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October 2, 2019

To: John DiBari, Chair, and Members of LUP Council Committee
From: Don & Karen Henrikson
Re: Hillview Crossing TED

12:45 AM
PM Ke Initial

Continuing concerns regarding this TED have required us to write another letter to you. We appreciate that your Committee has been working hard on this and desires to fulfill your duty of due diligence in making sure this project, if approved, will fit all the criteria necessary to ensure a safe and long-lasting addition to the Missoula community.

Having said that, we have an unwelcome feeling that the discussion around this development is going backwards. The LUP meeting of August 14th was at the very least confusing and, disturbingly, potentially ill advised. We hope the letter you received and signed by us and interested others in late August will be carefully read and considered.

Most of our concerns seem to be related directly or indirectly to the steepness of the hill. Why is it, we wonder, that Granite County does not permit a subdivision to be built on any hill with over a 15% slope? What do they know that Missoula does not?

We need to see a specific plan for storm water runoff—not just a final plan but also a plan for handling runoff during the construction phase. The plan should be for the entire project, from start to finish. What precautions will be taken so that homes below will not experience either flooding or mud flow? There will be a lot of dirt moved. What happens if there is a downpour? (On Sept. 9 this fall our rain gauge at our garden near Drummond registered 3 ¼ inches; much washing of the gravel road also occurred.)

In a previous letter we noted our concern over two new exclusions in our homeowners insurance policy which would mean that any damage resulting from flooding due to failure of a containment device or damage resulting from earth movement due to improper or inadequate compaction of ground would be excluded. Both of these possibilities exist.

We have addressed the permanent impenetrable area that will result from this project, but we also need to consider the impact of all the surface area which will of necessity be disturbed. It has to be loosened, moved and compacted and it's very questionable that it can be returned to its original compaction. This summer a house down our street had to be brought into the STEP system. We saw firsthand that the composition of the soil is clay and rocks.

We believe that all storm water should be diverted into a pipe connected to the big drainage pipe that runs down 39th Street (without expense to Wapikiya area homeowners). Storm water should not enter the existing swale for the drainage system paid through an SID by these and other homeowners. Storm water should not enter Wapikiya Park due to potentially polluted street water, the safety of kids playing in the park and the danger of mosquito infestation in standing water (think West Nile virus).

We keep returning to the question of responsibility/liability should something go wrong. Will the city

in any way be responsible because they have signed off on this TED? Or city engineers who helped develop and approve the plan? Or this vague HOA?

Safety concerns remain a big issue. Busing for kids is very important. Where will the pickup and drop off be? If, as we have heard mentioned, it is by Wapikiya Park, then we have to consider that our 30-foot wide streets have parking on both sides of the street making it impossible for two vehicles to meet when cars are parked on either side. Without some necessary modifications to Hillview Way it is not possible for a bus to stop near the entrance/exit to Hillview Crossing. And if kids are expected to catch a bus up the hill by Clearview, they must cross Hillview Way both to be picked up and return home after being dropped off. Mix in the potential traffic particularly early morning or late afternoon and we definitely have safety issues.

We have applauded Missoula's efforts to make our city a bike and pedestrian friendly community. This TED does not seem to be up to those standards. The revisiting of the trails is a case in point. Connectivity seems to be taking a back seat to cost. Elsewhere it has been noted that Mountain Line does not have a place to pull over and let people on or off. Bikers wishing to bike to work and ride the bus back home would be out of luck. Is that friendly? Does it advance our goal of being a green community?

Our Wapikiya area is both bike and pedestrian friendly. Although we have no sidewalks we have innumerable dog walkers, stroller pushers, bikers of all ages (and especially very little ones on very little bikes), joggers and just plain walkers. Our area has access and egress via two ways to 39th Street, the main thoroughfare for our area of town. Drivers are courteous and respectful of all who use our streets here.

Hillview Crossing, on the other hand, will have only one access/egress place. There is a problem for drivers, but also for bikers and pedestrians. Hillview Way has a sidewalk only on the upper side. Anyone using Tonkin Trail wishing to walk along Hillway Way must cross the street. At certain times of day that can be pretty scary, especially at going-to-work time and returning-from-work time, particularly during the late afternoon in the fall and winter when the sun becomes a factor.

We do not believe this TED as presented meets the requirement of fitting into the character of the surrounding area. The Wapikiya area does not look at all like Hillview Crossing. The area to the east does not look at all like Hillview Crossing. The condos on Clearwater do not look at all like Hillview Crossing. Approval of this TED will set the precedent for developing all the areas north of it.

The east trail and west trail do not really enhance connectivity as we believe Development Services was envisioning. The west trail as it exists now is not user friendly during the winter and, unless, specific plans are made for year around maintenance neither east nor west trails will further the goal of being pedestrian friendly. Could a wheelchair bound person use one of these trails?

A couple of further thoughts:

- What will be the steepness of the landscape below the last row of town homes?
- Will the streets drain from east to west so all the storm water will flow into the pipe system?
- Whatever is the final outcome of this project, it will be here for many, many years.
- Should a bond be required in case of damage to the area below the development?
- A recommendation: Before you make a final decision, go up Hillview Way and picture the spot where the entrance/exit to Hillview Crossing will be and imagine you want to drive out

and then down; then imagine the heavy traffic in the morning and then in the late afternoon sun. And then imagine your child crossing that road.

We know this has been a difficult and time-consuming process, Thank you again for your hard and conscientious work.

Sincerely,

Don & Karen Henrikson

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