

From: [Michelle Schlimpert](#)
To: [Vera Koliias](#)
Subject: 9815-9833 SE 17th Ave P-2024-001
Date: Tuesday, January 23, 2024 2:26:26 PM

This Message originated outside your organization.

Hello Vera,

A Land use Application Notice sign was put up across the street from our house today. We are located on McBrod Ave. Your name was listed as the contact person. Can you tell me if they are going to enter off of McBrod Ave. at all to access this new development? And if so, would that mean tenants would be parking on McBrod Ave. Or are they referring to the parking spots within the unit itself that would have access off of 17th Ave? I also have a concern about McBrod Ave itself not being maintained by the city of Milwaukie and the pavement is continually deteriorating/sloughing off. With 41 units and at least one car per unit that is a lot more traffic on McBrod Ave. Also, I am concerned about all the construction traffic and equipment that will go on throughout the whole construction process.

Thank you,

Michelle

Sent from my iPhone

From: [Robin](#)
To: [Vera Kolia](#)
Subject: Proposed housing off McBrod Ave
Date: Friday, January 26, 2024 9:15:28 AM

This Message originated outside your organization.

Hi Vera,

I left a voicemail but if you would prefer to write an email response to my question about getting cars up this hill during icy conditions that would be fine. I live at the bottom of the hill and I could not get to my driveway for 4 days. Folks living at the top left their cars at the bottom blocking the road. This is a cause for concern if you are considering letting someone build 41 multi bedroom units where the access would be off McBrod.

With Regards,
Robin Maier

From: [Robin](#)
To: [Vera Kolias](#)
Subject: Re: Proposed housing off McBrod Ave
Date: Monday, January 29, 2024 9:07:48 AM

This Message originated outside your organization.

Hello Vera,

Thank you for your response.

Please make sure the other issue on how the city will maintain McBrod Ave during snowy and icy conditions is considered. It would be negligent on the part of the engineer and the planning commission to disregard these concerns. We live here, we know how bad it will be if that many cars cannot access or exit the entrance to the proposed housing.

On Mon, Jan 29, 2024 at 6:16 AM Vera Kolias <KoliasV@milwaukieoregon.gov> wrote:

Hello Robin,

Thank you for your comments regarding the cottage cluster development using McBrod Ave for access.

The City Engineer has the authority and responsibility to determine where access may or may not be taken from. 17th Ave has a higher roadway classification, higher traffic volume, and a multiuse bike path that would be in conflict with an access. In addition, intersection spacing requirements would not be met if access were to be taken on SE 17th. McBrod Ave has a lower roadway classification and fewer, if any, intersection spacing conflicts.

I will include your comments and concerns in the record for this land use application, where it will be reviewed by the Planning Manager and the Engineering Department.

Thank you,

Vera

VERA KOLIAS, AICP

Senior Planner

she • her

503.786.7653

City of Milwaukie

[10501 SE Main St • Milwaukie, OR 97222](#)

Please note that my work schedule is Monday – Thursday from 6 a.m. – 4:30 p.m.

From: Robin
Sent: Friday, January 26, 2024 9:15 AM
To: Vera Kolas <KolasV@milwaukieoregon.gov>
Subject: Proposed housing off McBrod Ave

This Message originated outside your organization.

Hi Vera,

I left a voicemail but if you would prefer to write an email response to my question about getting cars up this hill during icy conditions that would be fine. I live at the bottom of the hill and I could not get to my driveway for 4 days. Folks living at the top left their cars at the bottom blocking the road. This is a cause for concern if you are considering letting someone build 41 multi bedroom units where the access would be off McBrod.

With Regards,

Robin Maier

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

Robin Maier
1698 SE McBrod Ave
Milwaukie, OR 97222
January 27th, 2024

Vera Kalias
Senior Planner
City of Milwaukie Planning Department
10501 SE Main St
Milwaukie, OR 97222

Dear Vera Kalias and committee members,

I am writing today in response to the Land Use Proposal to be located at 9815 -9833 SE 17th Ave. I would like the Planning Department to consider the impact the proposed entrance to the cluster housing will have on McBrod Ave during certain times in winter when the road is impassable. I've lived here since 2015 and every winter since we have had several days of which our hill was impassable. During these snow/ice events the road is better suited for sledding than as an access for motor vehicles. I live at the bottom of the hill, and I cannot get in or out of my driveway, so we are stuck here until the road clears via warmer weather. Every time the roads become impassable our neighbors up the hill park their vehicles at the bottom of the hill. Right now, that is 3 to 4 cars or trucks. Imagine when there are the proposed 41 or possibly as many as 61 cars trapped up there or at the bottom of the hill. Has the committee even considered what would happen if a fire truck or an ambulance had to respond to a call up there? Even now fire trucks have a hard enough time climbing this hill when conditions are dry due to the steepness of the grade.

My second comment concerns the left hand turn off 17th Ave onto McBrod Ave heading north. If I read the report correctly there is no left-hand turn lane proposed for this intersection. If so, the project will cause a potential for accidents. My son, wife and I have had near misses from being rear ended despite clearly using a turn signal. Vehicles that do not stop and wait behind us use the right-hand bike lane to pass us on the right nor do they slow down. On top of this, during peak hours as many as 700 cars are traveling south on 17th Ave. Imagine the back up or accidents that will happen when up to 61 vehicles are trying to make left hand turns onto McBrod Ave.

My third and final concern is the parking and the general maintenance of McBrod Ave. You should be well aware of the damage to McBrod when the work on 17th Ave was being completed. The city had to repair and replace a large section at the bottom of the hill. Now imagine what will happen to McBrod Ave when all the heavy equipment and trucks must use McBrod to access the work site.

Vera Kalias
January 27th, 2024
Page 2

And what will the city do when overflow parking from the project moves onto the street? Will there be no parking signs?

I admit, looking at the Site Map the proposal looks fine. A nice two-dimensional picture of the site with a nice wide apron approach. I recommend that every member of the city who will be making a decision on the proposal to drive out here and drive up this hill and while doing so consider what I have said. Thank you for your time.

With Regards,

Robin L Maier

From: [Lyndon Murray](#)
To: [Vera Kolia](#)
Cc: [Cindy Murray](#)
Subject: P-2024-001
Date: Tuesday, January 30, 2024 3:25:20 PM

This Message originated outside your organization.

Hi Vera,

To confirm the comments to be submitted in respect to the Cottage development off 17th and McBrode:

1. On the northern boundary the project has calculated the 5' setback from the property line which puts the corners of buildings and sheds right on the southern border of the easement and may even be encroaching on the easement itself. The setback is better set 5' from the easement for safety and convenient public access and usage. The easement should be clearly marked (possibly fenced off) so that it always remains clear that it is independent of the development and not an integral part of it. By building right to the edge of the easement there is the very real risk that the right of public access could be lost.
2. The request for 50% more parking seems excessive and as it requires substantial regrading and building extensive retaining walls in the area which could otherwise provide valuable greenspace, provide stormwater absorption (minimizing flows to the sewer system), a substantial reduction in the impervious/asphalt layer and reduce the massive earthmoving needed to level the land adequate to the needs of a carpark. The entire SW parking lot - about 19 spaces south and west of clusters 4 and 5 could be eliminated. Residents have adequate alternatives: parking provided under the code elsewhere on the property; easy access to public transport on 17th Avenue and the dedicated bike path along 17th provided as part of the city plan to reduce reliance on cars.
3. The trees slated for removal # 30.2, 30.3, 30.6 are on our property. I understand that this is recognized and will be corrected on revised plans provided to the City.
4. While the City doesn't set aesthetic standards, the project is situated in the historical district of Milwaukie with some of the homes dating back to 1910 or thereabouts and should be consistent with and adequate attention given to the design standards and ambiance of the area.

Many thanks,

Lyndon and Cindy Murray.

From: [Diane Grant](#)
To: [Vera Kalias](#)
Cc: [Deborah DeLeon](#); [Geoffrey Johnson](#)
Subject: File # P020240001
Date: Friday, February 2, 2024 1:46:57 PM

This Message originated outside your organization.

Ms Kalias,

I am the owner of Coral Sales Company and the owner of the building on the corner of 17th and McBrod. We are directly across 17th from the proposed development referred to in this notice. I have several concerns with the proposed development in addition to the additional traffic on 17th that this increase in density will create.

Since our property is downhill from the development, I am concerned about the increased runoff of surface water both during the construction process and post-construction. I have reviewed the plans and it appears that the bio swell currently in place between the bike lane and 17th will be the primary water collection point. We have a subterranean warehouse which has flooded 2 or 3 times in the last 10 years. These events demonstrated that the drainage on 17th is very vulnerable to change. Currently we have a sump pump in the floor of our warehouse that we maintain which has not always been able to keep up. Has a surface water study been preformed and would you please forward it to me.

Will additional street lighting be provided on 17th by the developer? Was a lighting study done?

Would you please forward the Transportation Study to me. I am really curious what the plan is for the additional cars. 17th has minimal traffic at night and on weekends but it is very busy during the work week. Many of the vehicles on the road are trucks because of the industrial park which we are a part of.

It appears that the access to the complex will be on the upper side of McBrod, a street with a very steep hill. In the recent ice storm, the residents of that upper section were not able to get to their homes and had to park at the bottom of the hill and walk up. That worked for the handful of families that currently live on the street but it is not a viable option for an additional 40 homes.

Where will they park in when Portland has its next ice storm?

Thank you for your reply.

Thank you,

Diane Grant
President



Main: 503-655-6351

Fax: 503-657-9649

www.coralsales.com

Vera Kolas, Senior Planner

City of Milwaukie Planning Department
10501 SE Main St
Milwaukie, OR 97222

February 5, 2024

RECEIVED

FEB 05 2024

CITY OF MILWAUKIE
PLANNING DEPARTMENT

RE: File Number(s): P-2024-001; TFR-2024-001 – Parking Modification; Transportation Facilities

Review Location: 9815-9833 SE 17th Ave Tax Lot ID: 11E26DB 01000; 01200; 01201

Dear Ms. Kolas:

As property owners within 300 feet of the cottage-cluster development project proposed at the above location, we are writing to comment on the request from the developer to provide on-site vehicular parking spaces in excess of the maximum number permitted. While we do not object to permitting 1.5 parking spaces per unit, we do object to the dictatorial approach used in approving this project which does not allow input from members of the community most affected by it. For that reason, we are forced to take this opportunity, the only vehicle we have had to give any input into the project, to express our concerns in hopes that they will be taken into consideration.

Our concern with the proposed development is that the only entrance into it is off SE McBrod Avenue, when there are already 2 access points to the property off of SE 17th Avenue. The section of McBrod that is at issue here has a very steep grade, and the entrance to proposed development is near the top of that grade. Although McBrod is a City of Milwaukie street, the City refuses to maintain it in spite of an agreement reached 30 years ago with the developers of the exiting neighborhood to do so. The street is deteriorating and the increase of 286 car trips on weekdays alone projected by the Transportation Impact Study will only exacerbate that deterioration of the street.

Several years ago, when we personally asked the Streets Division of the City of Milwaukie to send a street sweeper up to clean the street, we were told that the city would not do that because emergency vehicle could not get up street and the division would not send equipment up a street that is not accessible to emergency vehicles. If this is true, why would you allow another 41 residences to be inaccessible to emergency vehicles? Even if emergency vehicles could make it up McBrod Avenue to the entrance to the Cottage Cluster Development, it would very difficult to maneuver the proposed turn off of McBrod into the development. Why would you allow the safety and well-being of additional members of the Milwaukie community to be put risk by overburdening a street that you know to be problematic?

During winter storms, McBrod is inaccessible not only because of the steep grade, but also because it is shaded at the steepest part and it takes a long time for the snow and ice to melt. For example, during the most recent storm, McBrod Avenue was inaccessible in either direction for 9 days. Those residents of who are essential employees must park their cars across 17th Avenue and risk walking up and down McBrod to access their cars in order to get to work. The impact of additional cars from residents of the proposed development parked across 17th during storms would be great.

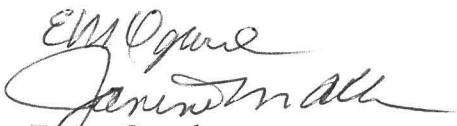
Because of the nature of the cottage cluster development, there is likely to be considerable transition among its residents. It is difficult to get moving vans and truck up to the home currently on McBrod, but it will be even more difficult for moving vehicles to get into the development because they will have to maneuver a sharp turn into its parking lot. This has the potential of creating frequent and significant obstructions the street.

The entrance to the development is at a blind spot were the hill crests and curves posing a safety hazard to cars going up and down the hill.

The stated objection to having the entrance to the development off of 17th is the impact to the multi-use pedestrian and bike path. The impact is the same regardless of whether it is off of McBrod or 17th. It will be the same number of cars crossing the multi-use path and entering onto 17th, but the impact on the current and proposed community members who must wait their turn to negotiated a very complex intersection which involves 5 separate traffic patterns in order to get on the 17th will be most impactful. Indeed, the safety issues this proposal poses are significant as on any given weekday an additional 386 impatient drivers, anxious to get on with their day, must take considerable risks to get on to 17th Avenue from McBrod Avenue or hold up traffic in order to turn left off of 17th Avenue onto McBrod Avenue.

I hope that by writing this letter the decision maker at the Metro Council and the City of Milwaukie will at listen to our concerns.

Sincerely,


Ernest Ogard
Janine Allen

1626 SE McBrod Ave.
Milwaukie, OR 97222

RECEIVED
FEB 05 2024
CITY OF MILWAUKIE
PLANNING DEPARTMENT



Oregon

Tina Kotek, Governor

Department of Transportation

Transportation Region 1

123 NW Flanders St.

Portland, OR 97209-4012

(503) 731-8200

Fax: (503) 731-8259

February 6, 2024

ODOT # 13210

ODOT Response

Project Name: Milwaukie Cottages	Applicant: Terry Amundson, Koble Creative Architecture LLC
Jurisdiction: City of Milwaukie	Site Address: 9815-9833 SE 17 th Avenue
Jurisdiction Case #: P-2024-001	State Highway: OR 224/OR 99E

The site of this proposed land use action is in the vicinity of OR 224 and OR 99E. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation.

- ODOT has determined there will be no significant impacts to State highway facilities and no additional State review is required.

COMMENTS/FINDINGS

ODOT received notice of a land use application submitted to City of Milwaukie for a proposed cottage-cluster housing development. The applicant proposes 41 new dwellings of 2- and 3-bedroom units.

As part of the materials provided to ODOT for review, ODOT received a copy of a Transportation Impact Study prepared by Lancaster Mobley, dated September 4, 2023. ODOT has reviewed the study and has determined that no further analysis is required.

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

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

ODOT_R1_DevRev@odot.oregon.gov

Development Review Planner: Melissa Gonzalez

Melissa.gonzalez-gabriel2@odot.oregon.gov

Dear City of Milwaukie,

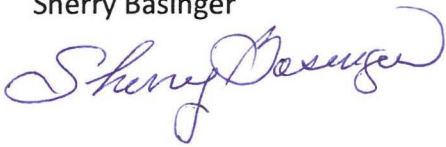
My name is Sherry Basinger, and I live at 1638 SE McBrod Ave in Milwaukie. Recently, our neighborhood was informed about a new development going in across the street (9815 and 9833 SE 17th Ave). The notice was regarding increasing the number of parking spaces per unit from 1 to 1.5. I support this increase, and I welcome development on this property.

However, I have concerns about how our new neighbors will access the development. According to a plan I received from the city, the only access to this site for cars is on my street, SE McBrod, a very steep hill. I do not understand why this is the case. The drawing clearly shows that there are already two access points on 17th. Either of these two access points would be much safer points of entry for people.

Over the decades that I have lived here, especially during inclement weather, our street has been difficult, and sometimes impossible, to navigate, well after the rest of the city is out and about. In addition, fire trucks, ambulances, and police cars are unable to drive on our hill during snow and ice conditions. Requiring people to navigate McBrod rather than simply access the development from 17th does not seem like a well thought out decision.

I encourage the city to rethink this decision. Accessing the development from McBrod is an unsafe idea, and the access point should be changed to 17th.

Thank you,
Sherry Basinger



RECEIVED

FEB 05 2024

CITY OF MILWAUKIE
PLANNING DEPARTMENT

RECEIVED

FEB 07 2024

CITY OF MILWAUKIE
PLANNING DEPARTMENT

Vera Koliass, Senior Planner
City of Milwaukie Planning Department
10501 SE Main St.
Milwaukie, OR 97222

February 6, 2024

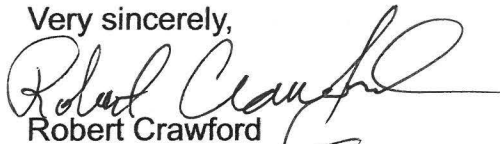
Dear Ms. Koliass,

My wife and I live in the Waverley neighborhood and we appreciate the opportunity to offer our opinions regarding the proposed 40-unit development that will be built on SE 17th Avenue. After much consideration, we would like to share the following:

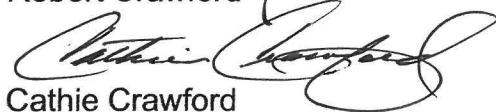
- We are opposed to increasing the parking spaces from 40 to 60. The additional 20 spaces would result in more congestion, not only for those who will occupy the units but for the current residents who live on McBrod Avenue and the surrounding area.
- It would be essential to install tall fencing along the northern and western borders of the proposed development. This would help prevent children, animals, and uninvited pedestrians from trespassing on existing property.
- The proposed stairway/path (heading west) from the bike path on SE 17th is of special concern. Even if entry were to require a key or security code, this could very easily lead to a complication of logistics resulting in trespassers who are ill-intentioned or simply curious.

Please don't hesitate to let us know if there are questions regarding any the above. You can reach us at catcrawford@comcast.net or 503-890-5876.

Very sincerely,



Robert Crawford



Cathie Crawford

10115 SE Cambridge Lane
Milwaukie, OR 97222

From: [Nancy Dalton](#)
To: [Vera Kolia](#)
Subject: Apartment Complex Off of 17th
Date: Wednesday, February 7, 2024 12:26:59 PM

This Message originated outside your organization.

Hello Vera,

I'm emailing to let you know as a neighbor of Waverley that I have serious concerns about the Apartments being built off of 17th Street by Waverley.

1. I do not support the additional 20 parking places that are requested for the building.
2. We request a fence to lessen the impact of the development on our neighborhood.

Thank you,
Nancy Dalton
1505 SE Oxford Lane
Milwaukie

RECEIVED

By Vera Kolas at 12:19 pm, Feb 12, 2024

Susan Hoelzer
P.O. Box 22004
Milwaukie, OR 97269

February 12th, 2024

To the City of Milwaukie Planning Department & Vera Kolas,

Below are my public comments about the proposed development at 9815 & 9833 SE 17th Avenue.

What I support about the proposed development:

- The building design works with the contours of the land.
- The creation of courtyard spaces for a safe place for children to play and to create a community gathering space.
- I support the amount of proposed parking spaces, as it does not seem out of proportion in relation to the amount of building footprint, and there is planned protection for the trees against pavement runoff.

What I request:

- To reduce worry among residents in the Waverly Heights neighborhood, require that there be a fence between the proposed development and the Waverly Heights properties bordering the development.

Comments for context:

- I feel a trust in the owner/developer, Shobi Dahl. I have barely ever talked with Shobi, a former neighbor of Waverly Heights, but I do know of him being committed to community and the goodness that comes from people sharing space and supporting each other. Shobi has an excellent eye for design and I suspect he will build a high quality building to last in appearance and durability into the far future.
- I support this development being targeted for families. Quality rental spaces are needed in the metro area where there are less rental options in the city of Portland because small landlord's sold their properties rather than try to keep up with Portland's recent additional requirements on landlords.
- I also support allowing the number of parking spaces the development proposes. One and a half or even two parking spaces seems completely reasonable for two and three bedroom units. I oppose limiting the number of parking spaces to one space per unit. The best outcome for nearby residents and the City of Milwaukie is to have a thriving

community. To build a housing development for families and not provide adequate parking, even in this day where public transportation and biking are more popular, is unwise.

- There are no real off-street parking areas for this property because McBrod is incredibly steep and difficult to walk even on a dry day. A little bit of gravel under your step and you can land on the ground. I heard perhaps there will be steps from SE 17th to the proposed development, that may be more reasonable, depending on how many steps there are and if a stroller could navigate the steps.

- My concern with limiting parking is that the development will struggle to attract and maintain tenants. When that happens, it can be a slippery slope of instability and turn over of tenants, headaches for property managers, ownership changing hands, and general decline of what was proposed to be a wonderful option for families. Families may value driving less, but they need cars. Families need parking for their family members and other parents for a play date to visit and have a parking space. They may need home services such as a nanny, cleaning person, pet sitter, or early childhood special education (ECSE) provider for a child who is autistic or has developmental or speech/language delays. Some families might have a mix of young children and a teenager, and some teens need a car for work, school, helping with a younger sibling's pick up & care, and athletic pursuits. Visitors will need parking because there is no real off street parking option. I would like to challenge the owner/developer and the City of Milwaukie to think about parking for all the people that will need to visit the property in addition to the individuals living at the property, so that this development is a real option for families who want a long term place to raise their family.

- I want to support plans that make this proposed development a place where families want to stay long term, because stability is good for the community as a whole and for myself as a property owner and taxpayer.

Respectfully submitted,

Susan Hoelzer
Resident in the Waverly Heights Neighborhood

Dear City of Milwaukie,

My name is Sherry Basinger, and I live at 1638 SE McBrod Ave in Milwaukie. My deceased husband and I owned HomeStead West Development for many years, and it owns the vacant lot on McBrod at 1662 SE McBrod Ave. On behalf of HomeStead West Development, I would like to reiterate what I wrote in my personal letter to the city.

Recently, our neighborhood was informed about a new development going in across the street (9815 and 9833 SE 17th Ave). The notice was regarding increasing the number of parking spaces per unit from 1 to 1.5. I support this increase, and I welcome development on this property.

However, I have concerns about how our new neighbors will access the development. According to a plan I received from the city, the only access to this site for cars is on my street, SE McBrod, a very steep hill. I do not understand why this is the case. The drawing clearly shows that there are already two access points on 17th. Either of these two access points would be much safer points of entry for people.

Over the decades that I have lived here, especially during inclement weather, our street has been difficult, and sometimes impossible, to navigate, well after the rest of the city is out and about. In addition, fire trucks, ambulances, and police cars are unable to drive on our hill during snow and ice conditions. Requiring people to navigate McBrod rather than simply access the development from 17th does not seem like a well thought out decision.

I encourage the city to rethink this decision. Accessing the development from McBrod is an unsafe idea, and the access point should be changed to 17th.

Thank you,
HomeStead West Development

Sherry Basinger Pres.

RECEIVED
FEB 05 2024
CITY OF MILWAUKIE
PLANNING DEPARTMENT

From: [Mike Howell](#)
To: [Vera Kolia](#)
Cc: [D J](#)
Subject: P-2024-001 Location 9815 - 9833 SE 17th Ave.
Date: Wednesday, February 7, 2024 4:38:07 PM

This Message originated outside your organization.

Hello,

We fully understand the community must evolve and develop. Of course we don't want 41 units in our backyard. It is an abrupt land use transition from a luxury home we worked a lifetime for. I honestly feel there are more graceful ways to transition from one zone to another. We all have competing motives and ours are probably not high on anyone's list down there but as a lifelong Oregonian I have watched Portland plan the city I have run a business in for years, right into the ground. I have two concerns I feel ultimately affect many.

1. I want to address a deep concern for the petition for increased parking and do not support it. Adding so many vehicles in such a concentrated way adds too much Traffic on 17th which is already heavy and aggressive at 224 and Hwy 99 intersections.
2. Good fences make good neighbors. We signed up to pay the city of Milwaukie around \$40337.53 in taxes every year for the quiet and peace we thought we were investing in. That is now in question. A substantial fence preferably a sound proof style to create security and privacy to a well established long term neighborhood that has steadily paid taxes seems appropriate.

Thank you very much,

Mike Howell
1682 SE Waverly Drive
Milwaukie, OR 97222
503-703-7844

RECEIVED

By Vera Kolas at 1:09 pm, Feb 07, 2024

Vera Kolas
Senior Planner
City of Milwaukie
10501 SE Main St., 3rd Floor
Milwaukie, OR 97222

Ref. – Parking Modification – 9815-9833 SE 17th Ave

Here are my comments on the additional parking space exception request and on the project in general.

I am opposed to the additional parking spaces because the benefits to the project's developers, owners and investors should not outweigh the cumulative negative impacts to the City, the City's citizens, the project's surrounding neighbors, the City's goals and regulations, and the wider Portland metropolitan area.

Additional parking will -

- 1) Increase traffic on McBrod, which is a very steep and winding street, and create an already a very challenging street.
- 2) Increase the risks of accidents at the already dangerous traffic intersection at 17th and McBrod. This intersection, where bikers including motorized bikes, joggers, pedestrians, and vehicles converge is fraught with danger because all too often those using the bike path disregard traffic and ignore traffic lights and signs and accidents and arguments ensue. Anyone living in the neighbors along 17th where the speed limit is 35 mph regularly experiences this chaos. (1)
- 3) Be counter to Metro's and TriMet's goals that encourage people to use public transit. Allowing additional parking will instead encourage people to easily avoid these goals that make Milwaukie and the Portland metro area more livable. More vehicles will only lead to more traffic jams. Why is the City making an exception to its own policies which support Metro and TriMet? Light rail is close to the project and there are regular bus trips on 17th Avenue.
- 4) Encourage people to use their cars when we should encourage people to walk, stand, and bike because exercise is healthy for nearly everyone.
- 5) Create more water runoff because of the additional asphalt coverage.

Additional comments on the development

- 1) The project should erect a permanent fence along the project's border with adjacent property lines.
- 2) Because of the size of the project and easement (4 feet on either side of the northern properties' lines) the setbacks from existing property lines should be increased to 10 or 15 feet. (Please note

that the setback on the western property line appears to be at least 10 feet or more). Without this increased set back people walking on the easement will be walking within 1 foot of some of the project's northern buildings. This seems very strange and may create problems such as graffiti, vandalism, and burglaries in that area of the project like what has happened along the Springwater Corridor. If this is not done when the project is being built, the future residents will eventually face these problems and will have to pay to solve these problems which could be mitigated now with increased setbacks and fencing.

- 3) The trash and recycling location which appears to be very close to the easement may encourage people walking on the easement to pilfer here so this should be moved farther from the easement.

Kindest regards,

Mark Hudspeth
9800 SE Cambridge, Milwaukie

1)

Good Average Road Cycling Speeds (1hr Ride)	
Intermediate Cyclist	12 - 16 mph
Advanced Cyclist	16 - 24 mph
Professional Cyclist	>24 mph

Source - *At BikeLockWik

Miles Per Hour (MPH)	Distance - Ft. per second	Distance - Ft. per 3 seconds	Distance - Yds. per second	Distance - Yds. per 3 seconds
15	22	66	7	22
20	29	88	10	29
25	37	110	12	37
30	44	132	15	44
35	51	154	17	51

From: [Diane Snow](#)
To: [Vera Koliás](#)
Subject: Letter re: 40 unit
Date: Wednesday, February 7, 2024 2:59:27 PM

This Message originated outside your organization.

February 7, 2024

Vera Koliás
City of Milwaukee

As a property owner in the Waverley neighborhood, we do not support the additional parking places in the 40 unit development. In addition, we request a fence is added to the north side of the development.

Thank you.

Diana Johnson 11082 SE Waverly Drive Milwaukee WI 53222

From: [gbjustin](#)
To: [Vera Kolia](#)
Subject: Comment on P-2024-001; TFR-2024-001
Date: Wednesday, February 7, 2024 12:01:09 PM

This Message originated outside your organization.

Good afternoon,

After reviewing the application materials, the parking modification should be denied. The submitted TIS only shows 20 of the 61 requested parking spaces being used and a daily increase in use from 10 trips to 296. Including the actual parking this project needs based on their parking modification request, that number of trips would be closer to 888 per day. The intersection at OR-99E and SE 17th Ave is currently just under the 90th percentile for crashes with the 10 daily trips. Both calculations show a significant increase of daily car trips on a route that is barely under the threshold for redesign for crash mitigation at the 86th percentile. There is also the extremely optimistic estimate that increasing daily trips 29x higher will only increase travel time/delays by 2 seconds. That estimate is so beyond rational that a sufficient estimate based on their actual request increasing trips 89x isn't possible. This parking modification request also goes against the key elements of cottage clusters reducing off street parking and clustering houses within walking distance of high quality transit. This area is directly served by a bus line, walking distance to the MAX, and on a newly developed multi-use trail providing residents of the new cottage cluster development ample opportunities to commute to work, Portland, and other amenities without a car. The increased parking is unnecessary because of this and will encourage residents to drive instead of biking or using transit. We are concerned with the increased traffic on an already busy road and increased risk associated with such a large increase in usage.

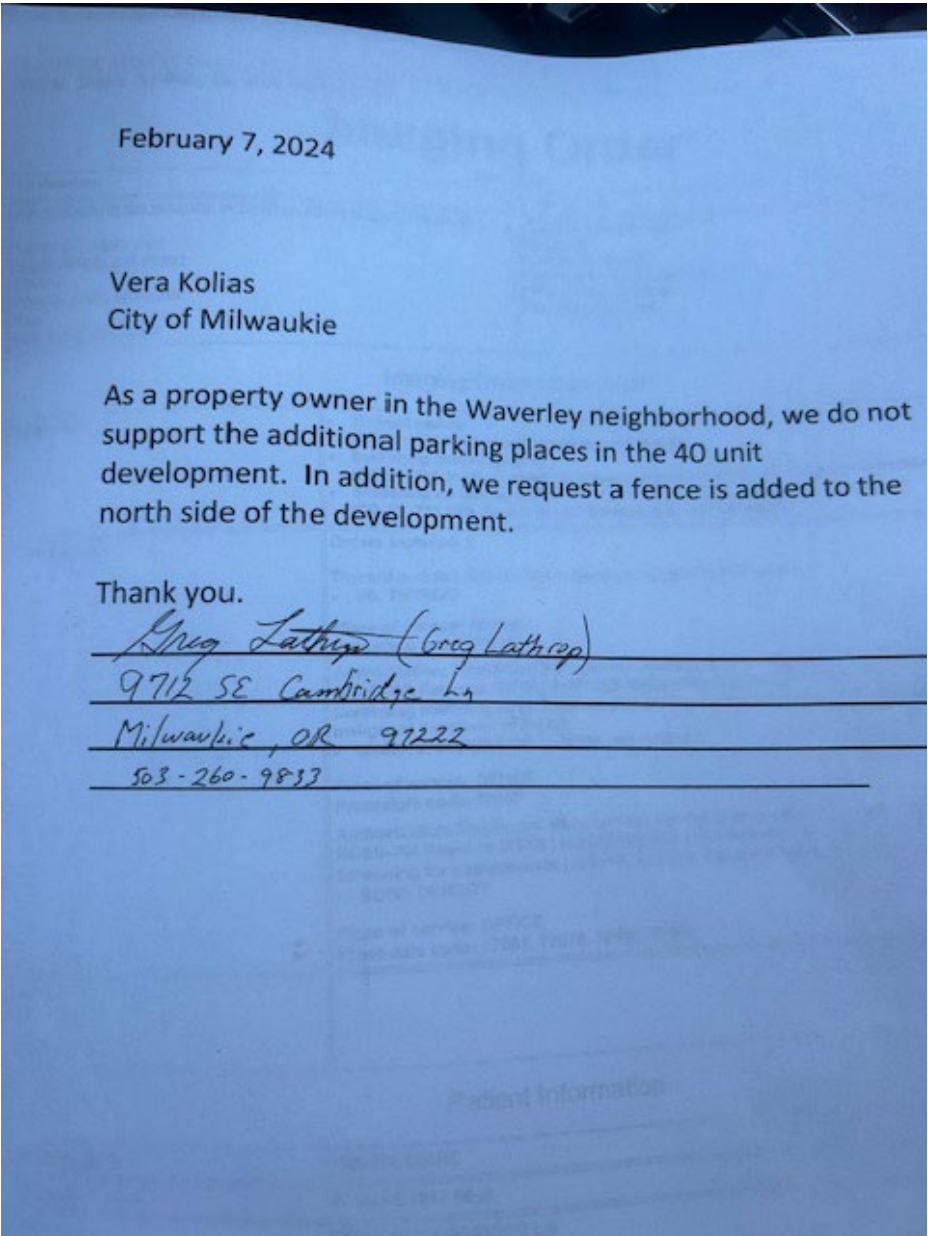
Thank you,

Justin

From:
To:
Subject:
Date:

[Diane Snow](#)
[Vera Kolas](#)
Hope you can read this :-)
Wednesday, February 7, 2024 4:42:18 PM

This Message originated outside your organization.



Sent from my iPhone

From: anmarie.maier
To: [Vera Kolias](mailto:Vera.Kolias)
Cc: historicmilwaukiechair@gmail.com
Subject: Response to: "Notice of Type II Land Use Proposal," file number P-2024-001; TFR-2024-001 - Parking Modification; Transportation Facilities Review. The location is 9815-9833 SE 17th Ave, Tax Lod ID 11E26DB 01000; 01200; 01201
Date: Wednesday, February 7, 2024 11:02:16 AM

This Message originated outside your organization.

City of Milwaukie Planning Department:

This is my response to the "Notice of Type II Land Use Proposal," file number P-2024-001; TFR-2024-001 – Parking Modification; Transportation Facilities Review. The location is 9815-9833 SE 17th Ave, Tax Lod ID 11E26DB 01000; 01200; 01201.

I am opposed to the proposed land use. The land use proposes sole access to the parking to be from McBrod Avenue. I recommend that sole access to the parking be from 17th Avenue for the following reasons.

- **McBrod Avenue cannot sustain increased traffic without maintenance by the city.** While McBrod Avenue is a city-owned street, the city is unable and unwilling to maintain it due to its extreme steepness. In fact, the city has never finished paving the street; it has never received an asphalt overlay in over 25 years. The proposed project will increase vehicle traffic from the current 9 single-family homes to an additional 41 units – an increase of 400%+.
- **Emergency vehicles will be unable or extremely challenged to access the proposed parking/property.** Property owners at the top of the street are required by the city to have fire suppression systems installed in their houses because fire department vehicles cannot climb the hill.
- **The top of McBrod is a serious blind spot for cars coming up or coming down.** With the proposed increase in vehicle traffic, it will be even more dangerous for both vehicles and pedestrians – especially school children who must walk up the hill since the school buses cannot climb it.
- **McBrod is unusable in ice and snow – there is no access up or down.** During bad weather, the current property owners must abandon their vehicles at the bottom of the street. Increasing the number of vehicles that must use McBrod, will strand even more people during inclement weather and pose serious dangers for those attempting to travel up or down the hill. This could invite a lawsuit against the city.

Why is 17th Avenue a better solution?

- **There are currently two existing viable access ways to the proposed parking from 17th Avenue.** In fact, one of the access ways will be used by the project's construction vehicles.
- **Maintained by the city.**
- **Emergency vehicles can easily access it.**
- **Great visibility and accessibility.**
- **Should be reclassified as a "Collector" road.** The application states, "No access will be allowed from SE 17th Avenue due to roadway classification, distance to the nearest intersection, and conflicts with the existing multiuse path." 17th Avenue is classified as an "Arterial" road, but it does not meet the current classification and could easily be reclassified as a "Collector" road, making access control more flexible.
- **Does not conflict with the existing multiuse path.** Using the existing access point means no additional conflict with the multiuse path.

Anmarie Maier, Ph. D.

1698 Se McBrod Avenue
Milwaukie, Oregon 97222
Mobile: 440-223-9769
Email: anmarie.maier@gmail.com

February 7, 2024

Vera Koliias
Senior Planner
City of Milwaukie
10501 SE Main Street
Milwaukie OR 97222

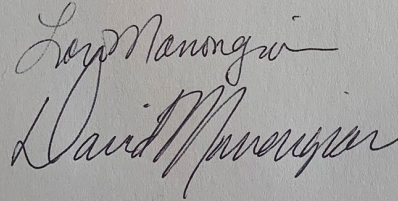
RE: McBrod 40 unit Development

I'm writing with regard to the proposed 40 unit development on McBrod. I live in the adjacent Waverley Heights on Cambridge Lane and this development directly impacts our neighborhood.

I'd like to make the following 3 points:

- 1) We do not support the additional 20 parking places.
- 2) We request a fence to lessen the impact of the development on our neighborhood.
- 3) We request the easement from the development to Cambridge lane be vacated as it was created in the late 1800s and is no longer needed. Inviting pedestrians to enter Cambridge Lane, which is a private road, is not necessary and negatively impacts our neighborhood. We have serious safety concerns with this easement as well.

Thank you for consideration.



Lori and David Manougian
10100 SE Cambridge Lane
Milwaukie OR 97222

From: [Alexandra Pitts](#)
To: [Vera Kolia](#)
Cc: [Michael Pitts](#)
Subject: 40 Unit Development - SE McBrod Ave
Date: Friday, February 9, 2024 3:49:14 PM

This Message originated outside your organization.

Greetings Vera,

As residents of the adjacent neighborhood, my husband and I are writing to inform you we do NOT support the proposed additional 20 parking spaces requested for the proposed residential development off of SE McBrod Ave.

We also request a fence along the north side of the property to lessen the impact of this development on our neighborhood. In addition, we would like any access to the developed property, especially any access coming off 17th or the bike path to be locked or coded for residents only. This is for the security and safety of residents in the new development, as well as the safety and security of the immediately adjacent residents.

Please let us know if you need any additional information.

Thank you,
Michael and Alexandra Pitts
10005 SE Cambridge Ln, Milwaukie, OR 97222

From: [charlotte.price](#)
To: [Vera Kolia](#)
Subject: Mcbrod and 17th
Date: Wednesday, February 7, 2024 9:54:28 AM

This Message originated outside your organization.

I am opposed to the additional parking spots proposed development off Mcbrod/17th.

Sent from my iPad

Margaret (Peggy) and Steven Reaume
10240 SE Cambridge Lane
Milwaukie, OR 97222

7 February 2024

Dear Ms Vera Kolas,

We are writing today in regards to the 40 unit development on McBrod/SE 17th which adjoins our Waverly Heights neighborhood.

We are not in favor of the requested 20 additional parking spots. These additional spots result in more traffic, congestion and increases the environmental impact.

Additionally, we are not in favor of disrupting or encroaching on existing easements and property lines in the neighborhood and request a fence to lessen the impact of the development in Waverly Heights.

Regards,

Margaret and Steven Reaume

From: [Karleanne Rogers](#)
To: [Vera Kolia](#)
Subject: Fwd: In opposition of extra parking spaces on proposed development of 40 units off McBrod/17th
Date: Wednesday, February 7, 2024 8:16:07 AM

This Message originated outside your organization.

(apologies for the forward, I can't seem to get the email address correct)

Good morning-

I am very much opposed not only to the proposed development, but also the additional request of more parking spaces. The impact already, both environmentally and traffic wise, is too large. Please do NOT let this happen.

Additionally, please support the construction of a fence adjacent to the properties of Snow, Hudpseth, and Murray to help lessen the impact on our neighborhood. Please help us protect our neighborhood.

Thank you,
Karleanne

Karleanne Rogers

503.310.3447

RECEIVED

FEB 05 2024

TO: City of Milwaukie
FR: Scott & Michelle Schlimpert (1674 SE McBrod Ave)
RE: Proposed "Cottage Cluster" Project at 9815 & 9833 SE 17th Ave

CITY OF MILWAUKIE
PLANNING DEPARTMENT

To Whom It May Concern:

This past week, a land use application notice was posted directly across the street from our home, informing nearby property owners that a developer was seeking a modification to allow 1.5 parking spaces per unit rather than the maximum of 1.0 spaces per unit. My wife and I welcome the additional off-street parking for this project. In addition, we are happy to see that this property will be developed. It has been a nuisance many times – including drug houses and abandoned vehicles. We look forward to welcoming new neighbors to the community.

We have a concern however, regarding vehicular access to this proposed new development. According to a drawing obtained from the city, the only vehicular access is up a very steep incline off McBrod. It seems to us, that this is a poor decision, especially since two access points already exist on 17th.

- The development site is significantly lower in elevation than McBrod. The proposed McBrod access point would require folks to drive up a steep incline, and then enter the development by going back down into a parking lot. From a safety perspective, 17th Ave seems like a much better entrance point, with a much lower incline.
- McBrod crosses 17th Ave into an industrial district. This can be a dangerous intersection, with quite a bit of truck and pedestrian traffic. There is a crosswalk at this intersection. Accessing this development from 17th seems like a better decision than adding more traffic to the McBrod intersection.
- McBrod is close to a major intersection (17th and HWY 212/224). Access to this development further away from this major intersection, seems like a safer solution, especially during busy traffic times.

We encourage city decision makers to visit the site and take a realistic look at the vehicular access issue we are raising. McBrod Ave has a very steep incline, which comes with many fire, life, and safety issues, especially during "weather events". Vehicular access to this proposed new development need not come with these issues. All that takes is accessing the development from 17th Ave rather than McBrod.

Thank you for your consideration,
Scott & Michelle Schlimpert
1674 SE McBrod Ave

RECEIVED

FEB 07 2024

CITY OF MILWAUKIE
PLANNING DEPARTMENT

1621 SE McBrod Avenue
Milwaukie, OR 97222
February 7, 2024

Vera Kolas
Senior Planner
City of Milwaukie Planning Department
10501 SE Main St
Milwaukie, OR 97222

Dear Ms. Kolas,

I am writing to express our deep concerns regarding the proposed 41-unit cottage cluster development, particularly to the planned entrance on SE McBrod Avenue. Our apprehensions are founded on firsthand experiences and detailed analysis, underscoring the unsuitability and dangers of the proposed plan.

Severe Road Grade and Dangerous Turns: The proposed entrance requires a 90-degree turn from a 20% up slope to a 20% side slope after having already climbed approximate 250 feet of a winding 20% incline. Note that the majority of this road currently services 6 homes on the flatter terrains at the end of the hill. McBrod was never designed or intended to handle 40+ households. The dramatic increase in traffic exponentially increases the risks and dangers associated with such a steep slope.

When we originally moved into our house, our belongings were delivered in two moving vans. One of the moving vans could not make it up the hill, even with repeated attempts. The other one just barely made it with momentum, and it would never have made it if it had to make a 90-degree turn where the parking entrance is proposed to be.

One family member just moved back to the U.S. from overseas. The moving van arrived this past Sunday (February 4th) and it was unable to climb the hill. The moving company needed to go out and rent a smaller truck with multiple trips.

One neighbor has also relayed the experience that the moving van was unable to climb the hill and they ended up unloading on Peaks. Another neighbor experienced the case where the container with their belongings was set directly on the street and slid down the hill until it caught a lip.

As you can see from these examples, tenants/owners of the new units will potentially experience extreme inconveniences when moving in or out of the units.

Winter Weather Conditions: The steepness of McBrod renders it completely inaccessible during winter storms. In the winter storm just a few weeks ago, residents were stranded for nine days, unable to get out or receive deliveries of any kind. The proposed access from McBrod would strand all of the development's new residents, 100-150 people based on 101 bedrooms at full occupancy.

Emergency Vehicle Access: The steep grade, winding road, and right-angle turn from steep upslope to steep side slope will potentially limit emergency vehicle access. We were told that one of the reasons that we were required to have fire suppression systems in our homes was due to concerns about emergency vehicle access, even in good weather. During winter weather there are times when no emergency vehicle, including fire trucks and ambulances, would be able to access the units in the development.

Infrastructure and Maintenance Concerns: The city has told us we are responsible for an asphalt overlay. We are driving on an incomplete road that is being torn up because it hasn't been overlaid or maintained. We have even been informed that the City is unable to run street sweepers or otherwise clean our street because of how steep it is. Most of the road is currently used to provide access to 6 homes. Adding 41 homes at a roughly estimated additional 85,000 trips per year will greatly accelerate the wear and tear on the road, hasten the time when repairs will be required, and increase the frequency of required maintenance. Mountain View was never designed or intended to handle that kind of traffic volume.

Potential Alternative Access via SE 17th: It appears feasible to achieve access from SE 17th by removing Units 1.1, 1.2, and 1.3. Although this would require engineering adjustments and the loss of some parking spaces, it presents a safer, more practical solution that largely preserves the project's design while significantly mitigating safety and accessibility concerns.


Given these points, we strongly urge the Planning Department and the Developer to reconsider the proposed entrance on SE McBrod Avenue. Proceeding with the current plan would not only be unsafe but could also lead to significant legal and financial liabilities for the city and developer, given the foreseeable risks.

We respectfully request a thorough reevaluation of the proposed access point, with a strong consideration for creating an entrance via SE 17th. Such a change would not only

address safety and accessibility issues but also demonstrate a commitment to responsible and community-focused urban planning.

Thank you for considering our concerns. We trust that the City of Milwaukie Planning Department will take the necessary steps to ensure the safety and well-being of all residents affected by this proposed development.

Sincerely,

A handwritten signature in black ink, appearing to read 'James Skinner', written in a cursive style.

James Skinner,
Owner of 1621 SE McBrod Avenue

Sincerely,

A handwritten signature in black ink, appearing to read 'Dorothy L. Skinner', written in a cursive style.

Dorothy Skinner,
Resident of 1621 SE McBrod Avenue

From: [Diane Snow](#)
To: [Vera Kolia](#)
Subject: Development 40 units
Date: Wednesday, February 7, 2024 8:01:09 AM

This Message originated outside your organization.

To Whom It May Concern:

We do not support the additional 20 parking places.

As mitigation for the impact on our neighborhood we request a fence be built along the north side of the development.

Diane and Dan Snow
9900n SE Cambridge Lane
Milwaukie OR 97222

2-7-2024

RECEIVED

By Vera Kolas at 9:01 am, Feb 08, 2024

City of Milwaukie
Planning Department
10501 SE Main Street
Milwaukie Oregon, 97222

Letter originally emailed at 5:39 p.m. on 2/7. Attachment not in a format that could be opened. Email re-sent on 2/8 at 8:45 a.m.

Attention: Vera Kolas, Senior Planner

RE: proposed development P-2024-01 (41 unit Cottage Cluster- McBrod to 17th)

We have reviewed the proposed development plan for this property and have the following input:

1. We suggest that a continuous, impermeable chainlink fence be installed by the developer across the entire northwest border of the property . As on the southern Waverley neighborhood border, such a fence would bar entry and preserve the private road access via Cambridge Lane for Waverley property owners. Restricted access was originally intended when the neighborhood was platted and was firmly re-established via lawsuit in the 1960's.
2. We are not in favor of granting additional 20 parking spaces as requested by the developer. McBrod is hardly a street that can support significant increased traffic. During inclement weather, it is nearly impassable due to the steep incline. Indeed, we observed this winter resident cars parked at the bottom of the street and have seen cars and trucks slide down the street and across the pedestrian/bicycle path onto 17th avenue. It seems that emergency vehicle access would also be restricted in these circumstances.
3. We also ask that the developer be required to adhere to the tree canopy preservation and restrictions applicable to all Milwaukie residents. With needed arborist care, existing trees should be preserved.

Thank you for your consideration,

Steve and Gloria Stone

10230 SE Cambridge Lane

Milwaukie, Oregon 97222

To the City of Milwaukie:

We are writing with respect to the public notice for **P-2024-001; TFR-2024-001** at **location 9815-9833 SE 17th Ave**. We are homeowners at 1650 SE McBrod Ave (Milwaukie) and received this notice and opportunity to respond. We appreciate the City's consideration of what are our serious concerns regarding the proposal/application at this property as it currently stands. Our community welcomes the potential for new neighbors and we recognize a housing shortage in the Portland metro area, although the proposal under it's current form escalates a number of dangers that should be considered.

Our concerns regarding the proposed property development access to 17th through McBrod Ave follow. It is critical that the City and chief decision makers in this process recognize the 'uniqueness' of our access way (McBrod Ave) from 17th into our community. McBrod Ave is a very steep incline which we believe nears the limit of what is permissible under City codes. In addition, the street is also winding and then flattens at the top. The bottom of McBrod Ave meets a busy 17th, but before that a busy bike and pedestrian lane with travelers north and south. I encourage every decision maker in this process to PLEASE visit this street because there is nothing typical about navigating it. This street and general location is not designed to support an excessive number of travelers.

- **Existing blind spots near intersection of proposed access way into property from McBrod Ave.** The point where McBrod Ave flattens out near the top of our development is a blind spot and near where the access way into the proposed development is being designed. There is little visibility for cars which are traveling up the street to see cars which may be beginning to travel down from the top, and the same goes for cars which may be traveling down the street (it is very difficult to see cars coming up the road). This development's proposed access way is at the intersection of this blind spot and also adds that many more interactions between vehicles, including potential visitors who aren't familiar with the dangers at this point. The dangers are even more serious for pedestrians if they attempt to cross at or near this point to access parked cars, etc.; and there will be that many more people under the current development plan potentially crossing the road at this dangerous section.
- **Parking on both sides of street due to overflow creates one-lane access.** Overflow parking into our street creates several issues. Potential parking on both sides of the street would cause one-way access, on a steep and winding incline. Cars or delivery trucks who travel the street will be forced to navigate this. Reversing cars or delivery vehicles on this type of incline in order to allow vehicles by will be very difficult (and dangerous when also considering the blind spot at top and cars potentially coming down).
- **Emergency vehicle access would be even more difficult than it already is.** Emergency vehicle access including ambulance and especially fire is already difficult and would be even more so if both sides of the street are used as overflow parking due to accessing the development through McBrod Ave and the number of units being proposed. Our homes were required to install fire suppression systems which we were told was due to the City's concerns (at that time) about emergency vehicle access (especially fire). We are very concerned about emergency vehicle access under the current proposed plan of accessing the development through McBrod Ave.
- **Inclement weather.** Our road is unusable in ice and snow. This incline along with the turns of the street makes this impossible in this situation. When we know weather is coming, a few of us will park at the bottom of the hill so that we at least have some ability to get to the store or have a car for emergencies. This happens every year. This street is not spacious enough to handle another 41-units/families/people parking at the bottom of the hill in this situation. Those that attempt to navigate the hill in this situation put themselves at serious risk and/or our property and parked vehicles at risk.

(Continued on page 2)

RECEIVED

FEB 06 2024

CITY OF MILWAUKIE
PLANNING DEPARTMENT

- **Incline and then flattening of the hill causes vehicles to speed – more vehicles along with children who use the cul-de-sac is a serious concern for my family.** The incline of our hill frequently causes vehicles to speed up it and when they reach the top they often go even faster because they are pressing on the vehicle accelerator. Children play at the top of the cul-de-sac. We have caution signs that tell vehicles there are children at play, however with more travelers on this street due to the number of potential units being added and potential use of McBrod Ave for access into the new development, this will cause more vehicles on the road. In addition, those signs may not be as visible with potential overflow parking into the street. This is a huge concern for our family with four children who enjoy the use of the cul-de-sac to play.
- **There has been no maintenance of this road since we've moved here, and this would potentially add substantial traffic.** Our road is incomplete – there was no asphalt overlay and so we are driving on a road that only includes the base concrete layer. That layer has been ripped up by traveling up and down the hill over the years. We've been informed it is our community's responsibility to pay for an asphalt overlay. This proposed access way through McBrod Ave will further degrade our road with traffic and it's unclear who is responsible for addressing this existing issue? Is it still only the homes who live on McBrod that must cover the cost of an asphalt overlay? A potential quadruple of traffic on this road by permitting this development access through McBrod Ave that we (those that live on the street) are apparently responsible for maintaining is unacceptable in our opinion.

Our concerns regarding the number of units and design of units proposed under the current plan follow:

- **Bike lane – bicyclists frequently do not obey yield signs while this would add an excessive number of vehicles across this well-traveled lane.** There are signs which alert bicyclists to yield at the bottom of McBrod Ave where our street meets 17th, although that does not happen as planned. We in the community have learned to deal with this – we know to wait. We know bicyclists often don't obey these signs. They often speed dangerously in front of our cars and occasionally even yell or signal obscenities. We live with it, as we ourselves are grateful for the bike/pedestrian lane and we use it too. However, 41 proposed units equals 41 more potential interactions for daily commuters/travelers which will cross this bike/pedestrian lane daily. This is an inevitable accident waiting to happen. Our concern in this situation is the number of proposed units and people that would be added to this area and who will cross this lane by vehicle frequently. In consideration of bicyclists who don't yield to bike lane signs, **we believe a separate accessway into the proposed development would be safer for bicyclists, as it would force bicyclists to slow through the section from Waverly Dr to McBrod Ave; rather than speed by dangerously in consideration of only one possible interaction with vehicles (McBrod Ave).** There seem to be two viable accessways into the proposed development property at this point – using these as accessways would force bicyclists to slow whether going south or north through this section.
- **Many longstanding community members who purchased in this neighborhood under a common idea of what we were buying into.** Once again, we understand a housing shortage in the Portland metro area. We are welcoming to new neighbors. We would like the City to consider that those of us who purchased in this neighborhood include families or retirees, and we purchased under the idea we could enjoy a quiet, safe and uncongested street. The addition of 41 units within a relatively small property area as well as allowing access through McBrod Ave disturbs that. We also don't view the architecture of the proposed plan is meeting the criteria of 'Historic Milwaukie' which we also all have come to love and appreciate (many of us have been longstanding community members).

(Continued on page 3)

RECEIVED

FEB 06 2024

CITY OF MILWAUKIE
PLANNING DEPARTMENT

Once again, we believe there are two existing viable access ways into and out of the property proposed under development rather than using McBrod Ave which we've been held to believe we (those that live on McBrod Ave) are responsible for maintaining. Use of existing viable accessways into the proposed development will force bicyclists and pedestrians to yield through this section, reducing risk of uncontrollable interactions with vehicles coming and going because bicyclists don't often yield as is posted. This street we live on is dangerous, and it's critical the City recognizes this in this decision process. More travelers on this is not a good situation.

Thank you for your consideration of our concerns in this process and please let us know if we can provide any follow-up to better inform the City and chief decision makers in this process.

Sincerely,
Brent and Erin Thielman
Homeowners at 1650 SE McBrod Ave
Milwaukie, OR 97222

RECEIVED
FEB 06 2021
CITY OF MILWAUKIE
PLANNING DEPARTMENT

From: [Thayer Willis](#)
To: [Vera Kolas](#)
Cc: [Diane Snow](#); [Jon Willis](#)
Subject: CORRECTION Neighborhood concerns
Date: Wednesday, February 7, 2024 7:53:11 AM

This Message originated outside your organization.

To: Vera Kolas, Senior Planner 10501 SE Main St. Milwaukie, 97222
regarding the development between 17th Ave and Cambridge Lane,

We **do not** support the additional 20 parking places.

We request a fence to lessen the impact of the development on our neighborhood.

Jon and Thayer Willis
10252 SE Cambridge Lane
Milwaukie, OR 97222

From: [WorthyB11](#)
To: [Vera Koliias](#)
Subject: P-2024-001; TFR-2024-001 WRITTEN COMMENTS
Date: Wednesday, February 7, 2024 8:20:14 AM

This Message originated outside your organization.

Written comments regarding P-2024-001; TFR-2024-001

Strongly oppose using McBrod ave to access this property and suggest removal of 3 units (1.1, 1.2, 1.3) to allow a straight and safer entrance to proposed property. McBrod is exceptionally steep, has limited visibility, is not maintained by the city, and allows no access up or down during snow and ice storms for residents and emergency vehicles. 17th ave allows a straight (instead of hard right turn on significant incline) and safer access to the property, already has high traffic, currently has viable access to existing property and is maintained by the city. This property proposal as currently planned represents a public safety issue as residents will have limited or no ability to access emergency services during inclement weather. It is irresponsible for the city to significantly increase traffic to a dangerous road they do not maintain. This development requires permission from our property for tree removal which we are less inclined to give if forced to have entry from McBrod avenue. While we do not outright oppose the development, we do oppose McBrod access and the aesthetic of this proposal in the middle of the historic Milwaukie Waverly Heights neighborhood

Respectfully,
Residents/Owners 1695 SE McBrod ave
Sent from my iPad