Exhibit 10

Trillium Woods Apartments
Written Public Testimony Received

Exhibit contains written statements received **by the date of March 22, 2016,** in response to notices issued by the city for Trillium Woods Apartments.

Exhibit 10.1 Written testimony received from **Brian T. Baker**,
11968 SW Sagehen Street (February 22, 2016).

Exhibit 10.2 Written testimony received from **Shelby Rihala**,
12085 SW Sagehen St. #104, Beaverton, OR 97007 (March 8, 2016).

Exhibit 10.3 Written testimony received from **Sherri Hathaway**,
15495 SW Sparrow Loop #102, Beaverton, OR 97007 (March 8, 2016).

Exhibit 10.1

February 22, 2016

RE: Trillium Woods Apartments.

Case File No's: DR2015-0122, TP2015-0016 and LD2015-0026

As a long-time resident on Sagehen St., which is just east of the proposed development, I do want to address some concerns in regards to the vehicle access on Bunting St:

- The roads in the Hamilton Heights development, located just east of proposed Trillium Woods Apartments, are quite narrow. My concern here is with moving trucks/vans trying to maneuver the streets for the tenants of the apartments. Since the turnover rate for apartments tends to be higher than residential homes, this could become a regular issue. Is Bunting Street the <u>only</u> proposed access to Trillium Woods Apartments, or are there alternative access routes being considered?

- Will there be a traffic light installed at the Sagehen St / Scholls Ferry Rd. intersection? My concern here is with the expected increase in traffic on our streets, all it takes is for one person trying to make a left hand turn onto a very busy Scholls Ferry Rd. could create some traffic backup on Sagehen, which to me is NOT appealing at all. My view is that would degrade my property value due to this potential nuisance.

I do ask that you seriously consider the traffic impact on the neighboring streets before fully committing to this development. I don't have any issues if Bunting Street is one of several access routes to Trillium Woods Apartments, however if it's the only proposed access, then the above concerns needs to be addressed.

Thank you,

Brian T. Baker
11968 SW Sagehen St
Beaverton, OR 97007

Exhibit 10.2

Scott Whyte

From: Shelby Rihala <srihala@yahoo.com>
Sent: Tuesday, March 08, 2016 9:42 PM
To: Scott Whyte
Subject: Trillium Woods Public Comments

Scott,

I am providing the following comments and concerns regarding the Trillium Woods Apartments, #DR2015-0122 / TP2015-0016 / and LD2015-0026.

- Traffic Impact Analysis. What traffic study, if any, will the applicant or City conduct? Because of the potential impact to the existing neighborhood, a Traffic Impact Analysis should be required. Beaverton Development Code (BDC) 60.55.20.2.B provides that a Traffic Impact Analysis "may be required when th ...City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system." At a minimum, the Traffic Impact Analysis should address the intersection of SW Sagehen St. and SW Bunting, the right turn from eastbound Scholls Ferry Rd. onto Sagehen St., and the vertical sight distance on Sagehen St.

- Intersection Study. Due to the hill on Sagehen St, the narrow street (24 feet), and the on-street parking, the intersection at Bunting and Sagehen requires additional study to determine its safety. Beaverton's Engineering Design Manual requires the applicant's Project Engineer to evaluate sight distance at intersections. Section 210.10.

- Additional Right of Way Required for Connectivity. At the applicant's neighborhood meeting, the representatives expressed their desire to connect to SW Winterhawk on the west side of the development, but that this was not feasible due to the current property owner's unwillingness to sell. The applicant's access to SW Winterhawk is currently separated by the "pole" of a flag lot behind the proposed development to the south. While the applicant does not have the ability to force the existing landowner to allow this connection, the City does. The City needs to exercise its powers of eminent domain to take a small portion of "pole" in order to allow for access to Winterhawk. Based on the applicant's statements at the neighborhood meeting, the applicant is willing to pay the City for the compensation to the current landowner. Such action would benefit the applicant and development by providing more options for ingress/egress, would benefit the City by complying with the City's street connectivity standards in BDC 60.05 and 60.55.25, and would benefit the neighbors to the east by easing the burden on Bunting and Sagehen Streets.

- Finding Required to Allow Exception to Connectivity Standards. Should the City be unwilling to exercise condemnation authority to allow connection to Winterhawk, the Planning Commission must make a finding pursuant to BDC 60.55.35.2. "No more than 25 dwelling units may have access onto

a closed-end street system unless the decision-making authority finds that identified physical constraints preclude compliance with the standard and the proposed development is still found to be in compliance with the Facilities Review criteria of Section 40.03." Because the required connection could be achieved with the City's assistance in condemning the necessary property across the "pole," there is no "physical constraint" precluding compliance and the City may therefore not make this finding.

- Lighting. Applicant's currently available materials do not include a plan for lighting. Because of the development's proximity to existing neighborhoods, applicant shall be required to "Provide exterior lighting for buildings, parking lots, pedestrian pathways, vehicular areas, pedestrian plazas, public open spaces to ensure public safety and convenience, and to minimize excessive illumination on environmentally sensitive areas, adjoining properties, and streets."

Thank you for your consideration.

Shelby Rihala
12085 SW Sagehen St. #104
Beaverton, OR 97007

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Comment by Sherri Hathaway
15495 SW Sparrow Loop #102
Beaverton, Oregon 97007

Trillium Woods Apartments

Case File No's: DR2015-0122, TP2015-0016 and LD2015-026

Exhibit 10.3

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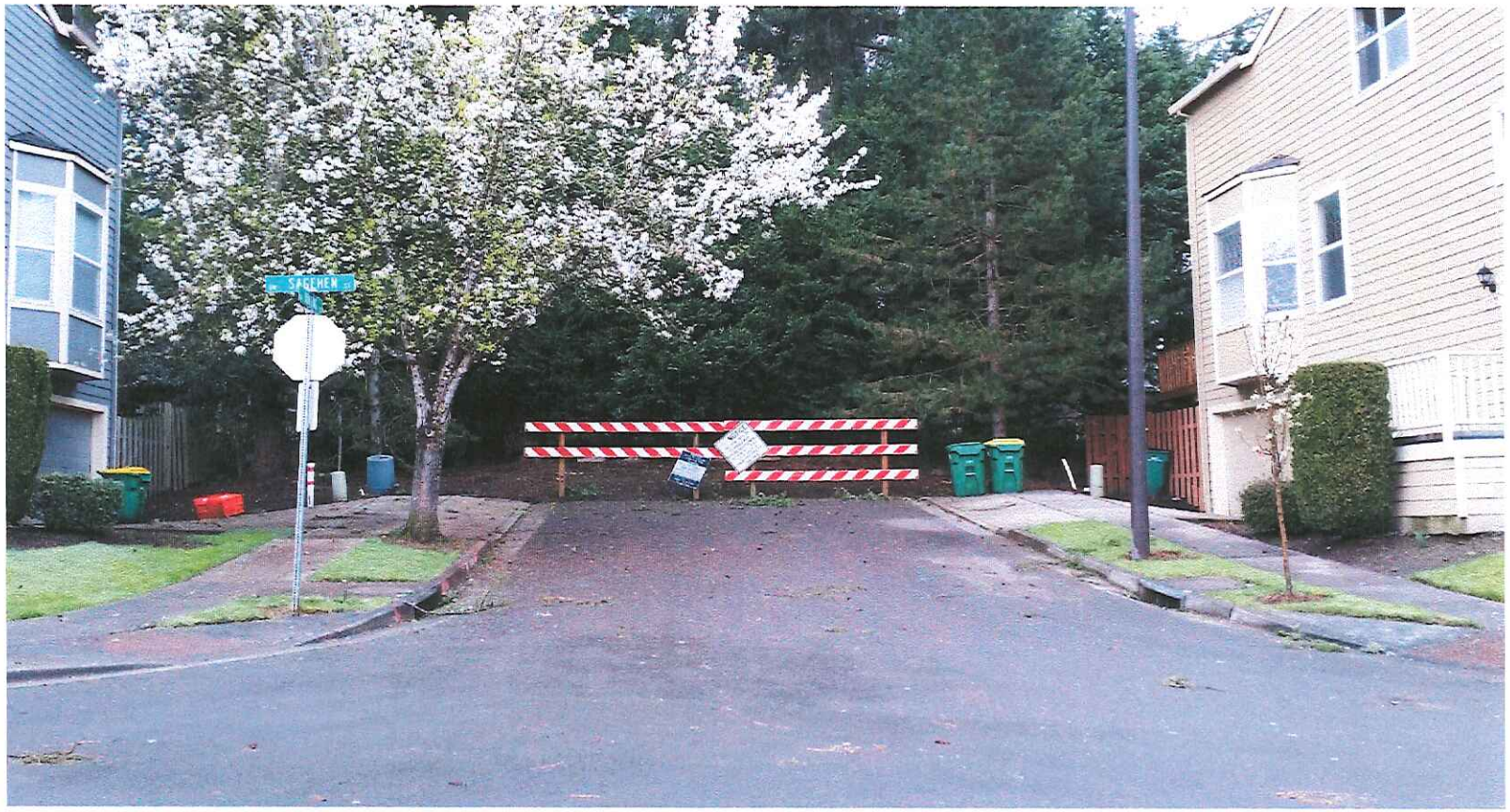
119 apartment units accessing SW Scholls from SW Sagehen via SW Bunting



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Intro

I am a resident of Progress Heights HOA and am concerned about:

- Safety of residents
- Livability
- Impact of the additional traffic
- Street Parking

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SW Bunting left turn on SW Sagehen to SW Scholls Ferry

- Street width ~ 24"
- Parking on east side of Sagehen (room for one vehicle)
- Parking prohibited on west side of Sagehen
- 8 single car driveways access Sagehen in the short distance between the intersection of Bunting/ Sagehen

Concern:

- **Residents exiting driveways safely**
- **Traffic backed up**
- **One lane due to street parking**

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SW Bunting left turn (north) on SW Sagehen to SW Scholls Ferry (cont.)

- Street width ~ 24"
- Parking on east side of SW Sagehen
- Parking prohibited on west side of Sagehen
- 8 single car driveways access Sagehen in the short distance between the intersection of Bunting/ Sagehen

Concern (continued)

- **Pedestrians accessibility to cross the street safely, liveability**

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SW Bunting right turn (south) on SW Sagehen to SW Sparrow Loop

- Street width ~ 24"
- Parking on east side of Sagehen
- Parking prohibited on west side of Sagehen
- 8 single car driveways access Sagehen in the short distance between the intersection of Bunting and the beginning of Progress Heights
- Traffic calmer bump
- Two street parking spaces in Hamilton Heights and two street parking spaces in Progress Heights

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SW Bunting right turn (south) on SW Sagehen to SW Sparrow Loop (cont)

Concern:

- **Residents exiting driveways safely**
- **Traffic heading north to SW Scholls Ferry backed up blocking SW Bunting and SW Sagehen intersection**
- **One lane due to street parking**
- **Increase in traffic in Progress Heights and Progress Summit neighborhoods for those who choose alternate routes to exit**

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SW Sagehen entrance from SW Scholls Ferry

- No turn lane
- Traffic speed 40 mph or more

Concern:

- **Even if you have your turn signal on and are slowing down when beginning the decline down Scholls Ferry vehicles behind you don't slow down and honk**
- **One resident turns their hazard lights after the top of Scholls Ferry to encourage vehicles behind them to slow down. I tried it the vehicle behind went into road rage honking their horn. I am having a rear camera installed in my pickup in case of collision**

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SW Sagehen heading north to SW Scholls Intersection

- There a many steel caps (e.g sewer) on Sagehen from Scholls Ferry to Sparrow Loop

Concern:

- **Personal experience during rain, ice, and snow my tires slip accelerating my pickup increasing my need of more distance to safely stop. There is no longer the large "buffer" zone on Scholls to give more safety before landing in traffic lane. The acute incline/decline of Sagehen compounds the problem.**

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SW Sagehen heading north to SW Scholls Intersection

- Entrance to Scholls is tight and there is no separate turning lane on Scholls to enter Sagehen

Concern:

- **Some vehicles position themselves left of the stop line which decreases the amount of lane available for a vehicle to turn into Sagehen from Scholls from either direction, at times it is impossible to turn in.**

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SW Sagehen entrance from SW Scholls Ferry

- The steep incline entering Sagehen from Scholls Ferry

Concern:

- **Steep incline in rain, ice and snow can be impossible**
- **Vehicles from both directions use this entrance pad to tightly do a u-turn which leaves any following vehicle partially in the Scholls Ferry traffic lane. They aren't always successful in making the u-turn, having to back up. I did see one accident here.**

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SW Sagehen from SW Scholls Ferry Visibility

- The steep incline entering SW Sagehen from SW Scholls Ferry

Concern:

- **Series of photos of lack of visibility from pickup going up the steep incline. This is the view typically, I added a two inch pad on top of my seat for better but not perfect visibility. I also added a dash cam to record any collision.**

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SW Sagehen Terrace from SW Scholls Ferry Visibility

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SW Sagehen Terrace from SW Scholls Ferry Visibility

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SW Sagehen Terrace from SW Scholls Ferry Visibility

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SW Bunting from SW Chukar looking west to SW Sagehen

- Parking on north side
- Parking prohibited on south side
- Mailboxes on the south side
- In the early evening to early morning there are typically 4 vehicles parked including one parked across the sidewalk entrance into the street

Concerns:

- **Vehicle parked on Bunting at Sagehen prohibits you from safely seeing traffic coming from Scholls Ferry**
- **Lack of visibility - vehicle parked on east side of Sagehen prohibiting safe entrance onto Sagehen from Bunting**
- **With parking is a one way road**

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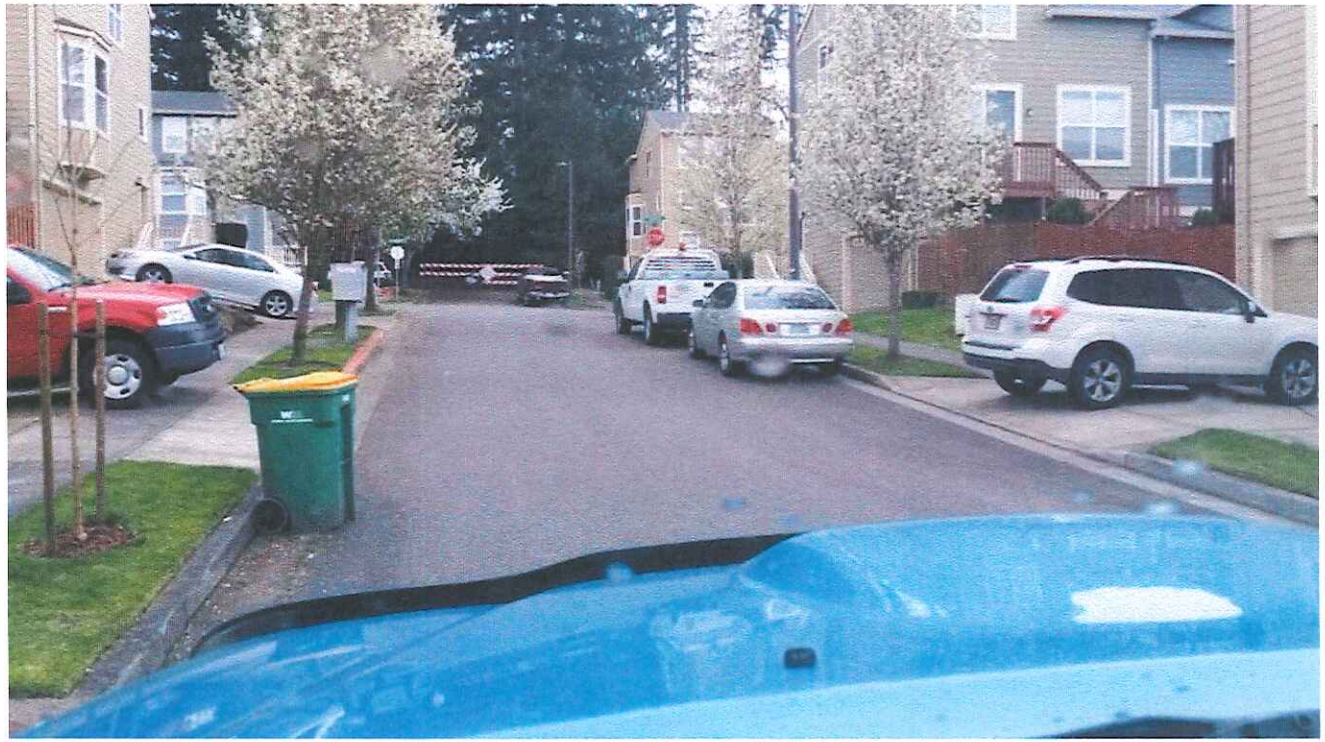
SW Bunting from SW Chukar looking west to SW Sagehen

- Trash barrels in roadway either before and/or after pickup
- Vehicles driveway forces parking across the crosswalk

Concern:

- **Liveability and safety of pedestrians, pets, and children forced to walk in street**
- **Increase of traffic due to congestion accessing SW Scholls Ferry**
- **One lane available**



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SW Sagehen and SW Chukar intersection

- The school bus picks up elementary aged children on SW Sagehen at this SW Chukar intersection around 8:05am

Concerns:

- **Traffic congestion**
- **Safety of children**

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SW Sagehen heading north to SW Scholls Ferry

- Two of the trash trucks come through during 7:00 – 7:30am hour on Mondays for Hamilton Heights and on Tuesdays for neighboring Progress Heights. Third trash truck comes later in afternoon

Concerns:

- **Increase in traffic congestion**

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SW Sagehen and SW Chukar

- Trash barrels are on the streets before trash pickup and usually after pickup

Concern:

- **Traffic congestion due to only one lane available**

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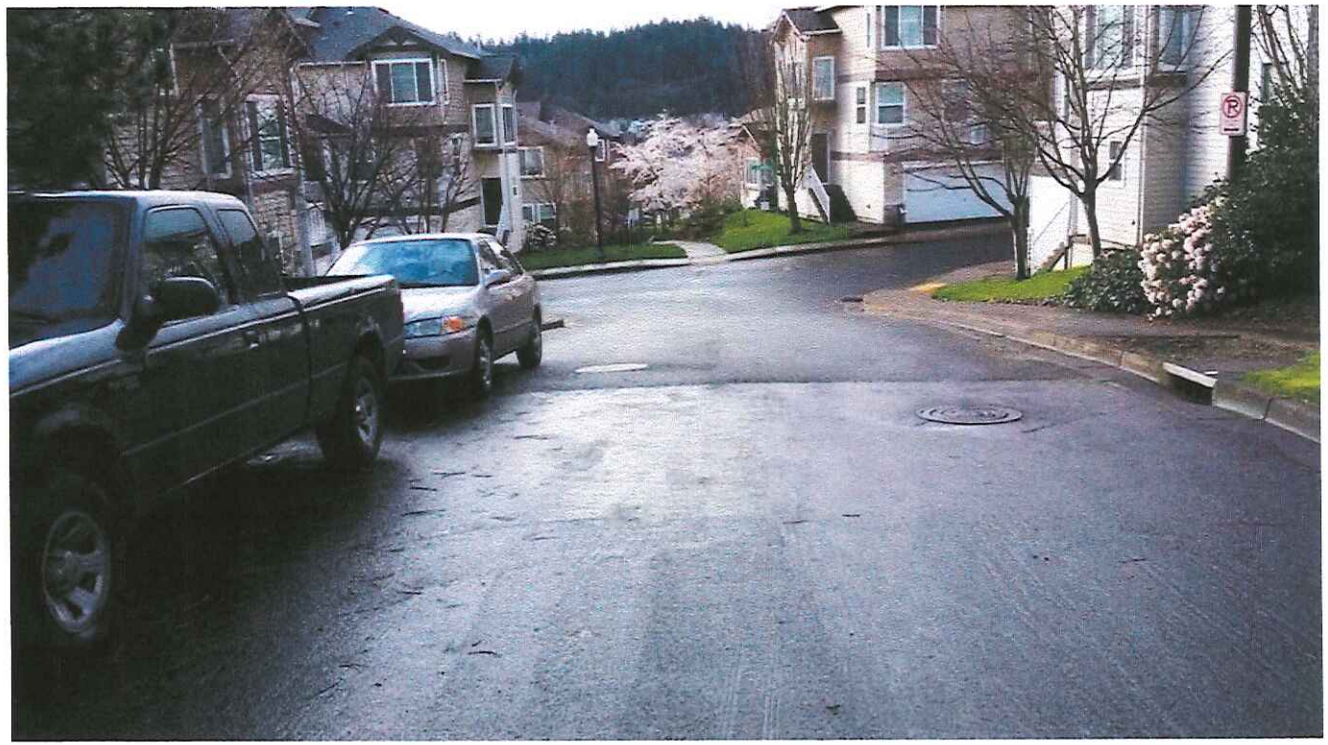
SW Chukar to SW Sparrow Loop

- Parking on east side (two vehicle)
- Parking prohibited on west side
- No stop sign at SW Chukar and SW Sparrow Loop
- With parking one lane available

Concerns:

- **There is no stop sign at this intersection and vehicles take the corner at an excessive speed**
- **One lane available with street parking**



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SW Chukar looking north from SW Sparrow Loop

- 6 driveways before SW Bunting left turn

Concern:

- **Increased traffic with one lane**

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SW Sparrow Loop looking north to SW Sagehen

- Private Progress Heights guest parking lot on east side (three vehicles)
- Parking prohibited on west side
- Parking prohibited on east side
- 4 driveways
- No stop sign at SW Sparrow Loop

Concerns:

- **Cars take this corner wide and fast either way**
- **Personal – my pickup almost been hit turning heading up north**

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SW Sparrow Loop west hairpin turn

- Parking on west side of turn
- Driveway immediately to the left and right before the turn
- Typically 4-5 cars squeeze into the parking

Concern:

- **Poor visibility**
- **Speeding cars**
- **One lane**

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SW Sparrow Loop west hairpin turn (cont)

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SW Sparrow Loop hair pin turn looking north

- Parking on west side of turn
- Driveway immediately to the left and right before the turn
- Typically 4-5 cars squeeze into the parking
- Private Progress Heights guest parking on east side

Concerns:

- **Poor visibility**
- **Speeding cars both directions**
- **One lane**

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Conclusion

- Increased traffic from an additional 119 units will decrease the safety of our neighborhood children, pets, and adults.
- Many neighborhoods will be affected as additional traffic accesses other routes then going directly to SW Scholls Ferry
- Removing the parking on the streets would decrease our liveability by having no place where family and friends can park. The majority of the nearby Progress Heights and Summit residents have no driveways for additional parking. Our streets are only 24' wide, typical for two lane traffic without parking. The fire access cul-de-sac in Hamilton is used for parking, there is limited street parking available.

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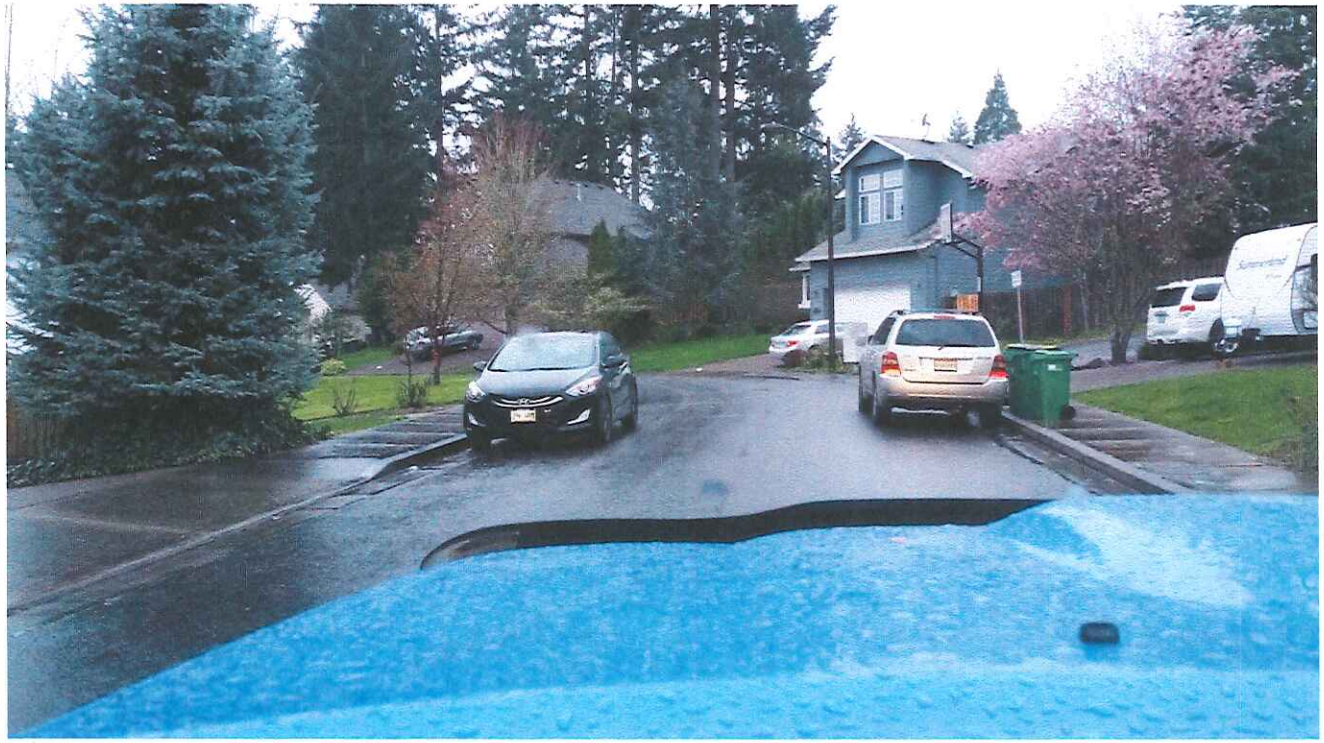
Recommendation

Gain access through the private property so that SW Winterhawk can be the only access or an additional access to SW Bunting

- The streets are wider to allow both parking and driving access
- The street connects to a stoplight
- There is more access to street parking

Create an ingress/egress to SW Scholls Ferry

Add a stoplight at SW 155 (additional subdivision proposed)