

**From:** [Becky Dresselhaus](#)  
**To:** [Milwaukie Planning](#)  
**Subject:** Variance request at 9391 SE 32nd Ave  
**Date:** Wednesday, May 27, 2020 18:40:16

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This Message originated outside your organization.

I live on Harvey Street. 32nd Avenue is my most traveled route. I am surprised that the proposed variance for the property at the corner of 32nd Avenue and Olsen requests less parking spaces. Obviously, the proposed plan does not take into account the lack of parking in this area. Milwaukie Cafe, a very popular neighborhood restaurant, does not even have designated parking, so cars park on Olsen. Cars are often parked at the stop sign on Olsen, making it difficult for cars heading west on Olsen to turn left onto 32nd. Olsen is already the same as a "one lane" street as cars park on both sides of the street. I cannot imagine what this intersection will turn into with this proposed plan - 17 spots instead of 21 for 21 units! Many apartment units like ours (Willamette Townhouses) have two cars and there is a constant scramble for the few visitor parking spots.

This is a very residential and heavily traveled area by both cars and tri met buses. It is the last place we need a four story, multi use building.

Please visit the site and think very carefully about the impact on the homes and other businesses on 32nd.

Sincerely,  
Rebekah Dresselhaus  
3236 SE Harvey Street

**From:** [Abigail Brittain](#)  
**To:** [Vera Kolia](#)  
**Subject:** 32nd & Olsen Proposal  
**Date:** Thursday, May 28, 2020 8:11:45

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**This Message originated outside your organization.**

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Good morning,

I would like to express my opinion regarding the variance request at 32nd and Olsen. As a neighbor living on Olsen Street I do not support the height variance. I would not want a 4 story house built 2 feet from my property line and the application distinctly notes this property would set a precedence for the neighborhood. I am in support of developing the property for retail and residential use. If it was built to a smaller scale it could perhaps meet the necessary parking requirements which it appears to be well under. I do not support reducing the parking requirements as its logical that any available street parking would be used by residents of the building leaving no parking for the proposed retail spaces. This intersection is currently the core of our neighborhood and should be thoughtfully planned to accommodate pedestrian, bicycle and vehicle traffic.

Thank you,  
Abby

Abigail Brittain MPAS, PA-C  
Physician Assistant  
Pronouns: she/her ([Why is this in my email signature?](#))

**From:** [Chris Bailey](#)  
**To:** [Vera Kolas](#)  
**Subject:** comments on Application concerning 9391 SE 32nd Ave Neighborhood Mixed Use (NMU) Development:  
**Date:** Wednesday, May 27, 2020 16:43:04

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**This Message originated outside your organization.**

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Vera Kolas

Milwaukie Planning Dept.  
6101 SE Johnson Creek Blvd  
Milwaukie OR 97206

Application concerning 9391 SE 32<sup>nd</sup> Ave Neighborhood Mixed Use (NMU) Development:

I am resident of the Ardenwald neighborhood and a member of the Ardenwald Johnson Creek NDA board. I am writing to share my opposition to proposed variances to code for the development at 9291 SE 32nd Avenue, Milwaukie 97222.

I want to be clear that I am not opposed to the development of this site. I believe that intelligently increased density is a must if our region is to create enough housing. I welcome multifamily housing and retail to this site.

However, **existing code already allows reasonable limits for development in this residential neighborhood** and the proposed variances create serious livability and safety challenges to the immediate neighborhood that are unacceptable.

In general I wish to add my support to the incredibly thoughtful and well articulated letter written by Lisa Gunion-Rinker.

Some specific thoughts I wish to add:

In reading the application materials I found two particularly concerning statements. First, "The proposed variance has desirable public benefits." The opposite is true. The proposed variances have clear undesirable public harms, while benefiting only the owner and developer. For example, we know from the experience in Portland that creating apartments without enough parking for each resident does not mean residents do not own cars. Rather, they park their cars on public streets. There must be enough parking for each unit to have a space.

Crowded street parking on the surrounding streets, which already lack sidewalks or curbs, will be a significant challenge to local residents. In addition, a reduction in a available public parking in the area will detrimentally impact the Milwauie Cafe and Bottle shop next door, an existing business which is an incredibly important neighborhood gathering center.

My second big concern is that the developer specifically states that "This proposal intends to allow for a precedent of the type of buildings." Please do NOT allow this to become a precedent. The 45 feet tall is already a significant change to the character of the neighborhood.

There is lots of talk in the proposal about how they will make the 4th floor more attractive and less intrusive. This is impossible. Towering 2 stories higher than any of the surrounding buildings (and any buildings anywhere in the neighborhood) the 4th story variance will be intrinsically intrusive, as will any other 4 story buildings then allowed in the future under this 'precedence'. From many conversations with other neighborhood residents over the past three years I believe that this 4th story variance will be widely opposed and will generate ill-will and resentment towards the development and the city for allowing it. This has the unfortunately potential to inhibit future multifamily developments.

These variances are NOT creating a public benefit and should be denied. A residential building with adequate parking can be created on the site with only 3 stories.

Thank you for your time and consideration in this reading.  
Chris Holle-Bailey

**From:** [Coralee Popp](#)  
**To:** [Vera Kolia](#)  
**Subject:** 32nd and Olsen construction  
**Date:** Wednesday, May 27, 2020 15:50:25

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This Message originated outside your organization.

I have a home on Olsen, and am absolutely not in favor of this 4 story building being constructed. The Cannabis dispensary that wanted to build there was bad enough, but this would change the entire character of the neighborhood. Traffic and parking are two issues that spring to mind. I can think of no-one that benefits beyond the developer.

Sincerely,  
Coralee Popp

**From:** [Kara E. Cecil](#)  
**To:** [Vera Koliias](#)  
**Subject:** Variance at 32nd & Olsen  
**Date:** Wednesday, May 27, 2020 17:27:16

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**This Message originated outside your organization.**

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Hello! I am a neighborhood resident and am pleased to hear that there will be a mixed use development in this space. However, I am very concerned about the variances being considered for this property. There should be at least the same number of parking spaces as there are units - definitely no less. This is especially important because there are two retail spaces there that will be sharing parking space with a business that is very valuable to our neighborhood, the Milwaukie Cafe. The cafe already has very limited parking, and with two other retail spaces as well as apartment people competing for street parking space this will be a very unfortunate situation that will impact these businesses significantly. Please require this developer to have at least as many parking spaces as there are units in the building. It is very likely that even with only one space per apartment there will still be quite a few apartment people who will also be parking on the street. Even if only a few units have two cars this will quickly overwhelm any spaces for the businesses which are essential to developing our neighborhood's goal of having that be a nice little mixed use central area. It only takes a small issue like no parking to deter people from stopping there during the rainy season (which is almost always) and it would be terrible to lose the momentum that we have there with Milwaukie Cafe.

Thank you for considering my input. I hope we have the same vision of a healthy neighborhood social hub at the corner of 32nd & Olsen, which is likely of less importance to the developer than the cost of adding parking spaces.

All the best,

Kara Cecil  
9709 SE 40th Ave

**From:** [Lindsay Rodriguez](#)  
**To:** [Vera Kolas](#)  
**Subject:** Comments for VR-2019-013  
**Date:** Wednesday, May 27, 2020 18:22:47

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**This Message originated outside your organization.**

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Hi Vera,

I read about this proposal VR-2019-013 here in Ardenwald, of which I am a resident. Personally, I am really excited by this proposition and believe new retail space could give Ardenwald the neighborhood feel it lacks, like places such as Woodstock and Sellwood do. I am really happy to see there are parking spots included in the proposal as well. I hope the commercial tenants will be places that foster community and a gathering place for all of us to enjoy.

Thank you for your work on this. I am excited to see what will happen.

Lindsay Rodriguez

**From:** [Michael Stone](#)  
**To:** [Vera Koliaş](#)  
**Subject:** 32nd Ave Zone Variance  
**Date:** Wednesday, May 27, 2020 21:01:13

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**This Message originated outside your organization.**

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4 stories is just too much and out of character for the Ardenwald neighborhood. 2 to 3 stories should be more than enough to make the project economically viable. Note that there are no other multi-unit apartments on 32nd that exceed 2 stories.

What is the plan for parking to service this site? Every apartment will likely have at least two persons who will each own a vehicle. To assume that all or even a sizable portion of the new residents will use mass transit is pathetically naive.

32nd Ave already carries a lot of traffic, still more does nothing to enhance livability in the neighborhood but I suspect it will do wonders for the bottom line of the developers who most certainty do not make their home in Ardenwald.

Mike & Susan Stone  
Milwaukie, OR

**From:** [michele@michelelukowski.com](mailto:michele@michelelukowski.com)  
**To:** [Vera Kolia](#)  
**Subject:** Re: Development at 32nd and Olsen  
**Date:** Thursday, May 28, 2020 8:38:57

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**This Message originated outside your organization.**

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Hi Vera,

Just so it's not misunderstood, I do hope that the old auto mechanic site gets a nice development. However what is proposed there is too much for the site. I am saying this as someone who has lived here for 9 years and seen the positive changes and looks forward to some of the growth that is happening.

My suggestions as to what is reasonable for the property at 32nd and Olson are: 1. Fewer residential units, no exception on parking requirement as there is not adequate street parking. 2. Observe at least a 5' setback from property line since it is up against a single family home on the west side. 3. Locate the driveway for the building on 32nd, because the proposed driveway is not set back far enough from the intersection and is directly across from the driveway for the commercial building across Olsen.

On May 28, 2020 8:15 AM, [michele@michelelukowski.com](mailto:michele@michelelukowski.com) wrote:

I see reading through the traffic study that the engineers did not do a traffic count at 32nd and Olsen, and are using count numbers from 32nd and Harrison and 32nd and Johnson creek. This makes the study pretty inaccurate. They say less than 1% increase in traffic but their own modeled numbers say from 16 to 19 in peak AM hour, which is an 18% increase. Also it suggests that there is on-street parking on both sides of Olsen, which is not exactly true. Did they miss that there is an existing driveway directly across from the main proposed entrance for the development site?

I also see that you are allowing a 2' setback to the property line for the new building? Why?

Why is it that we received mailed notifications for someone two blocks away who wants to build a house addition and requires no exceptions to code, but we've received no details on this for months?

On May 27, 2020 4:33 PM, [michele@michelelukowski.com](mailto:michele@michelelukowski.com) wrote:

Hi Vera,

I emailed you earlier on this, then looked at the plans. I stand by my statement about needing parking, and think 17 spaces for 21 units plus commercial space is not adequate. This needs at least 21 spaces or fewer units. Also there is already a hazard at that corner for traffic due to proximity to the bus stop and difficulty seeing around parked cars on the corner. Has a traffic study been done?

Thanks,

Michele



**From:** [Nikolay Demchenko](#)  
**To:** [Vera Kolia](#)  
**Subject:** 4 story residential unit at 32nd and Olsen.  
**Date:** Thursday, May 28, 2020 0:22:43

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**This Message originated outside your organization.**

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Hi,

I just wanted to comment that the variance for less parking spaces should not be approved. All the visitors of the residents will already park on the side streets and if the parking spaces are reduced there will be even more cars lined along the street. Currently if there are cars parked on both sides of the street, only one car can drive in one direction. There is not enough room for two cars to maneuver side by side. I would recommend that the variance is reversed in the other direction and additional parking spaces for visitors are added in the building. Thank you.

**From:** [Ramona King](#)  
**To:** [Vera Koliias](#)  
**Subject:** Proposed new development at 32nd and Olsen  
**Date:** Wednesday, May 27, 2020 18:56:14

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**This Message originated outside your organization.**

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To whom it may concern:

As a born and raised Oregonian, I have seen this type of development many times. I appreciate progress and growth but not at the sacrifice of local communities. Areas that come to mind are Division St., Alberta, Albina, Mississippi, Williams, and soon to be SE Woodstock. Change is inevitable and welcome. However, granting these variances will open the door to and set a precedence for rampant disregard for the neighborhood impacted. Increased traffic, parking violations, and a general degradation of our neighborhood values.

By all means, allow growth to occur. However, please have the developers adapt to us, not the other way around.

Respectfully,  
Ramona King  
9529 SE 32nd Ave, Milwaukie, OR 97222

**From:** [Sarah Newson](#)  
**To:** [Vera Kolia](#)  
**Subject:** 32nd and Olsen  
**Date:** Wednesday, May 27, 2020 18:29:20

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This Message originated outside your organization.

I am opposed to the four-story building that they are proposing at this point. There is already very limited parking in that area of the neighborhood and it would certainly take the little parking that the Milwaukie café has.

The other concern is when did the contaminated dirt become OK all of a sudden?

Sarah Newson

Ardenwald

Sent from my iPhone

**From:** [Travis Tomlinson](#)  
**To:** [Vera Kolia](#)  
**Subject:** Proposed development on 9391 SE 32nd Ave.  
**Date:** Wednesday, May 27, 2020 17:03:01

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**This Message originated outside your organization.**

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Hi Vera, I'm writing to express my concerns about the proposed development on 9391 SE 32<sup>nd</sup> Ave.

Any new development along 32nd should first and foremost meet the vision of the NMU zone and any variances granted should be granted specifically to ensure the intent of the NMU is met. The only reason to allow for a height variance is if the variance is needed to provide a substantial community benefit. An ~8k sqft penthouse does no such thing and is the only motivation for the proposed height variance.

If the building provided substantial community benefit in other ways, perhaps the variance could be allowed. However, a paltry 1,085 of the proposed 32,548 sq ft (3%) is marked for commercial use, beyond the property management office that is needed for the building itself. That 1085 sq feet is divided between two commercial units, making each unit barely bigger than the living room I'm typing this email from. Very few businesses that we don't already have in Ardenwald- Johnson Creek could fit into that space and as a result, they provide little value to our community.

It's clear from the language of the proposal that the fourth floor (and reason for the variance) isn't in line with the spirit of the NMU. They claim, almost laughably, that "The fourth floor would allow an opportunity for a more aesthetically pleasing top floor" by including "a large wrap-around deck with decorative parapet rails" and planters which are intended to "act as screening and provide greater privacy for the neighbors to the north and west." As though a palatial penthouse with a wraparound deck was a burden to develop and would never do it but for the needs of the neighbors, especially given that the height of the building, there are no nearby neighbors who could view into or be seen out of the penthouse. Rather, it seems the owner/developer is interested in building herself a luxury apartment with views of the city and surrounding area, and the only way to do so in a financially feasible manner, is to build two floors of apartments and some token commercial space.

The building's structure and design does not align with the overall aesthetic and community feel of the area. It would almost certainly stand out as a behemoth in the neighborhood and destroy the culture, community, and walk-able structure Milawaukie, and the NMU are striving to create.

Finally, the proposal itself talks about how unprecedented this development is. "It is difficult to assess the affect of the proposed structure to the relationships of other structures as there has been a lack of new mixed-use structures in the NMU Zone and in the surrounding areas of 32nd Ave. This proposal intends to allow for a precedent of the type of buildings that are beneficial to the area and allow for the maximum effectiveness to meet the growing demands of the area in question."

The growing demands of the area in question are exactly the demands of the NMU zone, to encourage development that contributes to a vibrant local economy and maintains neighborhood identity. This development does neither and is not the precedent we should set.

Thank you for taking the communities concerns into consideration.

Travis Tomlinson  
3509 SE Wake st.

**From:** [Aine Seitz McCarthy](#)  
**To:** [Vera Kolia](#)  
**Subject:** Development at Olsen & 32nd  
**Date:** Wednesday, May 27, 2020 15:12:10  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[NMU2020-MFR Updates.docx](#)

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

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**This Message originated outside your organization.**

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Dear Vera,

I'm writing in support of the attached neighborhood assoc (NDA) letter about the development on the corner of Olsen & 32nd. I'm not in the NDA but I'm concerned about this development- especially about how very little retail space is allocated. We in the neighborhood (I live on Olsen st) are very much in support of retail, but the amount in the proposal is WAY too small. Thanks for listening.

Thanks  
Aine

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Aine Seitz McCarthy  
[ainesmccarthy@gmail.com](mailto:ainesmccarthy@gmail.com)

**From:** [Steve Gutendorf](#)  
**To:** [Vera Kolia](#)  
**Subject:** 4 Story penthouse proposal - 32nd & Olsen  
**Date:** Wednesday, May 27, 2020 15:32:00

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**This Message originated outside your organization.**

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I have no issues with this, as it will clean up that corner and will hopefully encourage the other businesses to improve their appearances.

Steve Gutendorf  
Resident at SE Floss Street.

5/27/2020

Vera Kalias  
Milwaukie Planning Dept.  
6101 SE Johnson Creek Blvd  
Milwaukie OR 97206

Re: VR-2019-013; P-2019-001; DEV-2019-013; TRF-2020-001

Application concerning 9391 SE 32<sup>nd</sup> Ave Neighborhood Mixed Use (NMU) Development:

Type III height variance request per MMC 19.911  
Type III driveway exception variance per MMC 19.911  
Type II parking minimum variance per MMC 19.605.2

Dear Ms. Kalias,

I OPPOSE the approval of these variances by the city and request the city to conduct the much-needed transportation impact analysis for transportation and parking impacts to all of Ardenwald West and the Johnson Creek-Tacoma-SE 32<sup>nd</sup> intersection—and that also take into account the accumulation of traffic impacts to come due to the upcoming redevelopment and addition of 400 units at Hillside Park, and also the new Monroe Apartments, which will add another 234 new units of housing the area.

As this is the first precedent-setting mixed-use building proposal has been submitted for 9391 SE 32<sup>nd</sup> @ the corner of SE Olsen (prior Luther Davis Auto site across street to north of Milwaukie Cafe) and VARIANCES have been requested that would result in a much larger building than code permits, is likely to create spill-over parking onto SE Olsen.

Furthermore the Transportation Impact Study did not evaluate the likelihood of cut-through traffic throughout Ardenwald West which would decrease our neighborhood's livability and endanger pedestrians, bicyclists, and children at play if not mitigated.

In 2016 the city formulated a new zoning code for mixed-use residential-commercial buildings along SE 32<sup>nd</sup> Ave and SE 42<sup>nd</sup> Ave to create "Neighborhood Hubs" with needed retail shops and amenities for the neighborhood and the new multiplex residential housing.

• The new Neighborhood Mixed Use (NMU) code:

Which allows for:

- Buildings with a height of 45 ft up to 3 floors (no "bonus" floors for any reason)
  
- No front setbacks or side or rear setbacks (away from neighboring residences)

Whose purpose and intent is to:

- Ensure high-quality urban development that is pedestrian friendly and complementary to the surrounding area
- Provide a safe and pleasant pedestrian environment while maintaining a neighborhood-scale identity.
- Meet the needs of nearby residents and contribute to a vibrant local economy.
- Ensure new development in the new mixed-use zones is appropriate for a mixed-use district in terms of building mass and scale.

Which Requires:

- That the reduction of off-street parking will not adversely affect available on-street parking.

And the proposed land use application building characteristics are now:

- 4th Floor: HEIGHT VARIANCE exception requested to accommodate 5,000 ft<sup>2</sup> owner penthouse (code allows only 3 floors with NO bonus floors available)
- 2nd-3rd Floors: 20 X 800 ft<sup>2</sup> residential 1- bedroom rental units
- 1st Floor: 2 small ground floor commercial retail units for rent
- PARKING: REDUCTION VARIANCE exception requested to bring required on-site parking down from 26.67 stalls to 17 stalls (including 1 reserved for ADA & 1 for owner). Net: 15 spaces for ALL other resident and penthouse visitors)

And given the values and vision embedded within the City of Milwaukie Vision Statement speak to increasing equity and diversity, and the clearly stated need for affordable housing in Milwaukie as stated in the MHAS, what precedent will be set by allowing developers to seek variances to our building codes to accommodate their personal needs with a variance to accommodate a 4th floor height variance for a proposed lavish penthouse?

Sincerely, Chris Ortolano



March 27, 2020

Very Koliass, Associate Planner  
City of Milwaukie | koliasv@milwaukieoregon.gov

RE: Application VR-2019-013 | NMU development at 9391 SE 32<sup>nd</sup> Avenue & SE Olsen

OPPOSED:

- the requested variance for a building height increase from 45 ft > 48 ft (51' 1" total) to add an explicitly code-prohibited 4<sup>th</sup> floor in order to accommodate a 5 bedroom, 4 bathroom, 2 bonus room penthouse for the owner.
- the requested variance for an extreme reduction of required on-site parking for building residents and visitors and commercial retail employees and visitors from 26.67 down to 17 (includes 1 stall reserved for ADA use and 1 stall reserved for penthouse) leaving only 15 spaces for 20 rental units, + 3 commercial retail units with employees and visitors. Visitors of residents will use street parking on Olsen as well.

Much thoughtfulness and care has been put into the creation of the new Neighborhood Mixed Use zoning codes to ensure we preserve and enhance the friendly livable human-scale of our Ardenwald Johnson Creek neighborhood.

19.303.1.A-B declares that the new code's purpose is to *"ensure high-quality urban development that is pedestrian-friendly and complementary to the surrounding area"* and is *"intended to provide a safe and pleasant pedestrian environment while maintaining a neighborhood-scale identity."*

This precedent-setting first proposed residential-commercial Neighborhood Mixed Use (NMU) project fails to meet these and other code criteria in important ways that benefit the developer at a high cost to the entire Ardenwald West neighborhood particularly in terms of:

- safe pedestrian, bicycle, and children-at-play street safety (parking and traffic impacts)
- neighborhood architectural aesthetics

The parameters that get approved for this first development will be precedent-setting for all proposed developments to come in our SE 32<sup>nd</sup> NMU zone. This makes it particularly important that variances are not granted for this first project that clearly seeks to "push out" the limits of the codes, formed by lengthy deliberation and approved by our city and its residents, by developers who are likely to hold their profits and desires above what's best for the people in our neighborhoods and communities.

The developer's proposal promises "a multitude of benefits to the residents, neighbors, and city at large." On the following pages is an analysis of the code variance requests, building features, and our city's stated visions and goals, organized by "Community Benefits" and "Community Detriments." Unfortunately, the latter column vastly outstrips the former. We urge you to reject the requested variances on this proposed project and to ask for a design that better suits the open friendly aesthetics of our existing neighborhood.

Respectfully:



SE 29<sup>th</sup> Ardenwald Greenway

Community Benefits	Community Detriments
2 commercial retail stores	<b>Permanent loss of solar access</b> to properties to North & West (4 <sup>th</sup> story exacerbates this)
Improved planted sidewalks & curbsides on SE 32 <sup>nd</sup> & SE Olsen	<b>Permanent loss of visual privacy:</b> West facing: 18 windows look down with only 2 ft setback North facing :14 windows (incl 4 balconies) look down with 17 ft setback)
	<p><b>Out of scale building: Height</b> 19.303.4.2C Detailed Development Standards: states: “The maximum building height in the NMU Zone is 3 stories or 45 ft. whichever is less. No building height bonuses are available in the NMU Zone.” NMU = Neighborhood Mixed Use</p> <p><b>Variance requested</b> for 48 ft to allow for code prohibited 4<sup>th</sup> story 5+ bedroom, 2 bonus room, 4 bath penthouse for owner. <b>NOTE:</b> drawings say total height = 51’ 1”</p>
	<p><b>Out of scale building: Mass</b> Building is built out to property lines on East, South, West sides and has heavy large block aesthetic. This design does not meet the purpose of the NMU zoning 19.303.1 “to ensure high-quality urban development that is <i>complimentary to the surrounding area.</i>” Brick façade does not fit with the overall architectural aesthetics (mid-century, bungalow, farmhouse) of the Ardenwald neighborhood.</p>
	<p><b>Parking impacts on Olsen</b> Insufficient on-site parking, even at maximum coded requirements (26.67 stalls required). Olsen is already adversely impacted by the wonderful success of our beloved Milwaukie Café. Developer requesting variance for reduction from 21 <i>minimum required</i> down to 17 stalls (including 1 ADA parking stall and 1 stall reserved for penthouse...leaving just 15 stalls for 20 apartments) stating that one-bedroom tenants are less likely to own vehicles and that younger people take mass transit more. Given these are market-rate units, this economic class of renter will be <i>less likely</i> to take transit, particularly bus transit that does not get them directly to work. Current COVID issues only exacerbate this. The 75 bus does not provide direct convenient service to grocery shopping or other necessities (banks, hardware, etc), the Max station, or downtown Portland.</p>

**Parking impacts on Olsen (continued)**

Also, given market rate rents, there are likely to be two people per apartment in many units & a higher need for parking spaces.

Even if only 50% of units (10) have 2 residents we are looking at 30 rental unit residents *and* their visitors, plus how many in 5+ bedroom penthouse *and* their visitors. The maximum of 26.67 spaces of on-site parking is already insufficient to meet the needs of the building, especially on evenings and weekends (when most residents are home, visitors are over, and retail likely to be open).

This project clearly relies on neighborhood on-street parking for all employees and customers of the three commercial retail stores. There will be some new on-street parking in front of the building, but not enough to accommodate majority of parking needed for these stores.

Citing Portland and Seattle codes seems an irrelevant choice of reference as it is well-known that their streets have become “car swamps” with vehicles circling residential neighborhood blocks searching for on-street parking in all their “neighborhood hubs.” Milwaukie does not have to model our neighborhoods and their development after cities that are forcing bumper-to-bumper parked-up streets.

*The practical reality is that people own cars because they need them...especially in a location like this, where basic necessities are not within walking distance and are not directly served by timely direct transit (groceries, banks, hardware stores) and are unlikely to be at any time in the near future.*

A search for other places with reduced parking requirements has not turned up a single example of a neighborhood not flooded with parked cars due to reduced parking requirements. The cities cited have failed spectacularly to create pedestrian and bicycle friendly neighborhood environments and have not deterred car ownership. This proposed project sets us firmly on-course to follow suit. The practical reality is that this location is NOT well served by transit and does not have basic necessities within walking distance (closest groceries are 1.5 miles away and 1.1 miles away...most other necessities are even farther away), and given our rainy winters most are not hard core bicyclists who will ride in the rain to get practical errands done.

**Pedestrian Impacts on Olsen**

The parking access driveway and garage door are on Olsen which will make the adjacent sidewalk unsafe for pedestrians. There are no alternatives for pedestrians as there are no sidewalks on the South side of Olsen street for pedestrians to use.

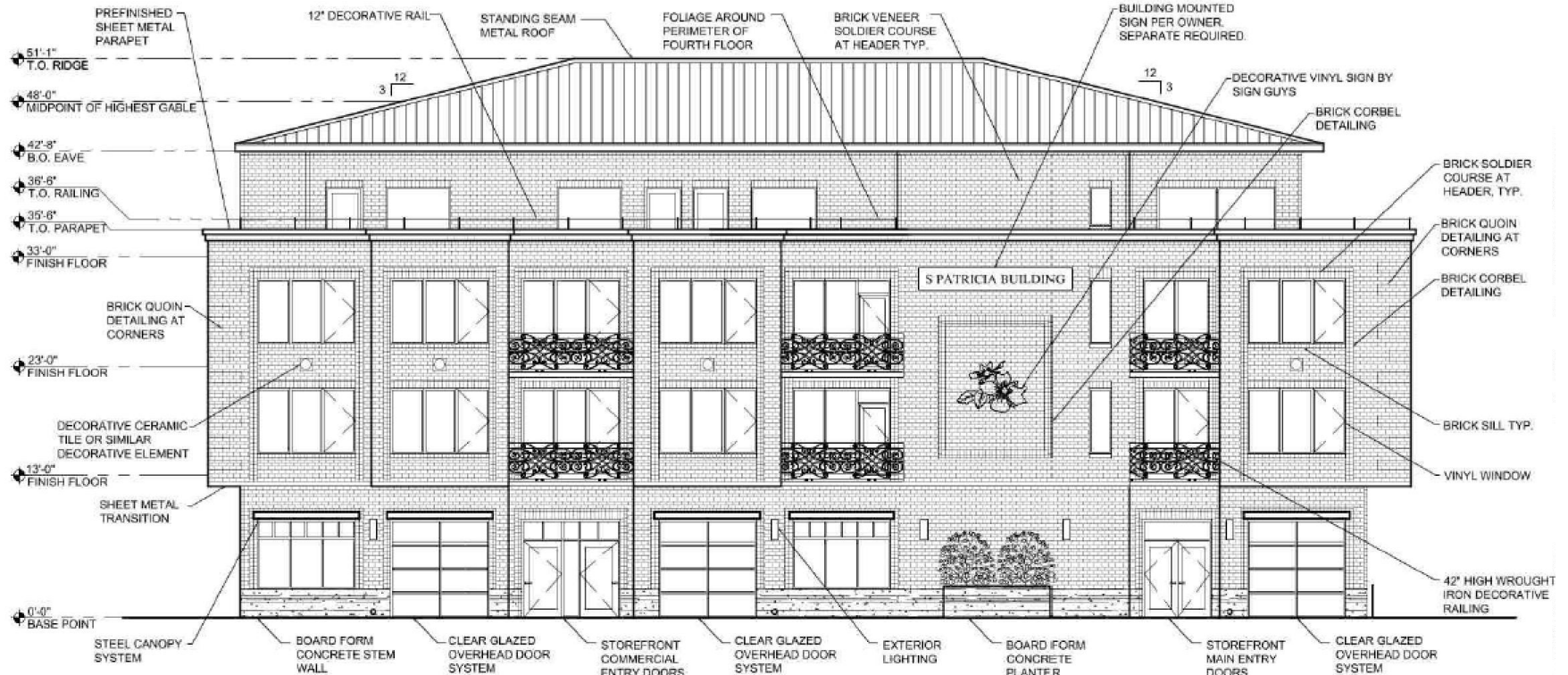
	<p><b>Traffic impacts to Olsen, SE 29<sup>th</sup>, and other Ardenwald West neighborhood streets</b></p> <p>Residents will decide to turn WEST onto Olsen in the morning and <i>cut-through the neighborhood</i> to avoid traffic, buses, and garbage trucks on SE 32<sup>nd</sup>. Many of them will be in a hurry and speed down our slow residential streets where pedestrians, children, and bicyclists <i>already come first</i> on our roads. There will be neighborhood-wide negative impacts to our already calm pedestrian- and bicycle-centered neighborhood SE 29<sup>th</sup> Greenway, and on all East-West streets between SE 29<sup>th</sup> &amp; SE 32<sup>nd</sup>, as drivers return to SE 32<sup>nd</sup> to go North or South, especially at rush hours. (reverse at PM rush) Neighborhood-wide plans are needed, for the entire area West of SE 32<sup>nd</sup>, to prevent cut-through traffic that reduces the livability (noise, speed, air pollution) and reduces the safety of all Ardenwald West streets. (ie. Traffic kept SLOW and DISCOURAGED from cutting-through).</p>
	<p><b>Parking &amp; Traffic impacts to North end of Ardenwald West due to Tacoma-JC Max Station</b></p> <p>How will the North end of the neighborhood be protected from train commuters driving to park and walk to the Max station via Springwater Trail? It is a mile to walk from the proposed development and the train station parking lot is already full before 7am. In addition, there are 400 new units to be built at Hillside on south end of Ardenwald West and the new 234-unit Monroe Apartments, not to mention development to come at the Murphy Site just South of Hillside, and future multiplex development on SE 32<sup>nd</sup>. <i>Perhaps we need a residential parking permit system throughout Ardenwald West NOW to prevent this.</i></p>
	<p><b>Traffic impacts to SE 32<sup>nd</sup> @ Johnson Creek Boulevard intersection</b></p> <p>What will the impacts be to this intersection from this project? (and of course, the compounding of all development projects which will comprise a 40% increase in residents in Central Milwaukie in less than a decade).</p> <p>This intersection was not included in this project’s Transportation Impact Study and has already been identified as headed for an “F” rating in less than 15 years due ONLY to yhe Hillside Redevelopment (addition of 400 units over current number) just south of Ardenwald West.</p>

<p><b>City Vision &amp; Goals</b></p>	<p><b>Proposed Development</b>  <b>Market-rate large 1-bedrooms units &amp; 5+ bedroom penthouse</b></p>
<p><b>Milwaukie Community Vision</b>          “In 2040, Milwaukie is a flourishing city that is entirely equitable, delightfully livable, and completely sustainable.”</p>	<p><b>Vision #1: “entirely equitable”</b>          This project does not meet our community’s first goal of being “entirely equitable.” Project provides neither affordable middle- or low-income housing, nor does it provide any family housing. Also, in its proposal, developer states its prospective tenants are those who are, “younger and more mass transit oriented.” Who are “younger and more mass transit oriented” who can also afford the cost of large market-rate apartments?           Based on the developer’s stated prospective tenant, this proposed project does not promote an “entirely equitable” community.</p> <p><b>Vision #2: “delightfully livable”</b>          This project begs the question of “for whom”? Given the many detriments to the neighborhood vis-à-vis the project’s spillover of its parking needs onto SE Olsen and cut-through rush hour traffic throughout Ardenwald West that detracts from street safety and the peace of the entire neighborhood (speed, noise, air pollution), this project, as proposed, does not meet our city and community’s second stated goal of an “delightfully livable” city.</p>
<p><b>Milwaukie Community Goal Statements: PLACE</b>          “Milwaukie invests in housing options that provide (1) affordability, high quality development, &amp; (3) good design, promoting (4) quality living environments. It maintains the (5) small neighborhood feel through (6) creative use of space with housing options that (7) embrace community inclusion and promote stability.”</p>	<p><b>PLACE Goal #1: “housing options that provide affordability”</b>          See above.</p> <p><b>PLACE Goal #3: “good design”</b>          The proposed building is a “boxy brick fortress” that is grossly out of scale with the surrounding neighborhood. Brick façade treatment is visually dissonant with surrounding mid-century, bungalow, and farmhouse design aesthetics.           Lack of upper story step-backs (floors 2-3) and lack of variations in facades create bulk that is also dissonant and over-dominating of surroundings.</p> <p><b>PLACE Goal #4: “quality living environments”</b>          Domination via height and bulk and parking and traffic issues for neighborhood adjacent to West...these clearly do not create “equitable quality living environments” for our neighborhood.</p> <p><b>PLACE Goal #5: “maintains small neighborhood feel”</b>          This building does not meet this goal in any way.</p> <p><b>PLACE Goals #6: “creative use of space” and #7: “with housing options that (7) embrace community inclusion”</b></p>

<p><b>Milwaukie Community Goal Statements: PLACE (continued)</b></p>	<p>This building is a conventional large box that shuts its residents off from the rest of the community. There is no use of space that connects building residents to the surrounding neighborhood or vice versa. Against the scale of the AJC neighborhood, it is a massive brick fortified urban fortress dropped in the midst of our open green pedestrian-scale neighborhood.</p>
<p><b>Milwaukie Housing Affordability Strategy</b> Milwaukie Housing Affordability Strategy findings were that the <b>highest needed housing category for Milwaukie = rentals @ \$900 or less per month, as well as a need for 2-3 bedroom middle income family units.</b></p>	<p>This project is comprised of 20 large one-bedroom units, ~ 800 ft each (singles and couples with high incomes). In no way does it meet Milwaukie’s expressed <i>housing emergency</i> needs for regular middle income earners and/or families.</p> <p><b>As this proposed project does not serve our communities’ stated highest emergency priority housing needs, it should not receive any special variances.</b></p> <p>This project in itself is the type of gentrification that encourages the mass future displacement of current middle and low income residents through increased pressure on land costs for more high-income rental development—both in the NMU zones and in the residential neighborhoods (via HB2001’s Residential Infill Program which will allow medium and high-density 3-story multiplex development in formerly zoned single family residential neighborhoods).</p>
<p><b>Comprehensive Plan 8.2.1C</b></p>	<p>Requires new developments to be designed so as not to compromise safety and comfort for alternative means of transportation, like walking. Proposed project compromises safety of walking and bicycling for entire area west of SE 32<sup>nd</sup>.</p>
<p>This project is the antithesis of every single painstakingly thought-out and crafted declared community vision and goal: affordability, equitability, preservation of livability, street safety, pedestrian and bicycle safe, small scale neighborhood feel, and existing residents’ ability to continue living in Milwaukie for the long haul.</p> <p>It offers far too little to our neighborhood and city while subtracting far too much from our neighborhood and community.</p> <p>If approved we will take a clear bold step in the direction of becoming a city and community that caters to Portland’s “Silicon Forest” industry workers, and in the continuation of the age-old pattern of gentrification; building housing and amenities to meet the desires of the socioeconomic upper-class with high profits for developers, to the detriment of everyone else. This proposed project threatens to set Milwaukie’s feet on an ever more certain course of mass displacement of its historically low- and middle- income working residents, many of whom are already struggling to pay skyrocketing property taxes and rents. This project does not propose to meet the needs of the many, but to gratify the desires of very few while greatly enriching the owner-developer. &gt;&gt;&gt;</p>	

Approval of this project, in its current form, would belie and render worthless, all the hours and years of hard work done by the city and our collective community vision that, "In 2040, Milwaukie is a flourishing city that is *entirely equitable, delightfully livable...whose residents enjoy affordable housing.*"

It is not a suitable development, in its current form, for our community or neighborhood and its approval would set a legal precedent for all development to come in our new Neighborhood Mixed Use zone on SE 32<sup>nd</sup>.



**Proposed Mixed Use Development: 9391 SE 32<sup>nd</sup> @ SE Olsen**

**(Northwest corner where Luther Davis Auto used to be & across street from Milwaukie Cafe)**

4<sup>th</sup> Floor: 5 Bedroom, 2 Bonus Room, 4 Bathroom Penthouse on 4<sup>th</sup> floor (height variance requested to allow code-prohibited 4<sup>th</sup> floor)

2<sup>nd</sup> & 3<sup>rd</sup> Floors: 20 x One-Bedroom Rental Apartments (approx. 800 ft<sup>2</sup> each)

1<sup>st</sup> Floor: 3 small commercial retail stores (one reserved for building office, other 2 for rent)

Parking: Reduced parking variance requested from 26.67 to 17 (1 reserved for ADA & 1 for owner = 15 units for all residents' & penthouse residents/visitors)

**To: Vera Kolas, Associate Planner, City of Milwaukie**

**Re: Property Development application VR-2019-13, nw corner 32<sup>nd</sup> and Olsen Street**

*May 25, 2020*

I **Oppose** approving a variance for **Parking Quantity Modification**, instead asking for maintaining the 1 to 1 ratio (off-street parking space to housing unit); which means requiring a minimum of 21 off-street parking spaces rather than the proposed reduced number of 17.

There is a substantial **risk**, more so than otherwise with the off-street parking reduction, that the project will have an **increased impact on surrounding properties and very local Olsen Street pedestrian safety and flow.**

Here are my points on this matter (Also attached are supporting materials and photos of area):

1) **On street parking** on the south side of Olsen street is already **in short supply** because of the increasing success of Milwaukie Café restaurant on the **SW corner of Olsen and 32<sup>nd</sup>**. In fact, customers of Milwaukie Café park alongside the north side of Olsen using space at the idle 9391 se 32<sup>nd</sup> property (former Luther's Auto repair shop), as parking is limited alongside the Café on the SW corner.

Milwaukie Café epitomizes the very concept of a neighborhood hub where folks in the area gather for grub and gab.

Lowering the number of off-street parking spaces as proposed increases the risk of added competition for the limited parking in the immediate area of Olsen and 32<sup>nd</sup>, as tenants in the new building may have above average car ownership numbers just because of variance in small sample sizes like this population of 21 housing units.

2) **Olsen Street west of proposed property driveway has no sidewalks** on either side, and already cars are parked on the shoulders; steering **pedestrians to walk in the street** down and up Olsen. If off-street parking spaces are reduced, then there probably is also an increase in the number of cars parked on street west of the proposed development. This **reduces the ability of pedestrians to step aside when cars travel west of the proposed property.** (See attached photo showing the poor pedestrian conditions west of the proposed project.)

3) **Ride Share** such as Uber/Lyft have **no off-street parking to pick up and deliver tenants** of this new project, increasing chances the ride share **traffic continues west on Olsen.**



4) **Trends are shifting away from the use of mass transit buses** such as the #75 bus line servicing 32<sup>nd</sup>. Overall TriMet bus ridership is down substantially over the last decade even as the Metro population increases significantly (see attached table). What data there is on the #75 bus line shows no real growth in ridership in the past two years despite growth in area population.

And now the Covid-19 pandemic may be causing a permanent shift down in the use of mass transit bus lines (like the #75), in favor of individual means of transport such as the automobile. In places such as China which lifted its lock down three months ago, Reuters is reporting a shift away from use of mass transit bus (see attached Reuters article).

5) The previous use of 9391 se 32<sup>nd</sup> property is an auto repair shop building with a much smaller footprint relative to lot size; than is proposed in this application. The auto repair customers entered the property easily from driveways connected to 32<sup>nd</sup>. Parking in this incidence is off-street by and large.

6) **Why does the proposed Penthouse get an off-street parking space, but the other 20 tenant households must share the remaining (16) off-street parking spaces.** Strikes me as being somewhat inequitable. I infer this is the arrangement as the proposal talks at some point about the smaller units below penthouse not needing as many spaces for cars.

7) **Eric's (formerly "Low Beer") Market** across the street at the southeast corner of Olsen and 32<sup>nd</sup> seemingly may offer a solution in increasing the parking capacity at this intersection. A possible solution might be for the project to lease parking on an on-going basis from the owner/management of Eric's market. Eric's Market has spare parking almost always from what I can observe (photo Eric's Market included in attachments).

#### Other Non-parking Issues

A) **Previous Traffic Impact Study for the Hillside Park** re-development demonstrates **traffic level of service at the intersection of Johnson Creek and 32<sup>nd</sup> declines to an F rating** in the next 15 years or so; **even without this proposed project.**

When the Ardenwald-Johnson Creek Neighborhood Association is helping conceptualize neighborhood hub buildings a few years back, reportedly the desire is for development projects of 3 stories or shorter in building height.

So, the extra size of this proposed project and its corresponding traffic worsens a tad an already congested intersection of Johnson Creek and 32<sup>nd</sup>, a decade or so out from now.

B) The Traffic Impact Study for this project does not include possible right hand turns coming out of the driveway, so as to place more traffic going west down Olsen – which again there are no sidewalks and the Olsen is a bit rutty.

---

*Sincerely,*

*Elvis Clark*

*Ardenwald Neighborhood resident and enthusiast*

[EclarkMilwOr@yahoo.com](mailto:EclarkMilwOr@yahoo.com)

---





West Down Olsen just immediately after drive way of proposed project





Eric's Market just across the street from project sports spare parking...just a thought.





**Pictured here is the previous building on the 9391 property (Luther Davis Auto Repair), and maybe the volume of business (before it is shuttered) is moderate in terms of customer traffic; also fairly easy vehicle entry and exit off of 32<sup>nd</sup>, fronting the property, during Luther Auto Repair's time in business. Building is now demolished.**

**From:** [Elvis Clark](#)  
**To:** [Vera Kolia](#)  
**Subject:** Re: My Comments and attachments for Application VR-2019-13; Olsen and 32nd project (9391)  
**Date:** Tuesday, May 26, 2020 20:53:33

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**This Message originated outside your organization.**

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Hello, Vera.

In addition to the comments I provided yesterday. I am also uneasy the proposed project VR-2019-13 (32nd and Olsen) does not provide enough parking spaces for the retail establishment employees and customers. It is very likely these employees and customers end up parking on Olsen Street with some frequency, Probably on Olsen east of 32nd around Eric's Market.

Thanks for adding this additional concern.

Elvis

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

On Monday, May 25, 2020, 05:18:01 PM PDT, Elvis Clark <eclarkmilwor@yahoo.com> wrote:

Hi, Vera.

Please find my comments/attachments regarding the proposed building project at 32nd and Olsen, formerly the site of Luther's Auto Repair building/business.

I think the Ardenwald Neighborhood Association, which I serve as Transportation Representative, is also sending my comments with there other comments. Their version is missing a photograph of former building (Luther's Auto Repair Shop). I also attach here Trimet data on bus ridership trends, Hillside Master Plan Transportation Impact Study for Johnson Creek and 32nd intersection, and a Reuters article indicating less use of mass transit buses as a lingering effect of Covid-19 virus outbreak.

Thanks for taking my comments and attachments here,

Elvis  
Ardenwald neighborhood  
(503) 654-8895

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



Audited\*

TRIMET SERVICE AND RIDERSHIP INFORMATION

04/28/2020

Key Indicator	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
<b>Originating Rides</b>																				
Bus	45,956,400	47,905,200	48,148,800	47,790,000	48,394,800	48,373,200	47,732,400	47,463,600	48,186,000	49,970,400	45,492,000	43,622,926	44,512,567	45,220,800	45,131,280	47,023,200	45,061,200	44,538,000	43,704,000	43,515,600
MAX	17,652,000	18,579,600	21,218,400	21,801,600	22,890,000	26,641,200	27,214,800	28,406,400	29,396,400	29,370,000	32,037,600	34,373,474	35,203,333	32,638,800	30,254,400	29,870,400	31,766,400	31,668,000	31,035,600	30,963,600
WES (1)	NA	NA	NA	NA	NA	NA	NA	NA	NA	97,180	239,519	289,980	326,910	345,510	393,880	366,830	351,520	287,520	265,668	244,812
<b>Fixed Route:</b>	<b>63,608,400</b>	<b>66,484,800</b>	<b>69,367,200</b>	<b>69,591,600</b>	<b>71,284,800</b>	<b>75,014,400</b>	<b>74,947,200</b>	<b>75,870,000</b>	<b>77,582,400</b>	<b>79,437,580</b>	<b>77,769,119</b>	<b>78,286,380</b>	<b>80,042,810</b>	<b>78,205,110</b>	<b>75,779,560</b>	<b>77,260,430</b>	<b>77,179,120</b>	<b>76,493,520</b>	<b>75,005,268</b>	<b>74,724,012</b>
LIFT/Cab	<u>735,792</u>	<u>781,956</u>	<u>845,496</u>	<u>918,948</u>	<u>958,248</u>	<u>1,026,156</u>	<u>1,050,144</u>	<u>1,084,056</u>	<u>1,122,036</u>	<u>1,088,446</u>	<u>1,072,704</u>	<u>1,063,942</u>	<u>1,062,874</u>	<u>1,037,700</u>	<u>1,036,824</u>	<u>1,042,272</u>	<u>1,064,568</u>	<u>1,017,648</u>	<u>1,009,080</u>	<u>962,220</u>
<b>Total System:</b>	<b>64,344,192</b>	<b>67,266,756</b>	<b>70,212,696</b>	<b>70,510,548</b>	<b>72,243,048</b>	<b>76,040,556</b>	<b>75,997,344</b>	<b>76,954,056</b>	<b>78,704,436</b>	<b>80,526,026</b>	<b>78,841,823</b>	<b>79,350,322</b>	<b>81,105,684</b>	<b>79,242,810</b>	<b>76,816,384</b>	<b>78,302,702</b>	<b>78,243,688</b>	<b>77,511,168</b>	<b>76,014,348</b>	<b>75,686,232</b>
<b>Boarding Rides</b>																				
Bus	60,072,000	62,667,600	63,208,800	62,743,200	63,640,800	63,906,000	63,129,600	62,882,400	63,880,800	66,153,600	60,640,800	58,431,700	59,626,800	59,768,310	60,034,200	62,488,800	60,002,000	57,820,520	56,737,466	56,492,524
MAX	21,165,600	22,279,200	25,424,400	26,120,400	27,430,800	31,920,000	32,606,400	34,035,600	35,217,600	35,188,800	38,390,400	41,200,160	42,193,180	39,036,500	38,228,800	37,746,000	40,019,560	39,699,760	38,906,694	38,817,600
WES (1)	NA	NA	NA	NA	NA	NA	NA	NA	NA	124,346	305,844	370,800	418,090	442,120	512,270	476,976	457,210	448,530	414,432	377,700
<b>Fixed Route:</b>	<b>81,237,600</b>	<b>84,946,800</b>	<b>88,633,200</b>	<b>88,863,600</b>	<b>91,071,600</b>	<b>95,826,000</b>	<b>95,736,000</b>	<b>96,918,000</b>	<b>99,098,400</b>	<b>101,466,746</b>	<b>99,337,044</b>	<b>100,002,660</b>	<b>102,238,070</b>	<b>99,246,930</b>	<b>98,775,270</b>	<b>100,711,776</b>	<b>100,478,770</b>	<b>97,968,810</b>	<b>96,058,592</b>	<b>95,687,824</b>
LIFT/Cab	<u>735,792</u>	<u>781,956</u>	<u>845,496</u>	<u>918,948</u>	<u>958,248</u>	<u>1,026,156</u>	<u>1,050,144</u>	<u>1,084,056</u>	<u>1,122,036</u>	<u>1,088,446</u>	<u>1,072,704</u>	<u>1,063,942</u>	<u>1,062,874</u>	<u>1,037,700</u>	<u>1,036,824</u>	<u>1,042,272</u>	<u>1,064,562</u>	<u>1,017,647</u>	<u>1,009,080</u>	<u>962,220</u>
<b>Total System:</b>	<b>81,973,392</b>	<b>85,728,756</b>	<b>89,478,696</b>	<b>89,782,548</b>	<b>92,029,848</b>	<b>96,852,156</b>	<b>96,786,144</b>	<b>98,002,056</b>	<b>100,220,436</b>	<b>102,555,192</b>	<b>100,409,748</b>	<b>101,066,602</b>	<b>103,300,944</b>	<b>100,284,630</b>	<b>99,812,094</b>	<b>101,754,048</b>	<b>101,543,332</b>	<b>98,986,457</b>	<b>97,067,672</b>	<b>96,650,044</b>

2e

Table 4 – Intersection Capacity Analysis Summary

	Morning Peak Hour		Evening Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
<b>SE 32<sup>nd</sup> Avenue at SE Johnson Creek Blvd/SE Tacoma St</b>				
2018 Existing Conditions	C	26	C	20
2022 Background Conditions	C	30	C	24
2022 Background Plus Site Conditions (300 Units)	C	32	C	25
2022 Background Plus Site Conditions (500 Units)	C	34	C	27
2038 Background Conditions	F	>120	F	86
2038 Background Plus Site Conditions (300 Units)	F	>120	F	92
2038 Background Plus Site Conditions (500 Units)	F	>120	F	96

Oct 8, 2018  
Prelim Master Plan  
Lancaster ENR.



# Empty trains, clogged roads: Americans get behind the wheel to avoid transit

Tina Bellon  
5 MIN READ

NEW YORK (Reuters) - As Americans plan for life after pandemic lockdowns, many want to avoid public transport and use a car instead, straining already underfunded transit systems and risking an increase in road congestion and pollution.

Several opinion polls show Americans plan to avoid trains and buses as stay-at-home orders ease, with some city dwellers buying a car for the first time. A potential boon to coronavirus-battered automakers, the shift poses a challenge to city planners and environmental goals.

Similar dynamics have played out in China, where transit ridership in large cities remains down about 35% two months after lockdown restrictions were lifted while car purchases increase.

Ford Motor Co Chief Operating Officer Jim Farley said the company has seen an uptick in Chinese demand for higher-priced utility vehicles fueled by upscale office workers who used to take public transport.

Volkswagen AG (VW) has also seen its sales in China rise above prior-year levels in the final week of April, driven by the desire to avoid public transport, according to Juergen Stackmann, in charge of VW's passenger car sales and marketing.

Sales of passenger cars jumped 12.3% between April 20 and 25, according to China's Passenger Car Association

Transit ridership has plummeted by as much as 95% in large U.S. cities during the pandemic and America's leading transit agencies forecast massive budget drops and revenue deficits well into 2022.

They call for \$33 billion in federal support in addition to the \$25 billion they were granted as part of a March U.S. coronavirus stimulus bill.

Transit agencies argue they are essential to a comprehensive economic recovery that avoids gridlock, but surveys show Americans plan to reduce their use of shared transportation.

In an April Ipsos poll among U.S. transit riders, 72% said they would either reduce their use of public transportation or wait until it was safe again. That compared with 68% of U.S. consumers who said they will use their car as much or more than before the pandemic.