them out of business.

Marilyn Walster

14286 NW Old Moores Valley Road

Yamhill, OR 97148