

Vera Kalias

From: Dennis Egner
Sent: Monday, December 02, 2019 10:51 AM
To: 'Chele Schmidt'
Cc: Vera Kalias
Subject: RE: Monroe Neighborhood Greenway

Chele –

Thank you for your thoughtful comments. Your email is being included the record for the project. We are taking comments until December 20 and will likely be making a decision in early January.

In addition to the Monroe Apartments decision, there are two other City sponsored planning efforts related to the Monroe Neighborhood Greenway that will be starting in the new year. The City Engineering Department will be preparing the construction plans for the Monroe Neighborhood Greenway improvements. This will include an extensive outreach effort working with residents and property owners along the route. The second project is a grant funded plan to determine the best way to link the SE 29th Ave Neighborhood Greenway with the Monroe Neighborhood Greenway. We have only just received acknowledgment that we were awarded the grant and do not have a consultant on-board or an outreach strategy in place for that project. As timelines become clear, we will post information on our Central Milwaukie webpage: <https://www.milwaukieoregon.gov/centralmilwaukie>.

Be assured that City that the City is committed to developing a safe and convenient active transportation network through the Central Milwaukie area. Let me know if you have other questions or comments.

Denny

Dennis Egner, FAICP
Planning Director

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From: Chele Schmidt <chelebakes@gmail.com>
Sent: Monday, December 02, 2019 10:22 AM
To: Dennis Egner <EgnerD@milwaukieoregon.gov>
Subject: Monroe Neighborhood Greenway

Hi Ednar,

I am a resident of Milwaukie, Oregon who walks, bikes, skates and I want to bring up concerns I have for the Monroe Neighborhood Greenway route.

I would like to see the cycle track built that was proposed by residents and vetted by Alta Planning + Design. If the multi-use path along the train tracks is built, it needs to be built in a way that is far safer

than how the developer is proposing. More entrances and exits, and not trapped between tall walls and fences where it is hard to see and hear what is happening on the path.

The driveway design is not yet safe enough for cyclists and pedestrians that will be crossing it and 37th and that a traffic diverter needs to be included to keep Washington street a quiet, low volume street.

I am a parent of a 11 and 13 year old and we ride our bikes, walk, and even skate around town for commuting purposes, as well as fun. My son rides his bikes with his friends and will soon be of the age where they will be able to ride down to the bowling alley or other places that use the Monroe Greenway on their own. They would do so now if they had safer options to do so. I want to feel like they can do so safely and not be more at risk. I want to feel like I can ride my bike to the shops or Library downtown without the added risk the complex driveway brings.

If we can build a piece of infrastructure that allows a parent with a young child to comfortably ride their bikes from eastern areas of Milwaukie, into downtown Milwaukie and back, then we have achieved our goal. Any cyclist more confident than an 8-year old should feel very comfortable using Monroe. However, if we build a piece of infrastructure that only attracts super confident cyclists to use it, then we have failed to reach the goal. We hear some on the City Council talk about equity, diversity and being inclusive, yet I feel like there are not a lot of opportunities to see those words put into action within our city.

Building Monroe so that the widest range of people feel comfortable using it will allow more equity, diversity and inclusivity in a way that everyone can see and experience. We want to allow a safe place so anyone can have the option of getting out of their car and enjoying our city in better ways.

Thank you for listening,
Chele Schmidt

Vera Kolias

From: linda keeling <keeco2000@yahoo.com>
Sent: Saturday, December 7, 2019 8:34
To: Vera Kolias
Subject: DEV -2019-009;TRF2019-001;VR2019-012

It's a sad thing when the city that's always stood for beauty and compatibility with the Wildlife Preserve along the Willamette River is being destroyed by greed. The site of this proposition has been a feeding/resting place with thousands of birds using it for many, many years. With this proposed building, these birds will be forced to feed somewhere else, starve or make a nuisance of themselves, both for whomever chooses to reside in the buildings and the rest of the neighborhood. This site would be better served as a park with lawns and trees.

The east/west traffic has already been congested due to the blockage of Monroe Street, with Railroad Avenue and King Road forcing commuters to wait in mile long lines to get through the intersections at Linwood Avenue. With the building proposed, more congestion would ensue.
I'm definitely against this proposition!

With due regard,
Linda Keeling, resident at Village Monroe

Vera Kolias

From: cvond@teleport.com
Sent: Sunday, December 8, 2019 13:33
To: Vera Kolias
Subject: Supporting active transit solutions

Dear Vera Kolias

Please consider supporting active transit solutions through Central Milwaukie by including the following changes to the Monroe Apartment complex proposal (DEV 2019-009)

1. Add a cycle track first, then a multi-use path later, to provide easy access to the Monroe Street Greenway for neighbors and apartment residents.
2. Have Alta Planing re-design the intersection at SE 37th/SE Washington to make it safer for bicycles and pedestrians.
3. Remove the gated entrance to the multi-family housing complex at the intersection, and add a diverter at SE 37th/SE Washington to protect the local neighborhood from cut-through traffic.

Building a cycle track to promote active transportation, and protecting our neighborhoods, will relieve traffic congestion in Central Milwaukie making it safer for drivers too. "

Sincerely,

Courtney Von Drehle

Vera Koliás

From: Jill Bowers <tinyjillbo@gmail.com>
Sent: Tuesday, December 10, 2019 12:26
To: Vera Koliás
Subject: Monroe Apartment Complex Proposal comment

Dear Ms. Koliás,

I have concerns about the impact of traffic congestion, safety of drivers, cyclists, and pedestrians with the building of the Monroe Street Apartments. I support active transit solutions through Central Milwaukie by including the following changes to the Monroe Apartment complex proposal (DEV [2019-009](#))

1. Add a cycle track Option B, then a multi-use path later, to provide easy access to the Monroe Street Greenway for neighbors and apartment residents.
2. Have Alta Planing re-design the intersection at SE 37th/SE Washington to make it safer for bicycles and pedestrians.
3. Remove the gated entrance to the multi-family housing complex at the intersection, and add a diverter at SE 37th/SE Washington to protect the local neighborhood from cut-through traffic.

Cycle tracks promote active transportation, and protect our neighborhoods, and will relieve traffic congestion in Central Milwaukie making it safer for drivers too.

Sincerely,

Jill K. Bowers
4688 SE Ada Ln

--

Jill Bowers

“I am where I need to be.
Everything around me
includes and hides the sacred.”

- Mary Mrozowski

Vera Kolias

From: Jay Panagos <jtpanagos@comcast.net>
Sent: Tuesday, December 10, 2019 16:44
To: Vera Kolias
Cc: Bike Milwaukie; cdortolano@gmail.com
Subject: Monroe Apts/Monroe Neighborhood Greenway

Hello Vera,

Please consider the suggestions brought forward by Bike Milwaukie in regards to the Monroe Apts and the Monroe Greenway.

Safety should be of the utmost importance for pedestrians and bicycles. The “cycle track” and “diverter(37th)” and other safety suggestions, would be a benefit for pedestrians/cyclists and also the residents of the Monroe Apts. Better to make positive corrections initially, then to delay and have further costs down the road. Active transportation options are needed so as to provide a safer/healthier environment going forward!

Thank you for your consideration in this matter.

Jay Panagos

Sent from my iPhone

Vera Kolias

From: Dennis LaPrade <dennislaprade@oregonfirst.com>
Sent: Tuesday, December 10, 2019 16:55
To: Vera Kolias
Subject: Monroe Neighborhood Greenway

Greetings Vera Kolias,

I like many others in Milwaukie are concerned about the proposed bike path through the McFarland site. I for one am in favor of the apartment proposal because it will help add needed density to our city. What I am concerned with is the route that is proposed for the bike path, it looks like it would have a serious safety concerns due to how isolated the stretch would be. What doesn't make sense is doing a route like this rather than something much more simple and proven to work. A bike route should run up Monroe to 37th and then turn down to Washington. For example, it should be designed just like the bike path at NE 33rd and NE Going. That bike path is a very simple and effective idea that doesn't sacrifice safety and wouldn't infringe on the McFarland site.

A useful bike infrastructure is important for the well-being of Milwaukie and we should be doing it right the first time and this stretch is a vital part of the bike infrastructure.

Best Regards,

Dennis LaPrade
Licensed Oregon Real Estate Broker
Oregon First
2106 NE MLK Jr. Blvd.
Portland OR, 97212
DennisLaPrade@OregonFirst.com
503.347.5053

Vera Kolas

From: Vincent Alvarez <heavytech77@gmail.com>
Sent: Wednesday, December 11, 2019 15:06
To: Vera Kolas
Subject: Input about the proposed Monroe Apartment build.

I have walked the site looking at the plans as proposed.

The bike corridor along the train tracks I believe to be a mistake. Other current bike paths with long unbroken fences or walls have developed into problem areas. Homeless encampments being prime among them. Where they occur on existing bike paths, they just don't feel safe to travel through.

Adding a cycle track following Monroe around the north side of the apartments, would seem to be far more useful. I believe this was already proposed a few months ago.

I also seriously question the driveway placement. Being so close to the intersection of 37th./Washington and then factoring in the train crossing. I see traffic problems that could be monumental. Once built, there won't be many options for correcting it later.

Thank you for considering my input on this development.

Vincent Alvarez
Chair, Lake Road NDA
Where Else Ln.
Milwaukie, OR

Vera Kolia

From: Dolores Julien <madamej@gmail.com>
Sent: Wednesday, December 11, 2019 18:22
To: Vera Kolia
Subject: Re: maps

Dear Vera,

I have just tried to read the text regarding the Monroe Greenway considerations.

As I frequently cycle south from Harvey St along 37th toward international way and 224, I am very aware of the current configuration of the 37th as it merges with Railroad Avenue.

With increased traffic and population, obtaining safe passage of all will be important. The narrowness of 37th in the direction north is problematic even now. On dark, wet days at busy hours, I refuse to bike on the road. Instead I use the truck path behind the shopping center, walk up a grassy area to the sidewalk then cross the railway tracks on the designated path to cross over 37th. Then I get back on my bike. If there is a lot of traffic. I cycle on the east sidewalk of 37th.. Not pretty but safer for me....

I also take Monroe Street to travel to the shopping centre and to cross 224. to go into downtown Milwaukee.

I appreciate all the thought that is going into finding good solutions to the many aspects of this new construction.

From a user perspective I would request the following:

:- **simple** (uncomplicated) **and safe is best** Between biking on the street or on an elevated pathway, I would choose the choice that does not mix people and bikes if possible. I personally prefer street lanes on both sides of a street. But more important is crossings that allow an organized flow of all traffic with minimal need for cars to back up into a street.

- Whatever pathway is decided, if it requires a bicyclist (unlike a cyclist who is looking for exercise) to take a circuitous route or to take an uphill street, the bicyclist will choose the more direct path on the flattest ground. (When I travel (always on bike or bus) I always choose the least hilly and safest routes. Hilly and safe will vary in importance according to time of day, weather conditions and my own fatigue.. I will even use a side walk in an awkward section of road .

- I know that cost is always a consideration but when deciding on a short term solution, future possibilities can be compromised. So if a pathway can be extended in future, then the choice today should allow for that.

- Plans on paper can look great as I know from gardening practice but it is only the actual physical use of an area that really proves that a plan works. I wonder how much do planners actually walk and imagine on a site to assess whether a plan will be effective. There are too many variables for me to adequately judge this and I rely on others to responsibly make decisions.

I am happy to state my opinion whether the design actually works in practice, but that would be after the fact!

So my encouragement to those hard working planners is :**Simple and safe with a future perspective.**

The following is an addition.but is related to travel.

I have crossed 32nd Ave at Harvey St for the last 15 years (as a pedestrian). There is a crossing indicated on 32nd at the south side of Harvey. When I descend from the bus at that corner (the bus is going south) I use the crossing; however, if there were to be improvements in this area, I would suggest that the crossing should be on the north side because a pedestrian is best to walk facing traffic. There is a blind turn on the south side of Harvey St. IN addition there is no side walk and an slippery uphill on grass in wet weather. The north side is more open with a better view of the cars.

Thank you for taking the time to receive public opinion,

Yours truly,

Dolores Julien

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Vera Kolas, Associate Planner
City of Milwaukie
Planning Department
6101 SE Johnson Creek Blvd
Milwaukie, OR 97206

December 12th, 2019

Ms. Kolas,

Thank you for your work on this project, I know it has been challenging. Sorry if our letter sounds rushed, we thought we had until December 20th, but found out Tuesday evening at Planning Commission it was due by this Friday the 13th. We want you to know that we are supportive of the Monroe Street Project, DEV-2019-009; TFR-2019-001; VR-2019-012. However, our concerns are like other neighbors and neighborhoods, but we hope that they will be given greater weight as this development will be part of the Ardenwald/Johnson Creek (AJC) neighborhood.

- 1) We would like to have a cycle track in place of the multi-use pathway for concerns of safety, visibility, and usability. We are supportive of the traffic impact study (TIS) amendment dated December 10th. The multi-use pathway is concerning via 19.505.3.3 because it is a long corridor without egress, visibility of people is low, and circulation is inadequate.
- 2) We have concerns with a gated accessway that will back up traffic into 37th Avenue and interfere with the Monroe Greenway. The TIS was completed without this gated accessway and will more than likely confound the results presented. We also have concerns that current traffic studies for this project have not taken into account other large projects in the AJC NDA such as Hillside Park which will add significant traffic because of increased housing density, and the Murphy site, projected to add even more traffic than Hillside Park due to potential job creation.
- 3) We also have concerns that when the Monroe Greenway is completed complications to the 37th Avenue intersections with Monroe Street and Washington Street will lead to pedestrian and bicycle adverse interactions with vehicles. This will decrease usage by families, seniors, and other community members, the very people that the City of Milwaukie should support.
- 4) The city's overall purported vision for promoting bicycle transportation is not reflected in this current proposed multi-use pathway. Future residents will need a safe, reliable, usable east - west connection, to get them to their destinations. This will be an important corridor for alternate modes of transportation and must be ready to solidly meet those expectations. As a community, we need to get this right and promote safe transit. Otherwise, people will stay in their cars, and drive.

In conclusion, we would like to again state that the AJC neighborhood is supportive of having a cycle track as part of the Monroe Street Apartments. The AJC is not opposed to growth, but we consider smart growth or how that growth occurs to be just as important as the growth itself. We need to maintain current livability, make sure that trees, wildlife, and the environment are given equal importance, and remember that we are a community full of active people hopeful for the future and our world.

Best regards,

Ardenwald/Johnson Creek Neighborhood

Vera Kalias

From: Sara Gross Samuelson <saramorgan05@gmail.com>
Sent: Friday, December 13, 2019 9:43
To: Vera Kalias
Subject: Monroe Apartments feedback

Hi Vera,

I just wanted to take a moment to submit some thoughts on the Monroe apartments. I understand that there has been some neighbor conversation in my neighborhood around wanting to place conditional requests on the development based on concern around the Greenway, pedestrian space and traffic.

First, let me say that I trust the city of Milwaukie and the Comp Plan outline as I understand it... that the TSP review and planning process is coming and that the City takes it seriously.

I also trust the Traffic study submitted multiple times by the developer in saying that no further work is needed in terms of traffic mitigation around the site.

I grew up in the City of Beaverton. I understand the impact of development and the way that it changes a neighborhood and brings a change of traffic patterns. And honestly? I'm not concerned. Ultimately, both my personal experience and my understanding of the traffic flow patterns and capacity of the City of Milwaukie and surrounding areas is that we're nowhere near as crowded, busy or complex as the traffic situations created by development in the City of Beaverton. I trust that we'll all survive the impact of a moderately sized apartment development into our neighborhood.

My two concerns that I will validate:

1) The pedestrian and bike path as it is proposed stretches the entire length of the property with exits only on either end of the path.... the walls make it a "walled in" pathway. I agree that even with proper lighting the design of that pathway makes me nervous. As a woman, I would not feel safe walking that pathway after dark and I understand the safety concerns of my neighbors. Looking at ways to arrange the bike and pedestrian flow that include open pathways IS a priority for me.

2) My neighbors have concerns about the impact on the intersections around the railroad. I do not have concerns about the quantity of traffic. I have concerns about those intersections regardless of development. Drivers do NOT understand how to properly use turn signals turning onto and from Railroad ave from 37th. I have experienced several near fender benders in that area because drivers are not paying attention or using their turn signals to indicate direction. It's a funky intersection. Compounded by the existence of the railroad crossing. Additionally, on the opposite end of the proposed complex, driver's continue to not understand the right of way order at the Oak and Railroad/Monroe intersection by the public safety building. Rather than use the Monroe Apartment development as a scapegoat for our community's poor driving skills, I think maybe some community education around reasonable traffic and driving practices might be in order. Let me say that again: my concerns around traffic have NOTHING to do with the development and everything to do with the current level of awareness and conscientiousness of my neighbors' driving habits.

As an aside, I find the development of new housing options in our city to be a moral imperative at this point. The shortage of housing supply is creating undue pressures on our most vulnerable families. We cannot build and encounter more housing supply and housing options fast enough.

Thanks so much for your time and attention to this process!

Peace,
Sara Gross Samuelson
3123 SE Malcolm St

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Sara Gross Samuelson

co-leader/pastor/organizer - Storyline Community

M.Div/MAT /MOM

cell: 503-367-7439

saramorgan05@gmail.com

sara@samuelson.org

Vera Kolias

From: Elvis Clark <eclarkmilwor@yahoo.com>
Sent: Friday, December 13, 2019 10:54
To: Vera Kolias
Subject: Dev-2019-009 comment

Hello, Vera.

I put my name on a couple of comment letters, Ardenwald's NDA letter issued last evening and Chris Ortolano's which may still be coming today.

Both letters emphasize the ask for the Cycle Track along Monroe. I would use this Cycle Track myself, and probably not much if at all the alternative Railroad tracks Multi-use path...and I think a whole lot more folks would do the same.

Secondarily, the Gate to the 37th driveway entrance could be somewhat problematic.

For these two reasons I support the two letters cited above.

I also hope the City might scrutinize the change in level of service rating at 37th and Railroad (left turn onto 37th from Railroad at evening peak rush hour). This went from an E rating to a D rating with the developer's December 10 addendum.

Thank you and have a great weekend,

Elvis 

Sent from Yahoo Mail. [Get the app](#)

Hector Campbell NDA
c/o Dave Hedges Land Use Chair
5185 SE Elk St
Milwaukie.

Vera Kolas
Associate Planner, City of Milwaukie
6101 SE Johnson Creek Blvd
Portland, Oregon, 97206

BY EMAIL – December 13th, 2019.

Dear Ms. Kolas,

Following our regular monthly meeting in December, I write to express the comments of the Hector Campbell NDA, concerning the Monroe Apartments development.

Our general position is that the NDA is supportive of the development, with some reservations and suggestions.

We would firstly like to suggest a change of name for the project to either Minthorn Commons or Minthorn Springs. There are already roads and buildings using the name Monroe, and a comment made at our meeting was “Do we need something else named after a dead President”. Minthorn has a long connection to the area and we feel a more appropriate name for the new development.

Bike Milwaukie Cycle Track / Alta Plans

The majority of those present were supportive of Option B. There was discussion that having this option and the path along the railway line was not necessary. Also, there was discussion re funding Option B and there didn't appear to be support for the City paying for it, or that the developer should support the full cost. Perhaps as Bike Milwaukie proposed it, and want it, they might care to pay for it.

Do not close Washington but monitor and install traffic controls as NDA's request. If traffic problems warrant controls such as right in and right out, to full closure of Washington St. this should be discussed with the NDA once the full extent of any problems are ascertained.

The Pedestrian crossing on 37th should be controlled by flashing lights.

Gate access function

Remove gate control into the apartments at Washington entrance. A controlled entrance will at times cause traffic to stop on 37th, with increased dangers of an accident occurring through other drivers being impatient.

If gated, Driveway should hold approximately. 3 cars while gate opens, and vehicles should not be allowed to form a line on 37th.

Free flow once gate is open as opposed to each car coding in

Sidewalk buildout at Oak St.

Build and completely finish all sidewalks around the site

Fire Access Gate

Fire access should be able to accommodate all equipment operated by Clackamas Fire District, including the full-size ladder truck.

The right turn out at this point should be constructed in such a way that only a right turn is physically possible, and prevents traffic cutting across Monroe to turn left. The gate should be positioned in such a way that traffic exiting to the right does not obstruct traffic turn in the same direction from Oak into Monroe.

Effect on Triangle Park

The park should be full protected from damage during the construction process, and the park should be given an official name, picked by the NDA.

Bike / Pedestrian way along railroad tracks.

There was much concern expressed about the safety aspect of this path. The general consensus was that most safety conscious people would not use the path as designed, which seems to be a long walled "tunnel" with no escape, save at either end.

We suggest that Police Call boxes be placed along the path with direct contact to LoCom, once the phone is lifted.

There are CCTV Cameras covering the whole of the path, that are monitored 24/7 at LoCom

There should be exit points along the path allowing people to get into the apartments if they feel unsafe or threatened.

The path should be well floodlit every day from 30 mins before sunset until 30mins after sunrise.

It was also commented upon, that if Option B bike lane is installed this path is superfluous to requirements.

Railroad and 37th intersection

We feel that this junction will be a major problem during heavy traffic flow times. It was already a compromise when its present layout was built to obtain sign off from the Railroad for the Quiet Zone, without major cost to the City.

At our meeting former Councilor Hedges expressed concern that the traffic study provided by the developers is flawed, in that it does not project enough trips in and out of the development. His recollection was that for this type of development the City stated 2.5 trips per day per apartment. He checked with local government traffic engineers and was informed this was still a correct assessment. This would place the total daily trips far higher than the traffic study would suggest.

We would ask that the City address the function and safety problems at this junction before the development is completed.

Contaminated Area of the Site.

We ask that the City, DEQ and other relevant authorities properly and fully monitor the contaminated area of this site both during and after construction, and that such required inspections are documented before construction begins.

Thank you for the opportunity to comment and for consideration being given to our requests and suggestions.

Sincerely,

David Hedges
Vice Chair & Land Use Chair Hector Campbell NDA.

Vera Kolias

From: Mollie Frey <molliefrey@gmail.com>
Sent: Sunday, December 15, 2019 15:11
To: Vera Kolias
Subject: Traffic concerns pertaining to proposed development at 37th and Monroe Streets

I'm adding my name to the growing number of Hector Campbell residents opposing the proposed entrance/egress for the apartment community going in on Monroe and 37th. I live at 3829 SE Harrison Street. I already live with a huge volume of traffic and do not look forward to even more traffic after this community is built and fully occupied. Even more concerning is the decision to only allow one entrance/egress to the community on 37th and Washington. This decision was based on the developer's desire to maximize profits at the expense of the livability of the Hector Campbell neighborhood and the safety of the new apartment community.

This will create a traffic nightmare the likes of which cannot even be imagined. Has anyone considered the safety issues of only having one way in and out? What if there's a fire or some other catastrophe? How are 300+ people going to get out of there quickly? How about emergency vehicles trying to get in? Your department and the developer MUST reconsider the placement of this entrance/egress and recommend or insist that the developer use Monroe Street instead or at least add a second option on Monroe Street.

One last thing....it goes without saying that the City of Milwaukie must address the growing problem with speeders in the Hector Campbell neighborhood. With the addition of 300 to 400 more vehicles, speeding will only increase.

Thank you for your time,
Mollie Frey

Vera Kolas

From: Bike Milwaukie <bikemilwaukie@gmail.com>
Sent: Monday, December 16, 2019 9:06
To: Vera Kolas
Cc: Matt Menely; greg bbowman
Subject: Monroe Apartments Land Use Application- Comments

Hello Planning Department,

Below are our comments, representing the cycling community in Milwaukie, regarding the Monroe Apartments Land Use Application for the McFarland site, and its relationship to the Monroe Neighborhood Greenway.

We have some concerns, outlined below, which we feel need to be changed or resolved as conditions of approval for the land use application.

1. The intersection of 37th and Washington has not been adequately designed to handle the confluence of auto traffic, pedestrians and cyclists that will be passing through this area, especially once the Monroe Neighborhood Greenway is constructed (likely happening in the 2022 to 2024 range).
2. The intersection of 37th/Washington/driveway to the new apartment complex has been designed in a way that allows an increase of traffic on Washington Street (see diagram below). That street is currently a very low speed, low volume and narrow street. Neighbors on this street will likely see a large increase in cut through vehicle traffic volumes and speeds after the development is complete. That traffic needs to be diverted onto other streets which are already designed to handle higher traffic speeds and volumes.
3. The driveway into the new development is electronically gated which means traffic could back up into the intersection of 37th and Washington, especially when package delivery or ride sharing vehicles are attempting to pick up or drop off in the apartment complex.
4. The multi-use path that runs along the train tracks has major safety and security issues. As proposed, it is a 1100 foot long by 15 foot wide, mostly hidden corridor, with high walls/fences on each side. The only exits are at each end of the path making it a prime location for homeless camping, muggings and/or graffiti among other things.

Solutions to the above issues are fairly simple and could be remedied with the following steps:

1. Add a cycle track around the north side of the development as was proposed in early October to City Staff and Council by residents. Then a multi-use path could be built later later if desired, to provide easy and consistent access to Monroe Street Greenway on each side of the McFarland site. The Alta Planning report considers and compares the cycle track option (that residents have proposed) and the multi-use path that the developer is planning to build. Their conclusion backs up the cycle track proposal and option "B" is the preferred option within the community.
2. Have Alta Planning re-design the intersection at SE 37th/SE Washington to make it safer for bicycles and pedestrians.
3. Remove the gated entrance to the multi-family housing complex at the intersection, and add a diverter at SE 37th/SE Washington to protect the local neighborhood from cut-through traffic.

In looking briefly at the TIS it seems as if future cycling and pedestrian use in this area of Milwaukie has not been accounted for. We find it frustrating and disappointing that we have a Greenway plan in place which the City is pursuing funds for, yet projected users on the Greenway have not been considered in the TIS for this land use application. If future cyclists and pedestrians had been accounted for, we think this entire process could have been smoother and faster for the Community, City Staff and the Developer.

By building safer active transportation infrastructure for pedestrians and cyclists, the City of Milwaukie and the McFarland site developer will also help to relieve traffic congestion in Central Milwaukie making it easier for motorists too. However, creating unsafe options for pedestrians and cyclists will likely lead to more motorists on the road and less use of the Monroe Neighborhood Greenway.

Thank you for your time and consideration.

--

Matt Menely & Greg Baartz-Bowman

Bike Milwaukie Co-Organizers

www.bikemilwaukie.com

Building community and encouraging advocacy in Milwaukie on self propelled wheels.

We have monthly or semi-monthly rides in and around Milwaukie.

Chris Ortolano
11088 SE 40th Ave
Milwaukie, Oregon 97222
(503) 353-3000

Vera Kolas
Associate Planner, City of Milwaukie
6101 SE Johnson Creek Blvd
Portland, Oregon, 97206

BY EMAIL

Dear Ms. Kolas,

We appreciate the opportunity to submit public comments in response to land use application DEV-2019-009. We represent many in the Hector Campbell and Ardenwald neighborhoods, and hope the Planning Director will validate our concerns regarding the perimeter treatment of the proposed Monroe Apartments complex.

We strongly recommend the addition of a cycle track in place of the multi-use path. The cycle track will promote active transportation, preserve our Greenway, and relieve traffic congestion making it safer for motor vehicles too.

Executive Summary: We support proper planning for active transit solutions through Central Milwaukie with the following changes to the Monroe Apartment complex proposal (DEV 2019-009):

1. Delay construction of the Multi-Use Path (MUP) due to design flaws that will discourage families, children, and seniors from using the Monroe Street Greenway - Washington Street alignment.
2. Require construction of cycle track option B to provide safe and secure access to the Monroe Street Greenway for residents of the neighborhoods and residents of the apartment complex.
3. Remove the gated entrance to the apartment complex from within the SE accessway, and add a diverter at SE 37th/SE Washington to protect local neighborhoods from cut-through traffic.
4. Redesign the SE accessway at SE 37th/SE Washington to make it safer for bicycles, pedestrians, motorists, and delivery vehicles. The current design, proposed by Senior Transportation Planner Steve Adams, is untested, unsafe, and warrants additional review by Alta Planning + Design.
5. Provide for additional traffic safety mechanisms such as Rectangular Rapid Flashing Beacons at SE 37th/SE Washington Street as recommended by the Monroe Greenway Project Advisory Committee (PAC).

Sincerely,

Chris Ortolano, Bernie Stout, Del Scharffenberg - Hector Campbell
Ronelle Coburn, Elvis Clark, Ken Kraska - Ardenwald Johnson Creek

Background: Chris Ortolano first met the land use applicant on June 25th, 2019, prior to the Type III Building Height variance hearing before the Planning Commission that evening.

The conversation was cordial, and that evening Chris presented public comments to the Planning Commission regarding the Type III Height Variance request. His concerns cited MMC section 19.911- Variances and were specific to the proposed SE accesway but not validated by the Planning Director at that time.

The applicant, Johnson Development Associates, then hosted a community meeting on September 9th, 2019 at the Public Safety Building to an audience of 44 concerned neighbors.

Community leaders met after that meeting, conceived the cycle track concept, and presented that concept to City Council, Planning Staff and the applicant during the month of October. Staff then hired Alta Planning + Design to further validate the concept with a memo they prepared for Staff in November with diagrams, included below.

Concerns: One of the fundamental problems we have with this apartment complex is the way the project is treated as an island, lacking adequate transitions to adjacent neighborhoods, and a circulation system that does not prioritize bicycle and pedestrian safety.

The site plan also severely jeopardizes the most vibrant public benefit adjacent to the project known as the Monroe Street Greenway - Washington Street Alignment.

The failure to adequately address the proper integration of the Washington Street Alignment as a vital part of the project perimeter suggest the applicant does not adequately understand our care for our community values which include our city being delightfully livable, entirely equitable, safe, and welcoming.

This proposed development is neither safe for bicyclists and pedestrians, nor welcoming to adjacent neighborhoods. There will be no delight for anyone traversing the Monroe Street Greenway Washington Street alignment as currently designed by the applicant and staff.

Solution: Our goal is to work with City staff, and the developer, to implement a solution that is amenable to all parties, including local community stakeholders. The City of Milwaukie were to negotiate with Johnson Development Associates to amend the site plan for the inclusion of the Alta Planning + Design cycle track concept, Option B, in place of the Multi-Use Path, to be developed at a later date, as described below. Our concerns are listed in detail below.

Benefits: The cycle track, updated multi-use path, and redesigned SE accessway will adhere to the City of Milwaukie's values, provide adequate transitions to adjacent neighborhoods, and increase public safety for bicyclists and pedestrians to promote active transit from Central Milwaukie to downtown bus and light rail stations, all critical for our transportation network.

1. Multi-Use Path (MUP) Safety and Security Concerns

This current proposal sandwiches the path into a very narrow, long and largely hidden corridor. There is no visibility from the apartments to the path, nor does it pass the “scream-test”.



Diagram 01 - Rendering of the Multi-Use Path from dev-2019-009_18october_resubmittal

The path is dangerous gauntlet of chain link fencing to the south, and a sound proof wall to the north, at or below grade, with no points of egress in case of emergency, or ingress for residents.

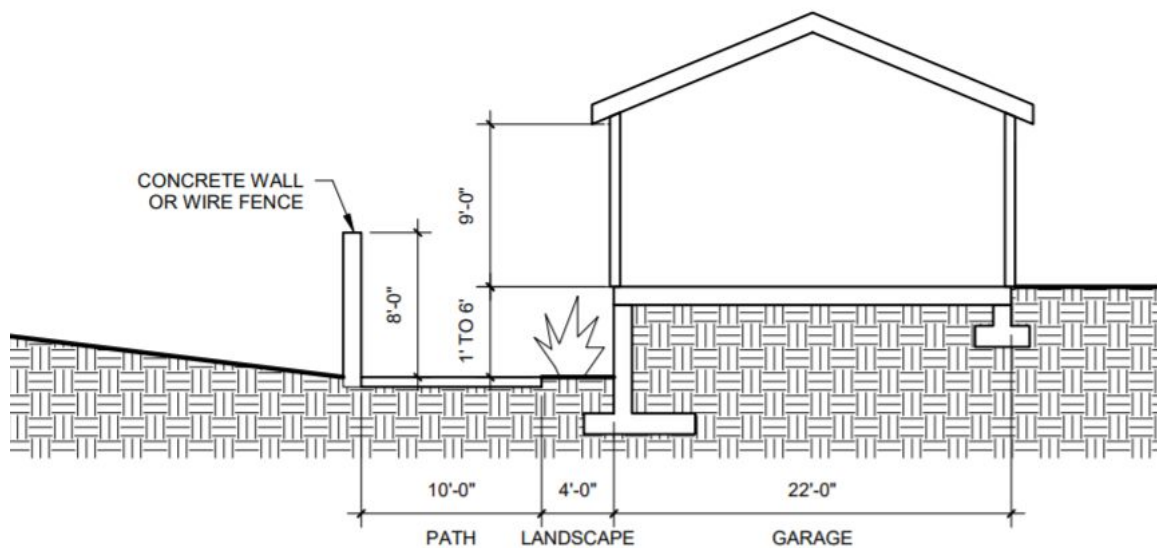


Diagram 02 - Schematic of the Multi-Use Path from dev-2019-009_18october_resubmittal

The length of the entire path is 1100 linear feet, or approximately ¼ of a mile. When trains pass, the sound of the train bouncing off the sound proof walls will become intolerable for users.

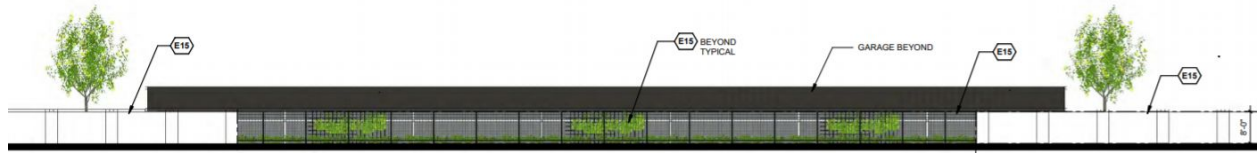


Diagram 03 - Linear view of the Multi-Use Path from dev-2019-009_18october_resubmittal

2. CycleTrack Recommendation

Instead of the poorly designed MUP we recommend cycle track Option B, recommended by the leaders from Bike Milwaukie and Milwaukie RIP, be constructed as documented in the Alta Planning + Design Greenway memo prepared for Staff.

The cycle track design would allow for safe continuous unimpeded bicycle and pedestrian transit to and from Central Milwaukie to downtown destinations. The memo provided by Alta Planning + Design concludes that

"Based on our review of the alignment options we feel that the street alignment concept should be the preferred alternative associated with the development, while retaining the 15' trail easement at the southern property boundary.

The alignment around the proposed development would have better visibility, providing a perceived high level of safety. The visibility of the on-street facility from those living in the proposed development, as well as those traveling the adjacent roadway, will make it a more viable option for users in a consistent manner through the future.

We believe that the additional distance and elevation gain associated with this alignment is worth the trade off, as the facility would connect better to other nearby roadways in the immediate future and better serve a majority of the users expected to travel through the area, especially in the interim condition."

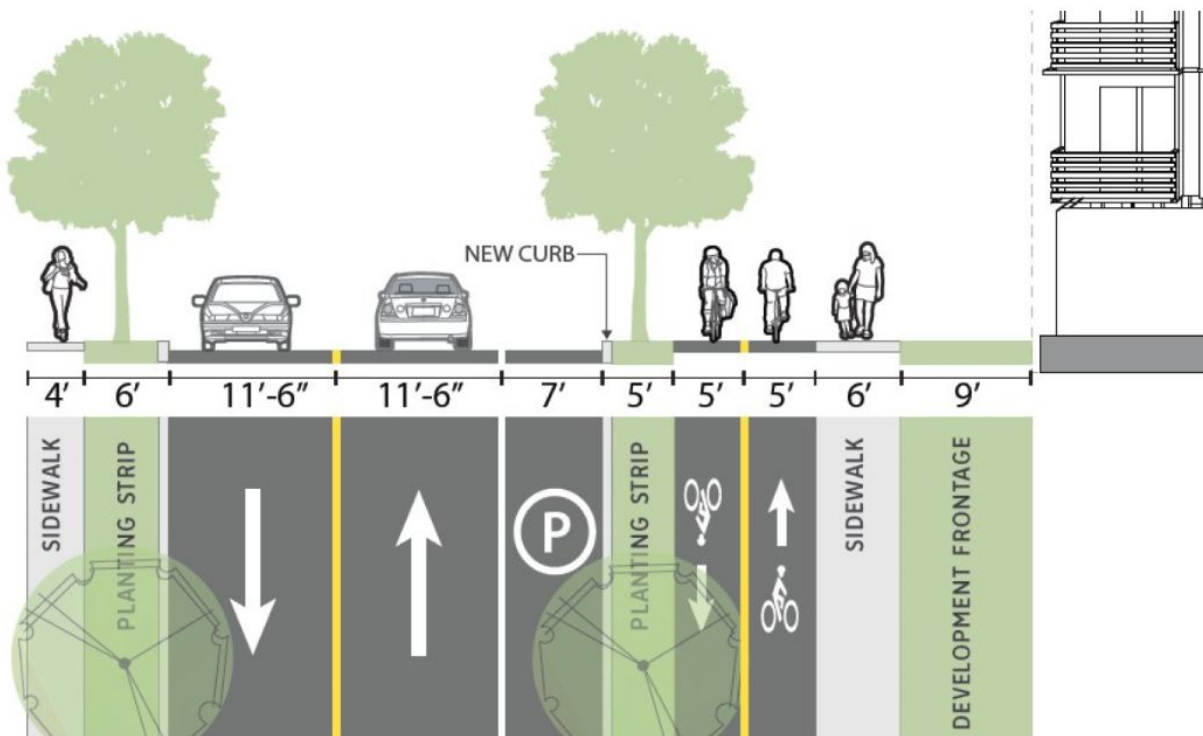


Diagram 04 - Cycle track Option B from McFarland Property Monroe Greenway memo

3. Remove the gate at the SE Accessway and add a diverter at SE 37/SE Washington

4. Proposed SE Accessway Safety Concerns

The proposed accessway was modified to avoid right-hook collisions between motorists and bicyclists. However the revised design creates a confusion, especially when trains are crossing 200 feet to the south, or if delivery vehicles are stalled waiting for entry at the gated entrance.

The most recent TIS (Traffic Impact Study) and amendment provides no data to support the viability of the accessway configuration proposed by the City, as designed by DOWL, with regards to bicyclist interaction even though the City fully understands this is a Greenway.

The gate at the accessway at SE 37th/WA will impede traffic from entering and exiting the apartment complex, and the location of the accessway puts undue burden on neighbors directly to the east.

Furthermore, it's not clear from the TIS dated November 19, 2019, then amended on December 10, 2019 if the proposed gate on the accessway was a consideration when the traffic counts were calculated. As currently designed, this accessway is completely unacceptable.

This intersection is so complex that no other similar intersections exist anywhere in the world, and warrants further analysis by Alta Planning + Design to mitigate the following:

- 5a. Bikes and peds will be forced to contend with a very busy 5 way intersection..
- 5b. There will be no flashing beacon proposed as was recommended by the Greenway PAC. The Monroe Greenway PAC specifically recommended a Rectangular Rapid Flashing Beacon.
- 5c. There will be no way to prevent traffic backing up on the accessway during rail crossings.
- 5d. There will be no way to prevent traffic from backing up onto the rail crossing during peak evening rush hour when traffic is heading north and the intersection at SE 37th and SE Washington for cars turning west are blocked by oncoming traffic.

The gate must be removed from the accessway, and a diverter is required to prevent cut through traffic from heading from west to east to avoid traffic congestion at SE 37th and SE Railroad Ave, and at SE 37th and International Way, adjacent to Highway 224.

The failure to provide additional analysis by Alta Design + Planning to improve the intersection at SE 37th and SE Washington Street is completely unacceptable, as this is the most complex intersection in the entire Monroe Street Greenway and demands further consideration by Alta.

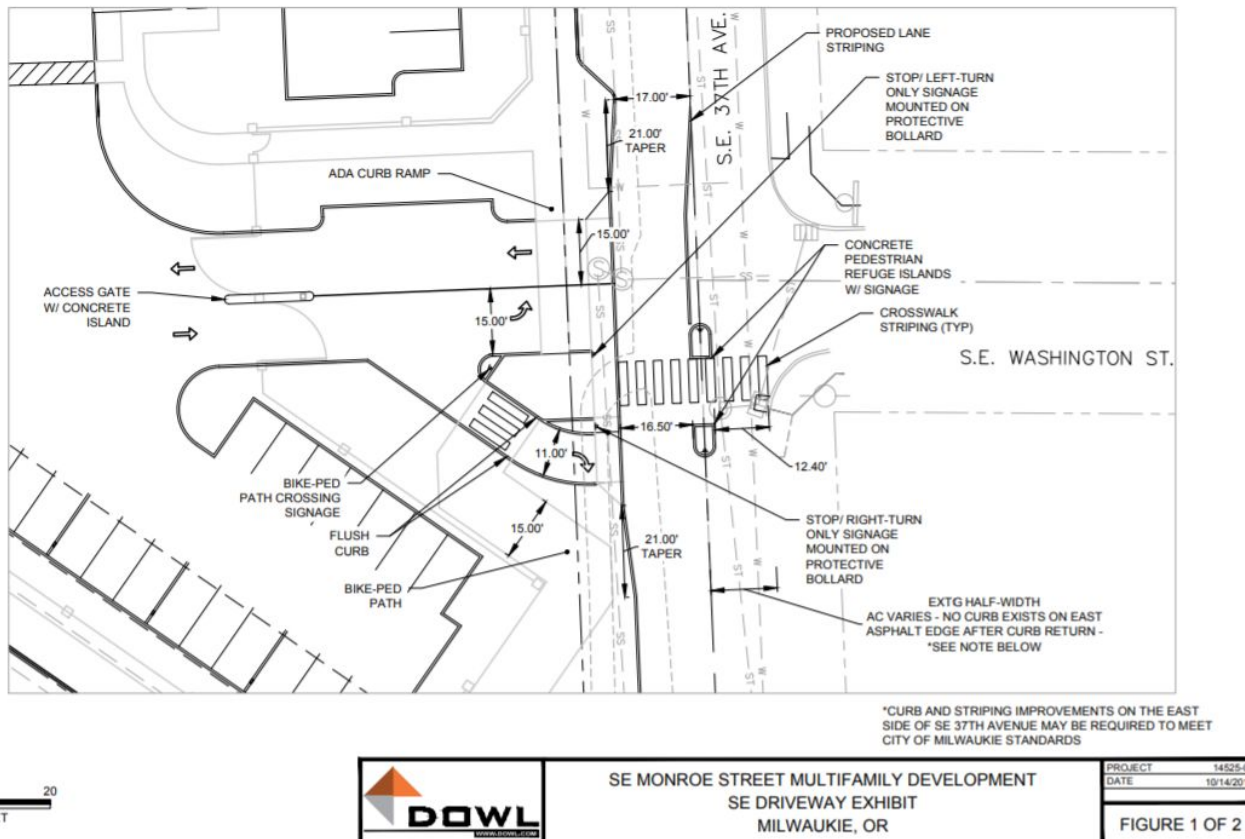


Diagram 05 - SE Accessway at SE 37th and SE Washington from dev-2019-009_18october_resubmittal

5. Require Rapid Flashing Beacons at SE 37th / SE Washington

As proposed by the applicant, 294 parking spots will be located due east of the Monroe Street Greenway intersection at SE 37th and Washington, with no rapid flashing beacons as recommended by the Monroe Greenway PAC. As currently designed, this would result in little or no awareness by motorists of bicyclists and pedestrians attempting to cross rush hour traffic with no beacon to indicate they are present.

The idea of forcing bicycles and pedestrians to navigate this dangerous intersection with only a pair of pedestrian islands, and no flashing beacons, constitutes a threat to the family-friendly Washington Street alignment as proposed by Chris Ortolano and the Monroe Greenway PAC.

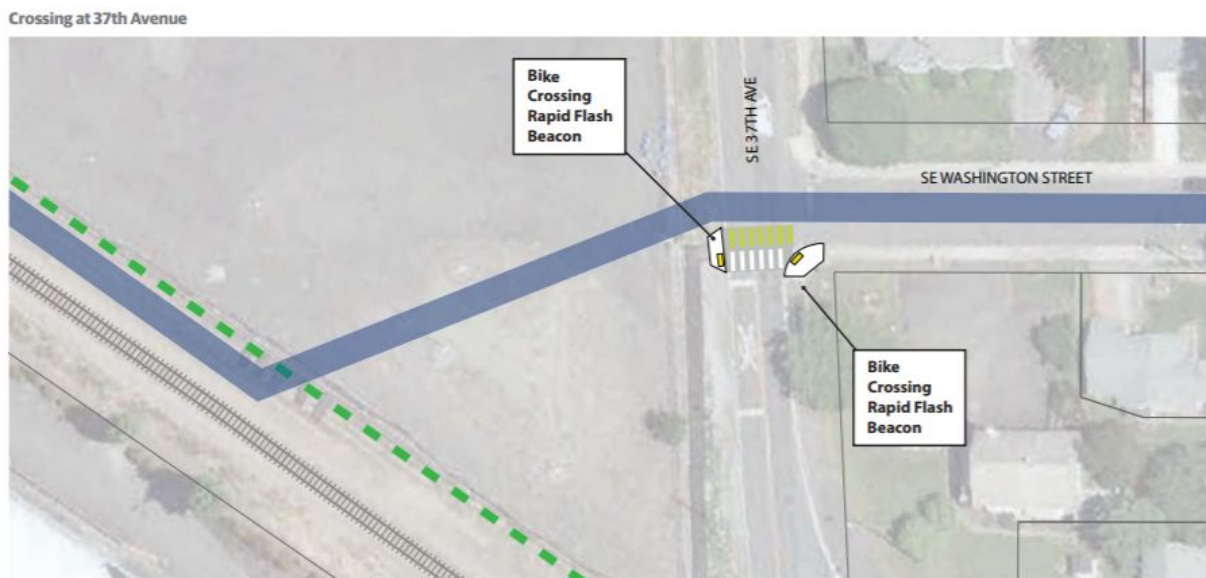


Diagram 06 - Monroe Street Neighborhood Greenway Concept Plan

Conclusion: The City of Milwaukie must honor its community vision to provide a system of “accessible and transparent (governance), encourage engagement, and collective action.” It’s time for City Staff and the applicant to actively partner with local community stakeholders to resolve this set of complex land use and transportation problems to satisfy the needs of all.

Resolution will assure a positive relationship between community, developers, and the City, specific to this project, and provide a foundation for additional community engagement and goodwill as the project is developed and new residents are welcomed into our neighborhoods.

The failure to remedy the problems stated above, and properly revise the proposal as required by MMC approval criteria and development standards with regards to the land use application DEV-2019-009, will result in significant and sustained community actions until assurance of adequate protection of our neighborhoods and Greenways is provided.



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

December 19, 2019

ODOT #10426

ODOT Response

| | |
|---|--|
| Project Name: Monroe Apartments | Applicant: Dean Masukawa, LRS Architects |
| Jurisdiction: City of Milwaukie | Jurisdiction Case #: DEV-2019-009 |
| Site Address: No Situs - Monroe/37th, Milwaukie, OR | Legal Description: 01S 01E 36AB Tax Lot(s): 03003 |

The site of this proposed land use action is adjacent to public rail crossings at Oak St and SE 37th St. ODOT has jurisdictional authority for these facilities and an interest in ensuring that this proposed land use is compatible with their safe and efficient operation. **Please direct the applicant to the Rail Contact indicated below to determine Crossing Order requirements, to schedule a diagnostics meeting and obtain application information.**

COMMENTS/FINDINGS

ODOT has reviewed the proposed multifamily development at SE 37th Avenue and Monroe Street. The proposal includes 234 units, parking, landscaping, a multi-use path, and an eight-foot tall fence along the railroad on the south side of the site.

In reviewing the site plan, we were unable to determine the exact location of the sound wall. The Alta Planning + Design Monroe Neighborhood Greenway Alignment Memorandum suggests that a sound wall is proposed between the multi-use trail and the rail corridor. If a sound wall impacts sight distance for pedestrians and cyclists at the SE 37th Street and SE Oak Street crossings, a crossing order would be required.

Additionally, the proposed driveway on 37th Street appears to be located across from Washington Street. This is very close to the location of the Advanced Pavement Marking, which is within the safe stopping distance of the public rail crossing. If the access is located within the safe stopping distance, a crossing order will be required. Please update the site plan to show the exact distance from the driveway to the rail crossing. We recommend that this information is carefully communicated and managed to avoid an inadvertent location which would cause an issue or require an order.

Once the location of the sound wall and 37th street access are clear finalized, please contact the rail contact listed below to determine whether a diagnostics meeting and crossing order application will be necessary.

ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

Property Location within Safe Stopping Distance of a Public Rail Crossing

- A Crossing Order is required for any alterations within the safe stopping distance of the public rail crossing. To alter means any change to the roadway or tracks at a crossing that materially affects use of the crossing by railroad equipment, vehicles, bicyclists or

pedestrians. Alterations include, but are not limited to: changing the width of the roadways; installing or removing protective devices; creating an additional travel lane; installing curbs, sidewalks, or bicycle facilities. **Contact the ODOT Rail Crossing Specialist below for information on the Crossing Order application process.**

ADVISORY INFORMATION

Noise

- The applicant is advised that a residential development on the proposed site may be exposed to noise from heavy rail freight trains, passenger trains or transit vehicles. It is generally not the State's responsibility to provide mitigation for receptors that are built after the noise source is in place. Builders should take appropriate measures to mitigate the noise impacts.

Please send a copy of the Staff Report and/or Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

ODOT_R1_DevRev@odot.state.or.us

| | |
|--|---|
| Development Review Planner: Kate Hawkins | 503.731.304949 kate.w.hawkins@odot.state.or.us |
| Rail Contact: Bob Stolle | 503.986.6802 bob.stolle@odot.state.or.us |

Vera Kolias

From: ORR Jim <Jim.ORR@state.or.us>
Sent: Thursday, December 19, 2019 16:40
To: Vera Kolias
Cc: SEIDEL Paul; HAFLEY Dan
Subject: RE: Monroe Apartments - final development application - please review
Attachments: DEQ notes.pdf; 19-001PA DEQ Comments.pdf

Vera, I have no comments for the final development application but did wish to remind the developer of issues previously discussed for the site found in the attached emails.

The construction work for the Clubhouse and garage structures will require engineering controls due to vapor intrusion risk. The project will require an engineered plan to prevent vapor migration into structures on Parcel 2 (Clubhouse, garages, and vapor dams in utility trenches) approved by DEQ. The project requires a remedial action plan for construction on Parcel 2 as detailed in the Consent Decree and Record of Decision (Links found in Attached Email). Garages have been added for vapor control since they will be enclosed structures.

Please let me know if there are any questions. Thanks
Jim Orr
DEQ

From: Vera Kolias <KoliasV@milwaukieoregon.gov>
Sent: Monday, December 2, 2019 8:07 AM
To: 'ORR Jim' <Jim.ORR@state.or.us>
Cc: WIRTIS Lauren <Lauren.Wirtis@state.or.us>; SEIDEL Paul <Paul.SEIDEL@state.or.us>; HAFLEY Dan <Dan.HAFLEY@state.or.us>
Subject: Monroe Apartments - final development application - please review
Importance: High

Hello Jim,

JDA has submitted its application for final development review of the Monroe Apartments project. All materials have been posted here: <https://www.milwaukieoregon.gov/planning/dev-2019-009>.

Please review and submit your review comments and any recommended Conditions of Approval by **December 20th**. This is a Type II review, so no public hearing will be held.

Let me know if you have any questions.

Thanks very much,
Vera

VERA KOLIAS, AICP

Associate Planner
she • her • hers
503.786.7653
City of Milwaukie
6101 SE Johnson Creek Blvd • Milwaukie, OR 97206

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This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd.**

Vera Kolias

From: MCCLINCY Matt <Matt.MCCLINCY@state.or.us>
Sent: Tuesday, January 16, 2018 10:10 AM
To: Vera Kolias
Subject: DEQ Notes - January 11, 2018 Preapplication Meeting for McFarland ECSI Site #887

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Vera,

Per your request, the following are notes related to the January 11, 2018 preapplication meeting regarding the Oregon Department of Environmental Quality issues discussed and links to documents. Please let me know if you have any questions.

1. Parcel 1 - DEQ issued a no further action decision so there are no ongoing DEQ obligations for this portion of the site.
2. Parcel 2 – The proposed development is consistent with the land use for the selected cleanup remedy.
3. The DEQ remedy for the site requires:
 - Capping to prevent exposure to the contaminated soil. Site development is to be integrated into the final cap design (e.g., building foundations and parking lots).
 - Removal of impacted soil from subsurface utility corridors and replacement with clean fill.
 - Because of the proximity of City Supply Well 7 to the site, the remedy requires ongoing groundwater monitoring including monitoring wells on Parcel 2. The selected remedy does allow for the responsible party to request modifications to the approved groundwater monitoring plan. While not mentioned during the meeting, DEQ would consult with the City of Milwaukie on any proposed monitoring plan modifications.
 - Institutional control plan to prevent exposure to impacted soil below the future cap. An Easement Equitable Servitude has already been filed with Clackamas County.
 - Site development work (e.g., disturbance of the temporary cap, soil management, cap design, etc.) requires the development of plans for this work and DEQ Cleanup Program review and approval.

Details of the Parcel 2 remedy and requirements can be found in the following project documents.

Record of Decision: http://www.deq.state.or.us/Webdocs/Controls/Output/PdfHandler.ashx?p=5fc33dfa-cc2c-403c-bebe-81b30e7c6dc3.pdf&s=lmdrod_201406041001.pdf

Consent Decree: http://www.deq.state.or.us/Webdocs/Controls/Output/PdfHandler.ashx?p=266e861b-aef4-4420-b6ce-864c8375cb77.pdf&s=LDM Consent Decree_201406041021.pdf

Easement and Equitable

Servitude: http://www.deq.state.or.us/Webdocs/Controls/Output/PdfHandler.ashx?p=ce76580a-8960-4f94-97dd-6241fdd7fcb1.pdf&s=LDM EASEMENT_201406041014.pdf

4. Possible tax lot changes - Parcel 2 is a separate tax lot. The DEQ administrative record references Parcel 2, and identifies its location in figures and a legal description (see Easement Exhibit 1). The DEQ remedy decision documents do not reference the Parcel 2 tax lot. To avoid confusion regarding the application of the

institutional controls/Easement and Equitable Servitude to Parcel 2 which might result from a future tax lot change, DEQ requests that it be consulted to determine if modifications to the institutional controls/Easement and Equitable Servitude are required.

5. 1200C – Stormwater Construction Permit – The need for this permit was identified by the City. Although not specifically discussed at the meeting, Parcel 2 will require separate plans reviewed by the DEQ Cleanup Program in addition to the 1200C permit.

Matt McClincy
Oregon Department of Environmental Quality
Northwest Region
700 NE Multnomah St., Suite 600
Portland, Oregon 97232-4100
Phone 503-229-5538
Fax 503-229-6945

Matt McClincy
Oregon Department of Environmental Quality
Northwest Region
700 NE Multnomah St., Suite 600
Portland, Oregon 97232-4100
Phone 503-229-5538
Fax 503-229-6945

January 24, 2019 Meeting

Parcel 2 Bioswale

We discussed DEQ concerns with the bioswale identified on the conceptual development figure for Parcel 2. A representative from Johnson Development, noted that the bioswale would be lined and was not intended to be an infiltration basin. He also noted that they were looking to relocate it onto Parcel 1. Given this understanding, DEQ agrees that this is not a significant concern for exacerbation of the existing Parcel 2 contamination.

Naphthalene Soil Gas Investigation Results

DEQ provided a figure (Figure 3) from the January 23, 2018 report *Results of Naphthalene Soil Sampling at Former L.D. McFarland Wood Treating Site Milwaukie, Oregon*. This figure illustrates the soil gas sample locations and results. DEQ noted that the soil gas result collected from the excavation 5 footprint area exceeds the level considered protective for potential migration of soil gas to indoor air. Should a structure be constructed over this area, DEQ will require an active soil gas mitigation system to be part of the structure design. The need to treat soil gas discharge will also need to be evaluated as part of the design review. Johnson Development may want to proactively plan for treatment (e.g., activated carbon filtration) as the naphthalene levels exceed odor thresholds.

I need to modify one of our review comments. It was subsequently pointed out to me that current DEQ guidance uses a 100 foot buffer between a soil gas source and a structure. The initial DEQ comment provided to you was limited to future structures constructed over the excavation 5 area. What this means for the McFarland site is that either additional soil gas data would be necessary to document vapor levels are below standards for a potential structure built within the excavation 5 area 100 foot buffer or a soil vapor mitigation system installed. The 2017 soil vapor study does partially bound the excavation 5 soil gas concentrations but not in all directions.

DEQ would also require utility trenches in the vicinity the excavation 5 area to include vapor migration barriers.

Johnson development asked if DEQ has a more detailed figure of the excavation 5 location. DEQ is reviewing its records.

Monitoring Wells

Johnson Development asked if DEQ would require all of the monitoring wells to be maintained. DEQ explained that we have not done a cross walk between the existing monitoring well network constructed to support the remedial investigation and the wells required to be monitored as part of the ongoing groundwater monitoring program. The site remedy allows for modification of the groundwater monitoring program with DEQ approval. DEQ will work closely with the City of Milwaukie to evaluate any such proposal.



BUILDING AMERICA®

December 19, 2019

Vera Kolias
City of Milwaukie Planning Dept
6101 SE Johnson Creek Blvd
Milwaukie, OR 97206
koliasv@milwaukieoregon.gov

Re: Comments to File Nos. DEV-2019-009; TFR-2019-001; & VR-2019-012, located at Monroe Street and 37th Avenue (11E36AB03003 and 11E36AA19203) (the "Project")

Dear Ms. Kolias:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments regarding the above-referenced Project. UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of Oregon. UP's rail network is vital to the economic health of Oregon and the nation as a whole and its rail service to customers in Oregon is crucial to the future success and growth of those customers.

The proposed Project location is adjacent to UP's property and railroad operations. Any land planning decisions should consider that train volumes near the Project area may increase in the future. UP also asks that the City and the applicant keep in mind that this is an active rail corridor and nearby land uses should be compatible with this continuing rail use.

Trespassing

Approval of this Project will likely increase pedestrian traffic and trespassing onto the railroad right-of-way. UP strongly recommends that the developer and the City evaluate such impacts and set forth appropriate mitigation measures. If the Project is approved, we request that the City require the Project developer to install vandal resistant fencing at least 8 feet or taller (without impairing visibility), pavement markings and "no trespassing" signs designed to prevent individuals from trespassing onto the railroad tracks. All pedestrians and cyclists should be directed to use designated pedestrian rail crossings by utilizing appropriate signage and paths. Buffers and setbacks should also be required adjacent to the right-of-way.

Increased Traffic Impact

Rail crossing safety is critical to the public and to UP. Any increase in traffic from the Project may render inadequate the current safety devices in place on the nearby at-grade crossings. Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the City, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Should this Project be approved, the Project developer and the City should examine any increase in vehicular and pedestrian traffic and the impacts on the nearby at-grade road crossings to see what additional mitigation measures should be included in the Project.

Noise and Vibration Impact

UP's 24-hour rail operations generate the noise and vibration one would expect from an active railway. Any increase in pedestrian and vehicular traffic over and around at-grade crossings may result in additional horn use by railroad employees. As a mitigation measure, the developer should disclose to the general public, including residents of the proposed development, the daytime and nighttime noise levels naturally occurring with rail service, including sounding horns at vehicle crossings where required, as well as the pre-existing and predictably-occurring vibration. These disclosures should note that train volume may increase in the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

Drainage and Project Construction

UP requests the City ensure that the drainage plan relating to the Project does not shift storm water drainage toward UP property and infrastructure. Any runoff onto UP's property may cause damage to its facilities resulting in a potential public safety issue. If the Project is approved, we ask that the City require the applicant to mitigate all safety risks and the impacts of the railroad's 24-hour operations during the construction of the Project, including contacting UP to arrange for flaggers for work performed within twenty-five feet (25') of the nearest track.

At-Grade Rail Crossing and Sight Line Safety

The safety of UP's employees, customers, adjoining land owners, and the communities we operate through is our top priority. At-grade rail crossings are areas where railroad operations and the public come into close contact. Appropriate modifications to the street and warning devices on the nearby rail crossings may need to be included as part of the Project. Development at the Project location may result in poor sight lines for vehicular traffic approaching the at-grade crossings. Should this Project continue, UP requests that an onsite meeting with the Oregon Public Utility Commission, and any other appropriate parties, be scheduled to discuss potential impact and possible upgrades to mitigate any safety risks resulting from reduced visibility.

UP appreciates the developer and the City giving due consideration to the above concerns, as this proposed Project may result in impacts to land use and public safety. Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Aaron Galley – Manager II Real Estate Field Operations
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690
Omaha, NE 68179
(402) 544-8043
apgalley@up.com

Please do not hesitate to contact Aaron Galley if you have any questions or concerns.

Sincerely,



Madeline E. Roebke
Sr. General Attorney
Union Pacific Railroad Company

cc: Aaron Galley
Aaron Hunt

Vera Kolias

From: Andy Schmidt <54canoe@gmail.com>
Sent: Friday, December 20, 2019 9:40
To: Vera Kolias
Subject: McFarland Site Development Concerns

Hello Mrs Kolias,

I am writing to express some concerns I have related to the development of the McFarland site.

As both a bicycle rider and car driver I appreciate facilities that separate bikes and cars. I am concerned about the proposed walled segment of multi-use trail between the apartments and the train tracks. The trail itself is fine, but the walled-off/isolated design is concerning. There are numerous examples of similar isolated trail segments in the area and they seem to invite homeless camps, drug use, violence, litter, vandalism and human sanitation issues.

A preferred alternative would be a more "open" design with better visibility and wider lines of sight. Another preferred alternative would be a grade separated enhanced sidewalk/ cycle track type facility that skirts the property along Monroe/37th... to connect with the alignment of the Monroe Greenway on Washington St.

For real world examples of the follies created by isolated trail segments please visit:
Springwater Trail between Linwood and Bell
Springwater Trail between Johnson Creek Blvd and Harney
Springwater Trail under I-205
I-205 Path between Stark and Burnside
I-205 Path near Gateway Transit Center

Please do not invite similar situations into Milwaukie with infrastructure that's been many times over shown to be poorly thought out.

I also have concerns regarding the proposed electric gate at the intersection of SE 37th and Washington. The drawing I saw did not have any sort of pull-out/parking to accommodate delivery or ride share vehicles. Where are these vehicles going to wait/park? Are they going to stack up and block traffic on 37th? What about left turns from 37th into the apartments? How is that backup going to be managed? Especially going towards Railroad Ave and the RR tracks. All it would take is for FedEx and Amazon trucks to show up at the same time, add that to traffic from 224 and Railroad Ave and 37th Ave gridlock is born. Given this inevitable scenario, what accommodations/ infrastructure are being made for pedestrians to navigate through the Washington/37th intersection?

I'm sure you're busy, so no need to respond.

Although, I would be happy to hear your responses to address my concerns either related to the isolated path, traffic backups on 37th, or accommodations for people not in cars crossing 37th.

Thank You,
Andy Schmidt
4413 SE Mason Hill Dr

Vera Kolia

From: M Fitzsimons <mfitzsimpica@gmail.com>
Sent: Sunday, December 22, 2019 16:23
To: Dennis Egner; Vera Kolia
Subject: 37th & Washington situation

Dear Mr Egner and Ms Kolia,

Safety and security must be the top priorities that guide any decision regarding the Monroe Apartments Land Use Application and how it relates to the Monroe Neighborhood Greenway route.

Please consider the proposed cycle track proposed by residents and vetted by Alta Planning + Design. The multi-use path along the train tracks the developer is proposing is absolutely unsafe in the current plan. It would minimally need more entrances and exits and it must NOT be trapped between tall walls and fences. It would be impossible to be seen or have a call for help heard if you were on the path.

The driveway design is also unacceptable. It is NOT safe for cyclists and pedestrians to cross both it and 37th. A traffic diverter needs to be included to keep Washington a quiet, low volume street.

Fundamentally, a 'gated community' is NOT what Milwaukie needs. The gate on the single entrance driveway will create further traffic issues, especially when trains pass and block traffic on 37th.

Thank you for considering my comments,

Mark

--

Mark Fitzsimons



“What I stand for is what I stand on.”

– **Wendell Berry**

Vera Kalias

From: Kaya Stasch <kstasch@sbcglobal.net>
Sent: Friday, December 20, 2019 15:25
To: Vera Kalias; Dennis Egner
Subject: Monroe Apartments proposal

Friends at the Planning Commission,

Today is the deadline for comments concerning the multi-apartment complex planned for the empty lot at 37th and Monroe streets. We are not against growth and in-fill per se, but do object to the proposed routing of traffic in and out of the complex and its effect on the Hector-Campbell neighborhood and access to 224. We also have grave concerns about the toxicity of the site, since DEQ's own report states that serious contamination goes as deep as 40 feet in the soil.

Re the traffic anticipated for so many units: As many other locals have pointed out, 37th and Monroe is already a tricky intersection, subject to frequent back-ups and confusion from drivers unfamiliar with the barriers there. Surely there are alternatives to creating more congestion at this site, such as changing the proposed entry/exits to the complex and/or creating a traffic circle that would keep vehicles moving. To allow a situation that would increase traffic on neighboring side streets, many of which lack sidewalks, seems insensitive and short sighted. Please have the planners revisit this specific issue and come up with better alternatives.

Re toxicity: If the site is to be excavated, what controls will be in place to prevent dispersion of toxic particles in the neighborhood (and ultimately, entire region) during construction? Hector-Campbell is very much a family neighborhood, with many children who would be especially vulnerable to these toxins. Additionally, once built, how attractive will the units be to families who know they will be living on a toxic waste dump? The health implications will persist for decades if stringent preventive measures are not taken, along with continuous monitoring during construction and beyond.

Please reconsider this project in light of the community's concerns. We have children and grandchildren living in this area, and also frequently drive through said intersection to access shopping, etc. Keep our neighborhoods livable!

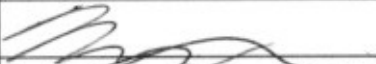



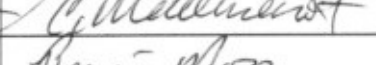
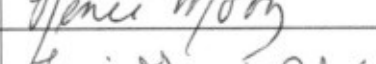
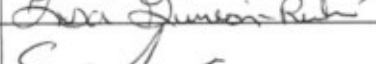

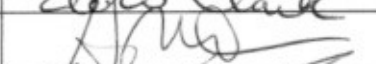

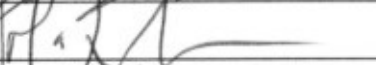
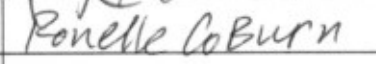

Sincerely,

Kaya and Peter Stasch
11336 SE Stanley Avenue
Milwaukie, OR 97222

We urge you to support active and safe transit solutions throughout Central Milwaukie by including the following changes to the Monroe Apartment complex proposal (DEV 2019-009):

1. Prioritize a cycle track on Monroe Street as it is the safest for ALL users. Consider and work-out a safe version of the multi-use path along the railroad tracks later, to provide extra access through Central Milwaukie, the Monroe Street Greenway, and the future Greenway Network, for all residents.
2. Have consulting firm, Alta Planning, re-design the apartment complex driveway, and intersection, at SE 37th & SE Washington to make it safer for bicycles, pedestrians, and vehicles entering/exiting the apartment complex.
3. Remove the gate at the entrance driveway to the multi-family housing complex, at the intersection, to prevent traffic from backing up over the railroad tracks. Also add a diverter at SE 37th/SE Washington to protect the local neighborhood from cut-through traffic from the apartment complex.

Building a cycle track to promote active transportation, and protecting our neighborhoods from cut through traffic, will relieve traffic congestion in Central Milwaukie, making it safer for everyone, including drivers.

| Printed Name | Signature | Address | Email |
|--------------------|---|---------------------------|----------------------------|
| Mark Taylor |  | 3236 SE Harvey St. Apt 35 | mark_taylor_06@lutan.com |
| Travis Tomlinson |  | 2501 SE Coale St | Travis.Tomlinson@Gmail.com |
| Jeff Davis |  | 8703 SE 43rd Ave | jeff.davis@comcast.net |
| Chris Davis |  | 8703 SE 43rd Ave | chris@davisgraceryard.com |
| Clodine Madril |  | 11088 SE 40th Ave | WAITEMS@yahoo.com |
| Renee Mory |  | | rmoo9pdx@gmail.com |
| Lisa Gunnod-Rinker |  | 3012 SE Balfour | astravialgr@gmail.com |
| Erin Jansen |  | 3509 SE Wakest. | ejansen513@gmail.com |
| Elvis Clark |  | 3536 SE Sherry LN | EClarkmilw@Yahoo.com |
| Stephen Hill |  | 9114 SE 29th Ave | stephenmohill@gmail.com |
| Aaron Danks |  | 9114 SE 29th Ave | aaron.danks@gmail.com |
| Jani |  | 9114 SE 29th Ave | wene |
| Ronelle McBurn |  | 9114 SE 29th Ave | ronellecoburn@gmail.com |
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Vera Kalias

From: Ronelle Coburn <milwaukierip@gmail.com>
Sent: Monday, December 23, 2019 12:04
To: Vera Kalias; Dennis Egner
Cc: Chris Ortolano; Matt Menely; Greg Baartz-Bowman
Subject: Monroe Greenway & Apartments—Petition Signatures
Attachments: Monroe-Petition-12-19.jpeg

Dear Ms. Kalias & Mr. Egner:

Attached is a petition with 13 signatures supporting the cycle track for Monroe Street, safety improvements for the driveway on Se 37th Street @ SE Washington, and removing gates from the driveway to help avoid backups over the RR tracks and also conform to our municipal code regarding openness throughout our residential neighborhoods.

Appreciate extension of timeline to get more community feedback in. And still would have had many more signatures from over here along SE 29th in Ardenwald had it not been the week before the Xmas holiday season. So many are simply out of town and it's a hard time to catch people as well given busy schedules. Another dozen wrote me from their vacations to say they are sorry they cannot sign since they are not here. Neighbors here are very concerned about the future of SE 29th, our Greenway and its future connection to the Monroe Greenway, and keeping SE 29th closed to vehicular traffic from the Hillside Park Development. All these developments are closely tied together for the future of Central Milwaukie and our neighborhoods here (as you know, of course). Comprehensive planning for the entire area is a must to ensure the future livability of our neighborhoods.

Thank you and Happy Holidays!

Best regards~
Ronelle Coburn
ArdenwaldWest on SE 29th Ave
510-219-9647

Vera Kolia

From: Shanda Baker <shandee80@yahoo.com>
Sent: Monday, December 23, 2019 11:42
To: Vera Kolia
Subject: 37th & Washington St Project

Please confirm that you have received this by replying to my email. Thanks

I am writing on behalf of SE Washington St. As evidenced by The number of people that showed up to the city meeting when the contractor himself was present to answer questions, shows just how many of the neighbors are very concerned about the present plans for this project. The project representative was required to come answer questions but we all left feeling like our concerns were not addressed and were actually just disregarded. None of the answers he gave seemed sufficient.

The major concerns of this project is the proposal for only one entrance/exit, traffic concerns, construction impact on roads and disturbance to neighbors , the proposed tunnel next to the railroad tracks with no entrance and exits except on either end, and the environmental hazard that it poses from the Creosote and other items that have been dumped there over the years.

The proposal for one entrance exit onto Washington Street was brought up in the city meeting. The contractor stated that they could not accommodate any entrance or exit on Monroe when there are four two-way entrance exits across the street at the other apartments. Not only is this an evacuation hazard, the proposal to dump all the residents traffic on 37th and Washington, which can barely accommodate traffic now, seems absurd and irresponsible if this was not take into account during a traffic study. Presently, we run into having to yield to uphill traffic on a daily basis. There isn't room for two cars on Washington Street most of the time. In addition the street is proposed as the bike Greenway and having cars exit and enter from the street when they can't get through traffic due to the train stop, will put a severe impact on this tiny residential street. This poses a danger for bicyclists and pedestrians since there are no continuous sidewalks or bike lanes on Washington Street. Washington Street between 37th and 42nd is also a bus stop for school children of grades kindergarten through 12th. On December 21st, it's still dark [at 7:30 AM](#) when these children are waiting for the buses and the rain also decreases visibility. Washington Street is also home to several young children and a daycare facility that my child attends.

The proposed offstreet parking is another huge concern. The roads on 37th and Monroe are presently damaged and narrow and cannot accommodate additional cars on it and more parking. The impact of the traffic and possible parking on our street could lead to emergency vehicles not having access. Many of these homes barely have driveways to accommodate their own cars and are forced to park offstreet. Not having enough guest parking in this complex could force the homeowners to not have access to parking near their homes.

And last but of huge concern, is the proximity of this exit to the nearby railroad tracks on both 37th and Monroe/Oak area. Trains run all day and night in this area. The average wait for a cargo train is 5 minutes The traffic back up near these tracks during commute hours is already overwhelming. The addition of 234 residences and visitors we believe would pose a huge danger being so close to these unguarded tracks. Also to avoid them, the traffic would be diverted

up a variety of these small neighborhood narrow streets. I have attached a picture of the street with my medium sized car on a light traffic morning showing how little room there is on Washington Street.

The next concern is the impact of this prolonged construction project on the immediate neighbors and the surrounding roads. The condition of the streets presently are full of holes and rough patches. Having heavy equipment on these fragile roads is only going to damage them further. When we finally got railroad repaved within a few months, the housing construction project had to cross it and take out pavement, ruining the smooth road and installing steel plates that are hard on cars. Once removed, that road has never been the same. The construction only benefits the contractor and hurts the very people that pay the taxes for the roads. In addition, traffic barriers and heavy equipment will be a horrible inconvenience to say the least to the commuters and to the nearby neighbors that are going to have to listen to this for hours during the day and most likely on weekends too. We see this happening presently due to the weather breaks and time constraints. There are at least three graveyard workers on Washington Street alone that sleep during the day and would be affected greatly by the increase noise and traffic of this construction.

Next, the proposal of a tunnel walkway by the railroads with only an entrance and exit at each end, is a safety and crime hazard. Having a walkway like that, with not make an escape easily possible for such things as a fire or collapse of the structure. It is also a crime hazard that could because young children, women, the elderly or anyone to be vulnerable in the case of an abduction, robbery or attack. Due to its location, it's not very visible and would be very hard to patrol. According to the public record we have a lot of crime in this area and these types of structures attract homeless people for shelter and privacy, another thing we don't want or need in our neighborhood.

Last and MOST important is the environmental hazard of digging this site up. We've all been informed of the timeline of the creosote spills and amounts and the cleanup measures that have been done, but the fact remains it is still there and it hasn't been built on because it's been considered to be dangerous. If the proposed clubhouse area is so toxic that the code does not allow for residence structures on it, how do we know that digging this up, will not bring environmental toxins up into the air we breathe and live in 24 hours a day. I would imagine that the excavators will be wearing protective equipment, but it would be impossible and completely ridiculous for the entire neighborhood to have that protection. Moving around this contaminated soil poses a hazard to all the immediate neighbors, no one has addressed this and no one really knows the long-term impacts this could have on the people in the neighborhood. I will personally warn all the contractors of this danger and residents that move in as well. This land needs to be cleaned up by an environmental agency that can GUARANTEE safety to the surround people that live here.

Most, if not all of the neighbors in this area truly believe that if the city lets this go through as planned, it's a huge oversight and not an interest of the people that live in this neighborhood. This isn't a "not in my backyard issue", this proposed plan is a hazard. Not everyone can volunteer on the board and spend time at these meetings, and many people aren't even informed and some are even illiterate. We vote for our representatives and we pay our taxes to our city and County governments to represent and protect the neighborhood and not commercial interests. If this proposal goes in as planned, we as Neighbors in the Hector Campbell area believe that we are not supported and that our city/county officials are not doing their jobs.

Thanks,
James & Shanda Bogue
4077 SE Washington St.

Sent from my iPhone

To whom it may concern,

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having enough guest parking in this complex could force the homeowners to not have access to parking near their homes.

And last but of huge concern, is the proximity of this exit to the nearby railroad tracks on both 37th and Monroe/Oak area. Trains run all day and night in this area. The average wait for a cargo train is 5 minutes. The traffic back up near these tracks during commute hours is already overwhelming. The addition of 234 residences and visitors we believe

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The next concern is the impact of this prolonged construction project on the immediate neighbors and the surrounding roads. The condition of the streets presently are full of holes and rough patches. Having heavy equipment on these fragile roads is only going to damage them further. When we finally got railroad repaved within a few months, the housing construction project had to cross it and take out pavement, ruining the smooth road and installing steel plates that are hard on cars. Once removed, that road has never been the same. The construction only benefits the contractor and hurts the very people that pay the taxes for the roads. In addition, traffic barriers and heavy equipment will be a horrible inconvenience to say the least to the commuters and to the nearby neighbors that are going to have to listen to this for hours during the day and most likely on weekends too. We see this happening presently due to the weather breaks and time constraints. There are at least three graveyard workers on Washington Street alone that sleep during the day and would be affected greatly by the increase noise and traffic of this construction.

Next, the proposal of a tunnel walkway by the railroads with only an entrance and exit at each end, is a safety and crime hazard. Having a walkway like that, with not make an escape easily possible for such things as a fire or collapse of the structure. It is also a crime hazard that could because young children, women, the elderly or anyone to be vulnerable in the case of an abduction, robbery or attack. Due to its location, it's not very visible and would be very hard to patrol. According to the public record we have a huge amount of crime in this area and these types of structures attract homeless people for shelter and privacy, another thing we don't want or need in our neighborhood. Presently our police force cannot handle the complaints and this influx of people will only make it worse.

Last is the environmental hazard of digging this site up. We've all been informed of the timeline of the creosote spills and amounts and the cleanup measures that have

been done, but the fact remains it is still there, and it hasn't been built on because it's been considered dangerous. If the proposed clubhouse area is so toxic that the code does not allow for residence structures on it, how do we know that digging this up, will not bring environmental toxins up into the air we breathe and live in 24 hours a day. I would imagine that the excavators will be wearing protective equipment, but it would be impossible and completely ridiculous for the entire neighborhood to have that protection. Moving around this contaminated soil poses a hazard to all the immediate neighbors, no one has addressed this, and no one really knows the long-term impacts this could have on the people in the neighborhood. It is stated on the McFarland site opportunity sheet that they don't know if any future mitigation will be necessary. Are the neighbors in this area the experiment of these unknowns? I think that is a pretty big risk to take with people's health. I will personally warn all the contractors of this danger and residents

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Robert Bush

4115 SE Washington St

Milwaukie

Vera Kolias

From: peggy stokes <heinz57gal@yahoo.com>
Sent: Monday, December 23, 2019 12:13
To: Vera Kolias
Subject: Fw: letter for planner due at noon
Attachments: 37th monroe letter Peggy.rtf

To whom it may concern,

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Vera Kolias

From: Mary zuvela <maryzuvela2@gmail.com>
Sent: Monday, December 23, 2019 8:58
To: Vera Kolias
Subject: 37th/Monroe comments
Attachments: 37th monroe.rtf; Washington st 1.jpg; Washington st 2.jpg

To whom it may concern,

I am embedding this in the email and also sending it as a word document attached due to the length. Can you please confirm receipt.

Thank you

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Next, the proposal of a tunnel walkway by the railroads with only an entrance and exit at each end, is a safety and crime hazard. Having a walkway like that, with not make an escape easily possible for such things as a fire or collapse of the structure. It is also a crime hazard that could because young children, women, the elderly or anyone to be vulnerable in the case of an abduction, robbery or attack. Due to its location, it's not very visible and would be very hard to patrol. According to the public record we have a huge amount of crime in this area and these types of structures attract homeless people for shelter and privacy, another thing we don't want or need in our neighborhood. Presently our police force cannot handle the complaints and this influx of people will only make it worse.

Last is the environmental hazard of digging this site up. We've all been informed of the timeline of the creosote spills and amounts and the cleanup measures that have been done, but the fact remains it is still there, and it hasn't been built on because it's been considered dangerous. If the proposed clubhouse area is so toxic that the code does not allow for residence structures on it, how do we know that digging this up, will not bring environmental toxins up into the air we breathe and live in 24 hours a day. I would imagine that the excavators will be wearing protective equipment, but it would be impossible and completely ridiculous for the entire neighborhood to have that protection. Moving around this contaminated soil poses a hazard to all the immediate neighbors, no one has addressed this, and no one really knows the long-term impacts this could have on the people in the neighborhood. It is stated on the McFarland site opportunity sheet that they don't know if any future mitigation will be necessary. Are the neighbors in this area the experiment of these unknowns? I think that is a pretty big risk to take with people's health. I will personally warn all the contractors of this danger and residents that move in as well. This land needs to be cleaned up by an environmental agency that can GUARANTEE safety to the surround people that live here.

Most, if not all of the neighbors in this area truly believe that if the city lets this go through as planned, it's a huge oversight and not an interest of the people that live in this neighborhood. This isn't a "not in my backyard issue", this proposed plan is a hazard. The city rationalizes this project by increased tax revenue and a boost to the economy by residential density. As evidenced by the vacancy of the new complex downtown and the demographics of it being highly senior occupied, this does not make

sense. Not everyone can volunteer on the board and spend time at these meetings, and many people aren't even informed and some are even are illiterate. We vote for our representatives and we pay our taxes to our city and County governments to represent and protect the neighborhood and not commercial interests. If this proposal goes in as planned, we as Neighbors in the Hector Campbell area believe that we are not supported and that our city/county officials are not doing their jobs.

Mary Zuvela

Washington/42nd

Vera Kolias

From: Jessica Peterson <jessicainportland@gmail.com>
Sent: Monday, December 23, 2019 11:01
To: Vera Kolias
Subject: Monroe street project- public comment

Vera Kolias,

I am a resident of a hector Campbell neighborhood and the proposed Monroe project concerns me greatly. One feature in particular: the proposed sole entrance/exit that is positioned at the confluence of busy intersection, railroad crossing, and the neighborhood Greenway.

I have lived in Milwaukie for almost 3 years. We bought our first house here and have been delighted with how much we love it. The people, the energy of downtown, the natural areas and especially how much the government provides opportunities for civic engagement. We feel very much like this is our home. My partner bike commutes to downtown Portland and we try to bike as much as we can with our girls. We were so happy this past August when Milwaukie had our own Parkways event.

So, we are also ecstatic that our own street, Washington St., was selected to be a Greenway! Biking is a part of our family culture. So, I'm concerned with the proposed plan for, I think, obvious reasons. The people living in the new apartments will often choose to drive up the Greenway rather than go on Monroe creating a less friendly bike atmosphere. And one could argue less safe. Not to mention a pinch point for cars, bikes, and train at the intersection. Everyone in the neighborhood is voicing the same concern and question: Why can't they make 2 entry/exit points???? To relieve this pressure and keep people off the Greenway. Why? Why? Why?

I attended an info meeting with the developer present to answer questions. The city representatives were very forthcoming with information and the process that we are in. However, the developer not so much. This was disheartening and gave me and my neighbor the feeling that this business entity wasn't interested in hearing our concerns or giving us any answers to those concerns. How would you feel if a neighborhood was ignored or shrugged off?

We left feeling like this was a payday for the commercial venture and we'll be stuck with the daily problems it will inevitably create. We want answers from the developer! And we want a plan of action from the city if there is a resulting safety/congestion traffic issue.

Thank you for taking the time to read my concerns.

Sincerely,
Jessica Peterson

Vera Kolias

From: Jealyn Woffindin <jc_woffindin@yahoo.com>
Sent: Monday, December 23, 2019 10:24
To: Vera Kolias
Subject: 37th & Washington

To whom it may concern,

I live on SE Washington st and wanted to express my concern over the development of the apartments and the proposal of an exit/entrance from 37th and Washington. We have several young children on this street, including a daycare. We are already having issues with fast drivers going down our street. We also have several school age kids that utilize the corner of 40th and Washington as a bus stop as well as on 42nd ave. There is already traffic congestion from cars going onto 37th from Monroe. Please consider this and the safety of our kids. Thank you.

[Sent from Yahoo Mail on Android](#)

Vera Koliass

From: Corinne Stastny <corinnehappy@gmail.com>
Sent: Monday, December 23, 2019 9:37
To: Vera Koliass
Subject: Citizen concern - Monroe Apartments

Dear Ms Koliass,

My neighbors and I have concerns about the projected design of the apartment project at 37th and Monroe. My family and I live on Washington between 38th and 40th. There are many children on our street, ranging in age from 2-14. We love to play and talk in our front yards and stroll to each others homes. A school bus stops on our street and seniors walk their dogs up and down our block. At least one of us has one of those brightly colored children-shaped warning signs in our front yard, urging cars to be aware of our children as they pass by.

We beseech you to advocate for a main exit into Monroe St vs Washington. It would drastically impact our street to have scores of new residents pouring into Washington St. 37th is also problematic as the train tracks and a Harmony Rd already create a tricky and traffic configuration in that area.

I also understand that a multiuse pathway with poor visibility is proposed along the train tracks. Visibility and freedom to leave a path line this are key for public safety.

Sincerely,
Corinne Stastny