



MEMORANDUM

DATE: June 13, 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 06.07.22 – 06.13.22 for the Three Mile Lane Area Plan public hearing. If we receive any testimony tomorrow on June 14, 2022, we will forward it to you prior to the meeting and enter it into the public record at the public hearing tomorrow night.

Public Testimony:

- Email from Charles Hillstead, 06.07.22
- Email from Sharon Morgan, 06.08.22
- Email from Dahe Good, 06.09.22
- Email from Linda Peterson, 06.09.22
- Email from Marie Vicksta, 06.13.22
- Letter from Patty O-Leary, 06.13.22

From: [Zack Geary](#)
To: [Claudia Cisneros](#)
Subject: Fw: Rezoning
Date: Monday, June 13, 2022 3:25:24 PM

From: Chuck <charleshillestad@cs.com>
Sent: Tuesday, June 7, 2022 1:12 PM
To: Zack Geary <Zack.Geary@mcminnvilleoregon.gov>
Subject: Rezoning

This message originated outside of the City of McMinnville.

Dear Councilman Geary,

Please do not let the Council approve the rezoning that will allow developers to stick us with a massive new shopping center near the airport.

Among other things, that could be the death blow for the vitality of 3rd Street Downtown. The poor merchants there are already going to get a shotgun blast in the gut in the near future when the city gets around to chopping down all the magnificent trees there along with tearing up the street itself for months on end. Why will anyone want to go there anymore after such a double whammy? It'll be like another Covid surge hitting the merchants, a fully preventable one this time. How many will survive?

You don't think the trees on 3rd Street or 3rd Street itself are important? How do you suppose the residents and potential residents will react when much of what makes us unique and attractive among similar towns is trashed? I can personally testify that tunnel of trees is a key component of what attracts both visitor and new residents. It is certainly not going to be yet another dreary shopping center that attracts them.

Speaking of the trees Downtown, even if the city puts back *some* of the trees it plans to wipe out, the current planned idiocy is to not put back *all* of them. And worse, the plan is to not use any types that would grow anywhere near as big or as dramatic as we have now. On top of that, the proposed new vegetation to be used once all the good trees are gone are apparently deliberately going to be smaller, shorter species. Moreover, it will be years, literally decades, before any of the replantings will mature especially when the

plan is for only inch to three inch caliper twigs to be used.

Besides the damage the rezoning will do to Downtown, and more directly to the point on the rezoning issue, we simply don't need or want any more of the big box monstrosities you are apparently trying to encourage. Is it your intention to siphon business away from Downtown. Walmart? We already have one which is almost never crowded. Costco? The few times a year I actually need something from Costco, it is easy to combine a visit with a trip to Salem or Portland for other purposes. I can't think of a single store that we need so desperately locally that could not also be solved with buying on-line. Especially not needed in McMinnville is the giant run-of-the-mill commercial franchise ones the rezoning will allow. On top of that, think about future generations of McMinnville having to contend with an ugly dying or dead albatross like Tangiers became. Between buying on-line and other economic changes is this one more likely to succeed or less? I suspect the latter.

I know it is not likely to influence those involved when money is to be reaped, but it wouldn't be nice if for once some thought is given in advance to the collateral damage likely to be caused. Shouldn't there be some consideration for existing merchants and residents?

Charles Hillestad

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physical address: 1256 NW Oakmont Ct., McMinnville

email address: charleshillestad@cs.com

ENTERED INTO THE RECORD
DATE RECEIVED: 06/08/2022
SUBMITTED BY: Sharon Morgan
SUBJECT: Three Mile Lane Area Plan
Public Hearing

From: [Sharon Morgan](#)
To: [Claudia Cisneros](#)
Subject: Three Mile Lane Plan
Date: Wednesday, June 8, 2022 10:09:33 PM
Attachments: [We sent you safe versions of your files.msg](#)
[Three Mile Lane.docx](#)

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

This message originated outside of the City of McMinnville.

June 8, 2022

Dear Mayor and Council Persons:

A “new town center”? Why, when we have a nationally recognized “best small town main street? I am very much opposed to developing, or rather permitting the development, of the Three Mile Lane Area Plan.

The Alpine/Granary District has yet to reach its potential. Designed as a natural extension of Third Street’s appeal to pedestrian traffic, it will also increase the value of properties within the Urban Renewal District. Encouraging and supporting local investments in this area assures an organic growth to McMinnville’s core without distracting from established, sustainable businesses and services.

Plans for new recreation facilities, library improvements and consolidation of county offices are underway. These are necessary investments for McMinnville that will enhance its services to residents as well as Yamhill County as a whole. There will, however, be increased costs to tax payers. Local use of a new commercial “mall” might well be in conflict with voters’ stretched financial resources. It would be very sad if healthful, meaningful, multi-generational benefits lost out to yet more consumerism cloaked as economic progress.

The expectation that the Three Mile Lane Plan will increase McMinnville’s appeal as a destination shopping experience is flawed. Why forego continuing attention and development of our town’s charm and unique qualities to become an “Any Town Anywhere”?

Thank you for your consideration.

Sincere regards,

Sharon Morgan
367 SE Cows Street
McMinnville

From: dahe@goodlandcompany.com
To: [Heather Richards](#)
Subject: Comments for Three Mile Lane Area Plan (Docket G 7-21)
Date: Thursday, June 9, 2022 3:00:59 PM

This message originated outside of the City of McMinnville.

I've lived in Yamhill County since 2002, and I work in McMinnville, where I own my company, Good Land Company. I focus on commercial and agricultural real estate, and my associate works almost entirely with Hispanic families purchasing homes, many for the first time. I served for several years on the board of McMinnville Habitat for Humanity and I have a background previously developing low income housing. McMinnville is benefitting from a surge in demand for rural lifestyle homes, but with this demand has come a loss of existing affordable housing, increased commuter traffic, and a conversion of farmland into suburban homes for mid- and upper middle income families. With the Three Mile plan, the city has an opportunity to help balance these effects. I believe good wage jobs and affordable housing are key to the health of our region. I don't think big box retail will be the best answer – it takes up a huge amount of land and provides little in return - primarily low wage jobs (and more stuff we don't need!) Please consider the long range value to our region of including more affordable housing, including incentives for very low income housing, as well as policies and incentives for job-creating commercial and industrial development. These polices will help families stay and grow in McMinnville.

Thank you for the great work you do,

Stay safe...there's no place like home!

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licensed in Oregon
The Good Land Company
117 NW 8th St., Suite 4
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Land For Living™

From: [Linda Peterson](#)
To: [Heather Richards](#)
Subject: TMLAP
Date: Thursday, June 9, 2022 7:19:42 PM

This message originated outside of the City of McMinnville.

My name is Linda Peterson, and I live in Olde Stone Village Manufactured home park on TML.

With all of the residential areas out here...2 mobile home parks, our RV park, Kingwood, Fircrest, Apartments next to Fircrest...it seems unreasonable that there be no amenities out here to serve the residents or businesses that exist. You have the hospital, Chemeketa, the airport, motels, the museums and water park. People visiting these places would surely appreciate having access to restaurants, gas, minor shopping (not necessarily big box) stores.

If we are low on gas, we and people from the Dayton area, have to drive clear into downtown to fill up, then backtrack our drive to go to Salem or Portland. If I'm out of eggs while baking something, I either have to go downtown or to Dayton to grab some.

Yes, it is a bypass. Travelers, campers at the RV parks, patrons of the motels, may be just passing by and avoid going into downtown, and would enjoy and appreciate gas and grocery available along their way. Some people come just to visit downtown. These are two separate entities. Two different purposes of being here. Two types of tourists and travelers.

If I was traveling on the bypass (TML), just to get to the coast or the casino, I'd be relieved to see that I wouldn't have to enter the busy downtown areas, or far North end of Mac, to get what I needed along the way.

I think it's time that the city expands out this way for convenience, not to mirror what the downtown is popular for.

I just wanted to give my opinion on this issue, as I don't be in town to attend the meeting on the 14th or 26th, if changed.

-Linda Peterson
4155 NE Three Mile Ln Space 64
McMinnville OR 97128
Phone 971-706-0583
Email: ljpete1956@gmail.com

Sent from my iPhone

From: [Marie Vicksta](#)
To: [Heather Richards](#)
Subject: Comment on three mile lane
Date: Monday, June 13, 2022 7:05:47 AM

This message originated outside of the City of McMinnville.

Good morning,

I live in McMinnville and would like to provide comment on the proposed TMLAP. I agree with the comment from Ms O'Leary in the paper that, "Citizens aren't expressing confusion. They are expressing lack of trust in the planning department and, by association, the city leadership. The planning director stated that the (TMLAP) and the zoning change from industrial to commercial didn't necessarily mean that big box retail development would happen. While technically that may be true, it is also equally true that the zone change from industrial to commercial establishes big box retail as a real possibility. ... It is disingenuous of planning to tell the city council and citizens to ignore the existing developer application while considering (TMLAP)."

I believe Mark Davis in his letter to the editor and Friends of Yamhill County have brought up very valid points that depending on future frontage road development some time in the future when applications for zone changes are in hand now seems like a recipe for commuter traffic headaches for decades.

As a citizen, I don't need more big box stores in McMinnville.

Thank you,
Marie Vicksta
247 NW 12th St, McMinnville, OR 97128

June 13, 2022

City Council

TMLAP June 14th Hearing

I'm unclear as to why a continuance to July was listed in the agenda for the June 14th city council meeting. It is my understanding that the council votes on continuing hearings, so how did that vote happen prior to the scheduled public hearing?

Planning has had several years to prepare a document for which there is no legal requirement, and yet still needs additional time to "clear up confusion." I haven't seen requested clarification of specifics, for example, asking Mac Water & Light to provide costs and timing of getting additional water service to that area since it is pretty much at capacity now, or information about how much road modifications will cost and who will be footing the bill for the modifications. I have seen notices about additional public presentations. It might have been more efficient to have had those presentations earlier in the process to get an accurate feel for public opinion as well as the supporting technical aspects of a proposal of this scale.

After disregarding the City Planning Commission's decision on Stafford, it is interesting that the planning-initiated TMLAP online documentation starts with:

Three Mile Lane Area Plan: (Docket G 7 – 21), Consideration of the Planning Commission recommendation to adopt the Three Mile Lane Area Plan as a Supplemental Document

I guess the value of the planning commission's decision depends on the topic.

Patty O'Leary