

Brett Kelter

From: TAMARA WISSBAUM <wissbaumtam@comcast.net>
Sent: Wednesday, March 30, 2022 1:51 PM
To: Brett Kelter
Cc: Laura Weigel; tom wissbaum
Subject: Re: revised roadway plan for Harrison Street is now available for review and comment

This Message originated outside your organization.

Mr Kelter:

In review of the drawing submitted by the developer for the Harrison Street project, we are still **STRONGLY OPPOSED**, to the street being opened, even as a one way, exiting west, towards Home Street.

It will still increase traffic in the Mission Park community, diminish the effects on our environment, diminish the safety of the neighborhood, our properties, our children, and our pets. There were numerous other reasons and facts given, at the last meeting on 3/22/2022, as to why making Harrison a through street wasn't beneficial.

The developer and maybe some of the people on the City Planning Committee seemed to be the most in favor of this project. But when the developer realized how much opposition he was facing he came up with this one-way exit idea.

If the City of Milwaukie is truly wanting to improve Milwaukie, and the surrounding areas, by making it a safer, and more livable community, then why would they add more roads, through or one-way? Why isn't a walking/ biking path even being considered for that area?

A Walking/Biking Path is a much more environmentally safe, family/pet friendly option, that would benefit the Milwaukie community far more than a through or one-way exit street.

None of the information provided by the developer gave us any reason to change our minds. I truly hope the City of Milwaukie takes into consideration the concerns of the Mission Park tax paying homeowners, and denies this Harrison Street proposal, to open Harrison Street to through or one-way traffic.

Sincerely,
Tamara & Tom Wissbaum
10450 SE 51st Ave
Milwaukie, OR 97222
Tamara Cell: (503) 936-2117
Email: wissbaumtam@comcast.net
Tom Cell: (503) 799-9000
Email: tom@wissbaum.com

Brett Kolver

From: Cameron McKillop <cameron.mckillop17@gmail.com>
Sent: Monday, April 4, 2022 9:33 PM
To: Brett Kolver
Cc: Heather Buchanan
Subject: Re: revised roadway plan for Harrison Street is now available for review and comment

This Message originated outside your organization.

Hi Brett,

We wanted to start off my feedback with a clarification of my point from the meeting. We are not worried that adding the through street is going to increase traffic dramatically. There is not much traffic on the street in general and we never have issues getting out onto King. What we are worried about is the speed at which cars will come through the neighborhood. Currently, there is a sharp right turn from Harrison onto 51st and the street is narrow. We do not anticipate that this new plan of switching to a one way street will alleviate this issue. It was frustrating that the developer and city employees had side conversations during the meeting and never really asked for input from the neighborhood on what alternatives we might be interested in. It is difficult to have meaningful input when we are not privy to all of the conversations and discussions about this project.

To add to our frustration, it was mentioned multiple times how the city was looking to limit impacts on the developer's budget by not requiring them to put in full sidewalks, but this was never a concern for the city when we were building our house. We had to pay for our own engineering of our sidewalks, development costs, high permitting costs and they even made us take out a public improvement bond on the project. It seems hypocritical that project costs were not a concern mentioned by the city during our project, but have been explicitly brought up as a concern for this project.

We would like the city and developer to reconsider this street design. Please use an alternative to a through street, like a hammerhead or blocked off road that can be opened for fire trucks and pedestrian/bike access, and allow for a safe walkway by requiring the extension of the sidewalk all the way through to Home from where ours ends. We do not feel at all comfortable with the city's proposal to have a two way, or even one way road with no sidewalk on one section.

We love this neighborhood, will have a new child also living in this neighborhood this fall, and are planning to stay here for years to come. We are glad that the city is adding more housing to Milwaukie as this is desperately needed and hope that this can add to affordable housing in this area. Our concern is for the safety of our current street and future street. We feel that the safest and best option for future and current homes in this area is to have the street extension be used for emergency vehicles and bikes/pedestrians only. If this is not possible, we strongly want the sidewalks to fully extend to Home Ave.

Thank you,
Cameron McKillop and Heather Buchanan

Brett Kelter

From: Allison McManus <mcmanusal@gmail.com>
Sent: Tuesday, April 5, 2022 9:33 AM
To: Brett Kelter
Cc: dkruse8@gmail.com
Subject: Comment for Harrison Street roadway

This Message originated outside your organization.

Hi Brett,

Thank you for all your collaboration with this project. My comments are as follows:

- A 'local access only' road sign is posted at the corner of Home and Harrison
- Construction trucks for the subsequent homes that will be built on the new lots are required to enter and exit from the Harrison extension only on Home avenue and do not drive down 51st Ave.
- Trees are preserved wherever possible, particularly ones over 6inch in diameter that will be subject to the Milwaukie tree code once it is published. There is no need to cut anything that is not directly affecting the construction of the road at this point in time.

Best,
Allison Kruse

Brett Kelter

From: axis espinosa <axisrn13@gmail.com>
Sent: Tuesday, April 5, 2022 11:14 AM
To: Brett Kelter
Subject: Letter to add to File# #R-2021-004
Attachments: We sent you safe versions of your files; City of Milwaukie letter.docx

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

This Message originated outside your organization.

Hello Mr. Kelter,

It was a pleasure meeting you and the team at the meeting back in March. This is my last attempt to make my last stand on our issue at Harrison St.

Thank you for everything.

Sincerely,
Axis Espinosa

Axis Espinosa
5025 SE Llewellyn St, Milwaukie, OR 97222
704-912-7260
Axis.X1.Espinosa@kp.org

Dear City of Milwaukie,
File # #R-2021-004

Thank you for taking time to review and consider our situation. I was present at the hearing back in March. It was interesting being part of a public forum. I enjoyed the process. I, however, was not impressed by the both the developer's demeanor and some of my neighbors' actions. The process was fast and I tried hard to pay attention. Below you will find my last attempt at making my stand on this issue.

Some supposed facts were mentioned during the hearing. I cannot remember all of them; But one that I do remember was the developer mentioning that more children die in cul-de-sacs due to people playing in them. As a researcher, in general, for all facts mentioned both by the engineer and developer, facts without references cannot be taken with validity. Unlike my previous reference of a study done of accidents on through streets mentioned in my previous letter.

The engineer mentioned multiple times that the through street was preferred by him and the fire department. I wonder if the engineer's preference is a temporary one benefiting him only during construction. If not, how does having a through street benefit him permanently?

It was also mentioned that the through street would be more convenient for the trash and mail. The trash comes once a week. They do fine using the hammer turn around. The mail car is so small that it maneuvers easily through our hammerhead also as our mailbox is lateral to my house on 51st street north of Llewellyn. The Amazon truck does not come every day and their truck is smaller than the trash truck. They have not had any problem zipping through.

As you all know, safety and peace of mind for our families is an unreplaceable sentiment. We buy insurance for peace of mind. We save money for emergencies for peace of mind. We spend more money and move to a safer location for safety of our families and a peace of mind. I know the goal of Milwaukie is to build more connectivity. We support this goal. But, connecting through our particular street does not benefit **enough** compared to the **permanent** peace of mind this project will be taking away from us. As mentioned in the meeting, it does not benefit bus takers as it is quicker to get to the stop via Home. The through street does not benefit bikers because anyone trying to get somewhere in that area via bike will choose to get to King as fast as possible to be able to really bike. Fifty-first street is not that close to any convenience and other options are available. The grocery store is 0.4 miles away and Linwood St. is 0.8 miles away. There are many avenues to get to King. Adding one small through street in the middle of these two places will not make large enough of a difference. As for the fire department, I agree it will be more convenient for them; but why make it a permanent convenience when their service we hope may never have to be used.

I move that we make it a circle or hammer ending, whichever the city/engineer agree on.
But please, for our permanent peace of mind, leave this street closed.

Sincerely,
Axis Espinosa

Brett Kelder

From: Ley Garnett <swifty6451@gmail.com>
Sent: Tuesday, April 5, 2022 12:45 PM
To: Brett Kelder
Subject: Harrison St

This Message originated outside your organization.

I encourage the Planning Commission to encourage/require maximum street tree plantings on the Harrison extension. Consider the vast recent canopy loss in the area, that this project seeks to remove 7 more trees, and is requesting multiple variances.

Ley Garnett, neighborhood resident and Tree Board member

Brett Kelter

From: Sandy Conley <slconley@msn.com>
Sent: Tuesday, April 5, 2022 2:40 PM
To: Brett Kelter
Cc: Laura Weigel; Steve Adams; Jennifer Backhaus; Justin Gericke
Subject: Re: Reminder: public comments for Harrison Street roadway are due by 5pm today (Tues 4/05)

This Message originated outside your organization.

Brett,

Thank you for providing additional comment. Ideally, we would like to have 51st remain a dead-end street. Emergency vehicles have not had any issues navigating our community and it was used frequently during construction for fire drills. I witnessed this on many occasions. Personally, I think one way traffic out of the Harrison St. development will increase traffic in our neighborhood as there is no in/out option for the short street. This one-way approach will force the 4-new homes and their deliveries and guests to drive through our community. I realize traffic could balance out since traffic now coming into our development has an exit. If I had a voice, I would ask that another alternative, such as the bollard be inserted at the end of the street. This way there is access for emergency vehicles and the current residents can maintain our little community we bought into.

The developer mentioned requiring all construction traffic be diverted to the Harrison St. development, keeping this traffic out of our community until after his construction is complete. This suggestion does not seem to be in the proposal presented by the developer. Our community would like this concession to be made. You can appreciate that all of us have lived through significant disruption, noise and literal movement in our homes as our development was under construction. There is no need initially to have all this traffic come through 51st.

One guest mentioned maintaining the current trees on the property. I looked at the property closely and do not see how this goal can be achieved on the road/sidewalk access, where most of the vegetation is located. It is a shame this canopy is disappearing, but it does appear the significantly large fir trees are on the property that is not being developed. We do hope a permit is not granted to cut these trees as part of this process. We all know that climate change begins with small steps. Our tiny lots with no vegetation will not help us in this goal to keep our area a healthy environment.

It was interesting to participate in a city planning meeting. I had no idea how they were conducted or how insignificant the community input is in the process. I was left with the impression the community's position was inconsequential to the overall City plan. To address one issue brought up at the meeting, the "connectivity" Milwaukie is seeking is not achieved by making Harrison a through street. The westbound section of Harrison is in bad disrepair, and I would never choose that route for driving or walking. Connectivity would make major thoroughfares such as King more open for walking, biking and driving traffic, and likely better achieve the goals in a way that serves more of the citizens of Milwaukie. King does not have sidewalks that can be traversed by people with special needs and the bus stops are along this road. Two people cannot walk side by side on this street and it is impossible access for persons with disabilities requiring adaptive equipment.

Thank you for your consideration and for adding my comments to the packet.

Sandy

From: Brett Kelter <KelterB@milwaukieoregon.gov>

Sent: Tuesday, April 5, 2022 8:51 AM

To: Brett Kelter <KelterB@milwaukieoregon.gov>

Cc: Laura Weigel <Weigell@milwaukieoregon.gov>; Steve Adams <AdamsS@milwaukieoregon.gov>; Jennifer Backhaus <BackhausJ@milwaukieoregon.gov>; Justin Gericke <GerickeJ@milwaukieoregon.gov>

Subject: Reminder: public comments for Harrison Street roadway are due by 5pm today (Tues 4/05)

Hello,

If you have not already submitted comments on the revised roadway plan for Harrison Street (land use file #R-2021-004), please remember that all public comments are **due by 5:00 pm today** (Tuesday, April 5). Send any comments directly to me (kerverb@milwaukieoregon.gov).

The revised roadway plan can be found under the "Supporting Documents" section of the webpage for this application = <https://www.milwaukieoregon.gov/planning/r-2021-004>.

Note that no further public comments will be accepted after today. The development team will provide any response or rebuttal to the comments by April 12.

Please let me know if you have any questions. Thank you,

Brett Kelter, AICP

Senior Planner
he • him • his

City of Milwaukie

p: 503.786.7657 | e: kerverb@milwaukieoregon.gov
6101 SE Johnson Creek Blvd | Milwaukie, OR 97206

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Brett Kelter

From: Amaya Blanco Chapin <amayablanc@gmail.com>
Sent: Tuesday, April 5, 2022 5:00 PM
To: Brett Kelter
Cc: Amaya Blanco; philmc333335
Subject: File No. R-2021-004, VR-2021-019
Attachments: We sent you safe versions of your files; Milwaukie Testimony Letter.pdf

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

This Message originated outside your organization.

See attached. Thank you.

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Sincerely,

Amaya Blanco Chapin

City of Milwaukie, Planning Commission
Brett Kelter, Senior Planner
Via email: kelterb@milwaukieoregon.gov

RE: File No. R-2021-004, VR-2021-019

Dear Planning Commission,

I am writing regarding the City of Milwaukie's plan to Replat the 16 underlying subdivision lots (from the Minthorn Addition, platted in 1890) and reconfigure the subject properties to create eight lots. My concerns are specifically with the City's plans to extend Harrison Street west and connect to Home Avenue, with full street improvements in front of Lots 5-8 and a narrower street width between Lots 2 and 3. We understand that when the plan was initially proposed there was a lot of concerns with connecting Harrison Street all the way to Home Street because opening 51st Ave to through traffic from both ends would inevitably lead to an increase in traffic of non-residents in Mission Park. Unfortunately we have some concerns with the current proposal which has led us to being opposed to the submitted application.

Regarding the revised plan submitted on March 29, 2022. I do not believe that it addresses all our concerns regarding the flow of traffic in our neighborhood. After attending the Planning Committee meeting on March 22, 2022, we were under the impression that the street bollards were to act as a barrier between Mission Park and the new development that would allow only for bicycle and foot traffic between the two communities. However, that is not reflected in the applicant's newly proposed design. Unfortunately, this newly revised proposal still increases traffic flow through our neighborhood, and it no longer feels like a compromise. In fact, it would increase traffic flow through our neighborhood because there will now be 4 new homes that now will need to enter through 51st and King Street instead of through Home Street. The City has made it clear that the developer does not want to include plans for Harrison Street to end in a cul-de-sac or a hammerhead turnaround because they do not want to lose Lots 6 & 8. Therefore, we propose placing bollards behind Lots 6 & 8 and leaving the extension of Harrison Street toward 51st Ave a two-way street. We understand that this would mean that the applicant would have to change their proposed applications, however we hope that the City denies the application as is unless there is a true compromise that satisfies both developments.

Amaya Blanco Chapin & Phil Chapin
10402 SE 51st Ave, Milwaukie, OR 97222