



MEMORANDUM

City of Beaverton

Community Development Department

To: Interested Parties
From: City of Beaverton Planning Division
Date: December 11, 2015
cc: EXT2015-0004 Sunset Station & Barnes Road PUD
First Time Extension (CU2013-0003),
Subject: *Notice of Decision for Time Extensions of Previously Approved Applications for Sunset Station & Barnes Road PUD.*

Please find attached the notice of decision for EXT2015-0004 Time Extension for Sunset Station & Barnes Road PUD. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decision for EXT2015-0004 is final, unless appealed within twelve (12) calendar days following the date of the decision. The procedures for appeal of a Type 2 Decision are specified in Section 50.65 of the Beaverton Development Code. The appeal shall include the following in order for it to be accepted by the Director:

- A. The case file number designated by the City.
- B. The name and signature of each appellant.
- C. Reference to the written evidence provided to the decision making authority by the appellant that is contrary to the decision.
- D. If multiple people sign and file a single appeal, the appeal shall include verifiable evidence that each appellant provided written testimony to the decision making authority and that the decision being appealed was contrary to such testimony. The appeal shall designate one person as the contact representative for all pre-appeal hearing contact with the City. All contact with the City regarding the appeal, including notice, shall be through this contact representative.
- E. The specific approval criteria, condition, or both being appealed, the reasons why a finding, condition, or both is in error as a matter of fact, law or both, and the evidence relied on to allege the error.
- F. The appeal fee of \$250.00, as established by resolution of the City Council.

The appeal closing date for EXT2015-0004 Time Extensions for Sunset Station & Barnes Road PUD is **4:00 p.m., Wednesday, December 23, 2015.**

The complete case file including findings, conclusions, and conditions of approval, if any, are available for review. The Director's Decision is available online at <http://apps.beavertonoregon.gov/DevelopmentProjects/>. The full case files may be reviewed at the Beaverton Planning Division, Community Development Department, 4th Floor, Beaverton Building, 12725 SW Millikan Way between 7:30a.m. and 4:00p.m., Monday through Friday, except holidays. For more information about the case file, please contact Jana Fox, Associate Planner, at (503) 526-3710.

NOTICE OF DIRECTOR'S DECISION

DATE: December 11, 2015

TO: All Interested Parties

FROM: Jana Fox, Associate Planner

PROPOSAL: EXT2015-0004 Sunset Station & Barnes Road PUD Time Extension

LOCATION: Generally North and South of Barnes Road from West of Cedar Hills Boulevard to Highway 217.
Washington County Tax Assessors Map 1S103AB Tax Lot 1200, Map 1S103A0 Tax Lots, 1700 and 2200, Map 1S102B0 Tax Lot 500, Map 1S102CB Tax Lot 100, Map 1S102CA Tax Lot 600, and Map 1S103AD Tax Lot 600.

SUMMARY: The applicant is seeking a first time extension for a previously approved Conditional Use-PUD application (file # CU2013-0003) that authorized an approximately 80 acre PUD, including residential and commercial uses. No physical development was approved with the PUD. No changes to the originally approved proposal are included with this time extension application. If approved, this time extension request will extend the expiration date of the prior approvals to November 5, 2017.

No changes to the originally approved designs are proposed with these applications. All critical facilities required for this development were evaluated during the review of the original applications. All conditions of approval still apply.

PROPERTY OWNER: J. Peterkort & Company, L.P
Lois D. Ditmars
9755 SW Barnes Road, Suite 690
Portland, OR 97225

APPLICANT'S REPRESENTATIVE: James P. Draudt, P.C
9755 SW Barnes Road, Suite 695
Portland, OR 97225

RECOMMENDATIONS: **APPROVAL of EXT2015-0004 Sunset Station & Barnes Road PUD Time Extension**, subject to conditions identified at the end of this report.

BACKGROUND FACTS

Key Application Dates

<u>Application</u>	<u>Submittal Date</u>	<u>Deemed Complete</u>	<u>Final Written Decision Date</u>	<u>240-Day*</u>
EXT2015-0004	October 30, 2015	October 30, 2015	February 27, 2015	June 26, 2015

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Existing Conditions Table

Zoning	Urban High Density (R1), Corridor Commercial (CC), and Station Community-Sunset (SC-S)	
Current Development	Vacant	
Site Size & Location	79.4 Acres	
NAC	Central Beaverton	
Surrounding Uses	<p><u>Zoning:</u> North: Urban High Density (R1) & Washington County TO:R40-80 & TO:R80-120</p> <p>South: Highway 26</p> <p>East: Washington County R-5 & Washington County TO:BUS</p> <p>West: Station Community-High Density Residential (SC-HDR) & Washington County TO:RC & TO:BUS</p>	<p><u>Uses:</u> North: Natural Resource Areas</p> <p>South: Highway 26</p> <p>East: Detached Housing & Commercial Office</p> <p>West: Vacant & Commercial</p>

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

PAGE No.

Attachment A: Facts and Findings for EXT2015-0004 Sunset Station & Barnes Road PUD Time Extension. 6-8

Attachment B: Conditions of Approval 9

Public comments:

- Exhibit 1.1 Email Received November 17, 2015, from Lynn M. Heider
- Exhibit 1.2 Letter & Petition, Received December 2, 2015, from Virginia Bruce and others
- Exhibit 1.3 Letter from Bruce Bartlett, Received December 2, 2015
- Exhibit 1.4 Letter from Patrick Gaston, Received December 2, 2015
- Exhibit 1.5 Letter & Petition from Jake Mintz, Received December 2, 2015

Public Comment Response:

Staff has received correspondence and petitions concerning the proposed extension of time application and those items are listed above. The correspondence and petitions consist of many pages and address a range of topics. Staff have reviewed each of the comments and have concluded that the comments can be summarized in the following five (5) major themes; Highway 26 eastbound off-ramp at Cedar Hills, Sidewalk connections in the area, 95th Avenue trail connection, Traffic in the area, and Parking Capacity at the Sunset Transit Center Parking Garage. Staff addresses each of these concerns below:

Highway 26 Eastbound Off-Ramp at Cedar Hills

Condition of Approval 2 of CU2013-0003 (Sunset Station & Barnes Road PUD) requires intersection improvements to the intersection of Cedar Hills Boulevard and Eastbound Highway 26 off-ramp when a specific, physical development is approved on a parcel within the boundary of the PUD. The application is not proposing to change the approved PUD or the conditions of approval with this time extension application. Therefore, the applicant will be required to improve the subject intersection, and construct other transportation improvements in the area as specified by the PUD conditions of approval when warranted by physical development within the PUD area.

Improvement to this specific intersection is not solely the responsibility of the applicant. It is possible that this specific improvement could be constructed by another party proposing to develop separately from the approved PUD. If it is determined through the land use development review process of that potential separate development application that the development proposal is creating an impact to this specific intersection, that potential development would need to mitigate that impact. Furthermore, if no development proposal takes place and constructs the improvement to the specific intersection, it is possible that a public agency, such as Washington County and/or Oregon Department of Transportation, may construct the identified improvements to this specific intersection.

Sidewalk Connections

Numerous conditions of approval for CU2013-0003 (Sunset Station & Barnes Road PUD) require sidewalk improvements when development of specific parcels within the PUD parcels

takes place. As noted above, the applicant does not propose to change the approved PUD or the conditions of approval. Therefore, the conditions of approval concerning the sidewalks contained in the PUD approval will be fulfilled when warranted by physical development within the PUD area.

95th Avenue Trail

The area of the trail is located on a parcel that is not within the boundaries of the approved PUD. Further, the trail was not a part of the PUD decision made by the City Council in November, 2013. While the trail is a concern for the neighborhood, the subject is outside the scope of this request for a time extension and is not relevant to this application.

Traffic Concerns

Numerous conditions of approval for CU2013-0003 (Sunset Station & Barnes Road PUD) require street improvements to address vehicular capacity and pedestrian safety in the vicinity of the PUD. These improvements will be constructed when development of specific parcels within the boundary of the PUD is approved. As noted previously, the applicant does not propose any changes to the approved PUD or the conditions of approval. Therefore, the conditions of approval concerning the street system within the PUD are will be fulfilled when warranted by physical development within the PUD area.

Sunset Transit Center Parking Capacity & Safety

The Sunset Transit Center is a Tri-Met facility and is not located within the boundary of the approved PUD. Because the garage is not owned by the applicant and is not located within the approved PUD, this subject is outside the scope of this request for a time extension and is not relevant to this application. Concerns about Sunset Transit Center should be directed to TriMet.

Conditions of approval for the PUD (CU2013-0003) are not modified by approval of the Time Extension application. Time Extension requests do not allow modifications to previously approved development applications, as such no modifications are being considered with this proposal.

**ANALYSIS AND FINDINGS FOR
EXTENSION OF TIME FOR PREVIOUSLY APPROVED APPLICATIONS**

Major Issues

No major issues were identified.

Section 50.93 Extension of a Decision

1. *An application to extend the expiration date of a decision made pursuant to this Code may be filed only before the decision expires as provided in Section 50.90 or before the decision expires as provided in the appropriate subsection of the specific application contained in Chapter 40 (Applications).*

Facts and Findings

The expiration date of CU2013-0003 is November 5, 2015. The applications for extension were filed on October 30, 2015.

Therefore, staff finds that this requirement is met.

2. *The following land use decisions are not subject to extensions of time: Director's Interpretation (Section 40.25), Home Occupation (Section 40.40), Loading Determination (Section 40.50), Parking Requirement Determination (Section 40.55.15.1), Shared Parking (Section 40.54.15.2), Use of Excess Parking (Section 40.54.15.3), Sign (Section 40.60), Solar Access (Section 40.65), Temporary Mobile Sales (Section 40.80.15.1), Temporary Non-Mobile Sales (Section 40.80.15.2), and all Zoning Map Amendment (Section 40.97) applications.*

Facts and Findings

This is an extension for a Conditional Use-Planned Unit Development application, which is not listed in Section 50.93.2 as an application not subject to extensions of time.

Therefore, staff finds that this requirement is met.

3. *A land use decision may be extended no more than two (2) times.*

Facts and Findings

This is the first request to extend the expiration date for this application.

Therefore, staff finds that this requirement is met.

4. *Extension of a land use decision for an application not listed in Section 50.93.2 may be granted for a period of time not to exceed two (2) years, will be subject to a Type 2 review procedure, and must be found to be consistent with the approval criteria listed in Section 50.93.6.*

Facts and Findings

This is the first application for a time extension and has been processed according to the procedure for a Type 2 application, as specified in Chapter 50 of the City of Beaverton Development Code.

Therefore, staff finds that this requirement is met.

5. *Extension requests shall provide mailed public notice to those parties identified in Section 50.40.2. In addition, the notice shall be mailed to the parties of record contained in the initial land use decision and any prior extension of time decision.*

Facts and Findings

Public notice for this time extension was mailed to: the applicant/property owner, Central Beaverton NAC Chair, all property owners within a three hundred foot radius (in accordance with Section 50.40.2), and all parties of record from the initial land use decision.

Therefore, staff finds that this requirement is met.

6. *In order to approve an extension of time application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied.*
 - A. *It is not practicable to commence development within the time allowed for reasons beyond the reasonable control of the applicant.*
 - B. *There has been no change in circumstances or the applicable regulations or Statutes likely to necessitate modification of the decision or conditions of approval since the effective date of the decision for which the extension is sought.*
 - C. *The previously approved land use decision is not being notified in design, use, or conditions of approval.*

Facts and Findings

According to the applicant, "establishing a development plan must take into account impacts on traffic and significant offsite improvements as required by the conditions of approval." Additionally the applicant states they have been working on development planning for sites targeted as initial development sites, and having discussions with potential development partners. Given the extent of the work necessary for a project of this size it has been impracticable to commence development within the original approval period. Staff concurs that the complexity of the planning for projects of this scale makes it difficult to develop and receive land use entitlements for the master plan area within the two years provided by the PUD approval, and make it not practicable to commence development within the time allowed by the approval of CU 2013-0003.

Staff also finds that no significant changes have occurred to the applicable regulations that would result in the modification of the decision or the conditions of approval. The properties continue to be zoned Station Community-Sunset (SC-S), Urban High Density (R1), and Corridor Commercial (CC) and this request to extend the expiration date of the original approvals contains no proposals to make any changes to the approved plans. No other regulations have come into effect by the City's partner agencies such as Clean Water Services which would necessitate a new review of the previously approved PUD.

The applicant does not propose any changes or modifications to the previously approved Planned Unit Development, or conditions of approval.

Therefore staff finds that the approval criteria are met.

SUMMARY OF FINDINGS: For the reasons identified above, staff finds that the request for Extension of a Decision approval is supported within the approval criteria findings, noted above, for Chapter 50, Section 50.93 of the Development Code.

Staff has provided findings, and recommended conditions of approval to meet the necessary technical requirements identified in Section 40.03 of the Development Code. Based on the facts and findings presented, the Director concludes that the proposal, **EXT2015-0004 Sunset Station & Barnes Road PUD Time Extension** meets the requirements.

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **EXT2015-0004 Sunset Station & Barnes Road PUD Time Extension** subject to the conditions identified in Attachment B.

CONDITIONS OF APPROVAL FOR EXT2015-0004

1. All construction shall be carried out in accordance with the plans submitted and approved with CU2013-0003. All conditions of approval from the original approval for the Sunset Station & Barnes Road PUD application remain in force and must be complied with before building permits, site development permits, or building occupancy permits, as applicable, can be obtained. No changes to the previously approved plans are permitted by this approval. Any changes to the approved plans will require new land use approval. (Planning Div/ JF)

2. This approval will expire November 5, 2017. (Planning Div/ JF)

Jana Fox

From: lynheider@aol.com
Sent: Tuesday, November 17, 2015 6:55 PM
To: Jana Fox
Subject: EXT2015-0004

Please accept my comments in opposition to the extension of CU2013-0003

Beaverton should resist the temptation to allow extreme high density development on every acre of open space.

Traffic in this area is already unmanageable. Apartment dwellers are parking their cars in front of residential homes. Buyers did not sign up for that. Shopping centers such as the one the new Market of Choice anchors are running out of parking spaces. This situation will only worsen when the monstrous condo complex under construction opens.

Is there any concern for the homeowners in Timberland who bought homes only two years ago facing a flowery meadow who will soon find themselves with another multi family building on top of them? What is your plan to ensure continued high quality education for neighborhood children when the student teacher ratio becomes 45-1? Are you funded to add police protection and firefighting resources to this over developed neighborhood?

If, in a mostly recovered economy, the permit holders of EXT2015-0004 have not been able to complete their plan, it is not worthy of further delay or consideration

Lynn M.Heider

**Beaverton: consider Cedar Mill concerns when renewing
Peterkort Co. PUD Land Use application**

EXHIBIT 1.2

RECEIVED

DEC 02 2015

City of Beaverton
Planning Services

City Of Beaverton
Facilities Review Committee
Planning Division, Director
12725 SW Milikan Way
Beaverton, OR 97076

RE: City of Beaverton Case File EXT2015-0004
Sunset Station & Barnes Road PUD Extension Application Conditions of Approval Request

Dear Beaverton Facilities Review Committee and Planning Division Director,

In 2014, the City of Beaverton approved a Planned Unit Development (PUD) application from Peterkort Co. to develop approximately 80 acres of its land around the intersection of Barnes Rd., and Cedar Hills Bl., into a mix of residential, office and commercial. Peterkort Co. is now asking the city to approve an extension for another two years.

Residents of Cedar Mill and surrounding areas are concerned about several issues related to the renewal: the US 26 eastbound offramp to Cedar Hills Bl.; the lack of sidewalks on Barnes Rd.; and threats to the community trail between the West Haven neighborhood and Barnes.

Oregon Department of Transportation (ODOT) has been waiting for the development of the Peterkort PUD to fix this mess. We hear that a solution may be in the works, but the delay in the Peterkort PUD is part of the problem. This needs to be addressed before 2018. (see <http://cedar-mill.org/news/1115/TrafficTangles.html>)

We believe that it is important that sidewalks are built soon to fill in the gaps on Barnes between St. Vincents and the Sunset Transit Center, and the gap west of Cedar Hills Bl. (shown on map).

A trail has led from the West Haven neighborhood to Barnes Rd (the 95th Avenue Trail) for many years. Peterkort Co. has recently posted "No Trespassing" signs, and the neighbors are concerned that this action will jeopardize the "Public Access Easement" which can be applied to continuously-used trails. The trail allows West Haven residents to walk to the Sunset Transit Center and keeps many cars off the road and out of the inadequate STC parking lot.

RECEIVED

DEC 02 2015

City of Beaverton
Planning Services

Signatures

Name	Location	Date
Virginia Bruce	Portland, OR, United States	2015-12-01
Cindi Otis	Portland, OR, United States	2015-12-01
Sharon Lundquist	Beaverton, OR, United States	2015-12-01
Jonah Otis	Portland, OR, United States	2015-12-01
ERIC SQUIRES	Beaverton, OR, United States	2015-12-01
Annette Hadaway	Portland, OR, United States	2015-12-01
Becca Putnam	Beaverton, OR, United States	2015-12-01
Wendy Gibson	Portland, OR, United States	2015-12-01
Michelle Madison	Aloha, OR, United States	2015-12-01
Lois King	Portland, OR, United States	2015-12-01
Niven Singh	Portland, OR, United States	2015-12-01
Jeff Israel	Portland, OR, United States	2015-12-01
Paige Dickson	Portland, OR, United States	2015-12-01
linda sawaya	Portland, OR, United States	2015-12-01
Bonnie Barksdale	New York, NY, United States	2015-12-01
Mike & Karen Jackson	Portland, OR, United States	2015-12-01
William Sharp	Portland, OR, United States	2015-12-01
Sara Douglass-Cloe	Portland, OR, United States	2015-12-01
Stephen Besser	Portland, OR, United States	2015-12-01
Dean Herman	Portland, OR, United States	2015-12-01
Pamela R. Hamilton	Portland, OR, United States	2015-12-01
Pat Zagelow	Portland, OR, United States	2015-12-01
Colleen Donnelly	Portland, OR, United States	2015-12-01
Walt Socha	Portland, OR, United States	2015-12-01
Dirk Foss	Portland, OR, United States	2015-12-01
Linda Lawyer	Beaverton, OR, United States	2015-12-01
Shireen Farrahi	Portland, OR, United States	2015-12-01
Anne van der Linden	Portland, OR, United States	2015-12-01
Jane Kim	Portland, OR, United States	2015-12-01
Nancy Glassman	Portland, OR, United States	2015-12-01

Name	Location	Date
Walter Tomlinson	Portland, OR, United States	2015-12-01
Brandalyn Taylor	Portland, OR, United States	2015-12-01
Lynne Krasnow	Portland, OR, United States	2015-12-01
Melissa Krahmer	Portland, OR, United States	2015-12-01
Jenny Fears	Beaverton, OR, United States	2015-12-01
Brittany Tagliaferro-Lucas	Portland, OR, United States	2015-12-01
Stacey Gonzalez	Portland, OR, United States	2015-12-01
Greg Harr	Portland, OR, United States	2015-12-01
Tara Morissette	Portland, OR, United States	2015-12-01
Paul Reeves	Beaverton, OR, United States	2015-12-01
Sherry Seckington	Portland, OR, United States	2015-12-01
Suri M	Portland, OR, United States	2015-12-01
Ram Koganti	Portland, OR, United States	2015-12-01
Lauren McCabe	Portland, OR, United States	2015-12-01
Harriet Linville	Portland, OR, United States	2015-12-01
Martha May	Portland, OR, United States	2015-12-01
Laura Elvers	Portland, OR, United States	2015-12-01
lindsay galen	Portland, OR, United States	2015-12-01
Patricia K Stalp	Portland, OR, United States	2015-12-01
Linda Harries	Portland, OR, United States	2015-12-01
Shauna Pettit-Brown	Portland, OR, United States	2015-12-01
Priscilla Kopecky	Portland, OR, United States	2015-12-01
Wendy Jones	Portland, OR, United States	2015-12-01
Judith Barr	Portland, OR, United States	2015-12-01
Mary Lou Oberson	Portland, OR, United States	2015-12-01
Mary Castanier	Portland, OR, United States	2015-12-01
Elizabeth Liz McBride	Portland, OR, United States	2015-12-01
Pat Wieber	Portland, OR, United States	2015-12-01
Tracy Brown	Portland, OR, United States	2015-12-01
Maureen Louie	Portland, OR, United States	2015-12-01
Rocco Martin	Portland, OR, United States	2015-12-01
Shelley Hall	Portland, OR, United States	2015-12-01

Name	Location	Date
James Carlson	Beaverton, OR, United States	2015-12-01
Noelle Beltran	Portland, OR, United States	2015-12-01
David Miller	Portland, OR, United States	2015-12-01
d weaver	Portland, OR, United States	2015-12-01
Alma Rands	Portland, OR, United States	2015-12-01
Kim Netting	Portland, OR, United States	2015-12-01
Ronald Vennes	Portland, OR, United States	2015-12-01
Kristi Nelson	Portland, OR, United States	2015-12-01
Ruth Deal	Portland, OR, United States	2015-12-01
Scott Kempton	Portland, OR, United States	2015-12-01
Ernie Robledo	Portland, OR, United States	2015-12-01
Matthew Wangler	Portland, OR, United States	2015-12-01
Rick Kappler	Portland, OR, United States	2015-12-01
Steve Pepper	Portland, OR, United States	2015-12-01
Holly Vezinet	BEAVERTON, OR, United States	2015-12-01
Stana Medina	Portland, OR, United States	2015-12-01
Bonnie Leshner	Portland, OR, United States	2015-12-01
Leslie Coloma	Portland, OR, United States	2015-12-01
Jennifer Beres	Portland, OR, United States	2015-12-01
Shannon Carmichael	Portland, OR, United States	2015-12-01
Deborah Clausen	Portland, OR, United States	2015-12-01
Yvonee Grimmer	Portland, OR, United States	2015-12-01
Gary Kentner	Portland, OR, United States	2015-12-01
Audrey Schumacher	Portland, OR, United States	2015-12-01
Melinda Mosiman	Portland, OR, United States	2015-12-01
Kathy Phillips-Israel	Portland, OR, United States	2015-12-01
Elizabeth Bowers	Portland, OR, United States	2015-12-01
Pam Flora	Portland, OR, United States	2015-12-01
Dennis Bradford	Portland, OR, United States	2015-12-01
Jean Harkin	Portland, OR, United States	2015-12-01
Tina Lee	Portland, OR, United States	2015-12-02
Beth Earnest	Portland, OR, United States	2015-12-02

Name	Location	Date
Benjacob Beres	Portland, OR, United States	2015-12-02
Sherry Walters	Portland, OR, United States	2015-12-02
Patricia Montone	Portland, OR, United States	2015-12-02
Marc Mosiman	Portland, OR, United States	2015-12-02
Ian Shelley	Portland, OR, United States	2015-12-02
Myron Lee	Portland, OR, United States	2015-12-02
Lisa Sleasman	Portland, OR, United States	2015-12-02
Dell Hoffert	Portland, OR, United States	2015-12-02
Peter Hoeckel	Portland, OR, United States	2015-12-02
Lisa Gilmor	Beaverton, OR, United States	2015-12-02
Tom Wilson	Portland, OR, United States	2015-12-02
Mary French	Portland, OR, United States	2015-12-02
Jan Soderquist	Portland, OR, United States	2015-12-02
Amanda Chapman	Portland, OR, United States	2015-12-02
Erik Bjornstad	Portland, OR, United States	2015-12-02
Margaret Maloney	Portland, OR, United States	2015-12-02
Molly Brown	Portland, OR, United States	2015-12-02
Courtney Boden	Portland, OR, United States	2015-12-02
Cynthia Cornett	Portland, OR, United States	2015-12-02
Michael R. Scheinfein	Portland, OR, United States	2015-12-02
Kristie Duyckinck	Portland, OR, United States	2015-12-02
Randall Odermann	Portland, OR, United States	2015-12-02
olivia carter	Portland, OR, United States	2015-12-02
Tonya Davis	Beaverton, OR, United States	2015-12-02
CJ Fredricksen	Portland, OR, United States	2015-12-02
Eric Means	Portland, OR, United States	2015-12-02
Linda Illig	Portland, OR, United States	2015-12-02
Hrushu Ketineni	Portland, OR, United States	2015-12-02
Karen Trumper	Portland, OR, United States	2015-12-02
Susan Rosenbaum	Portland, OR, United States	2015-12-02
Adam Page	Portland, OR, United States	2015-12-02
Kara Campbell	Portland, OR, United States	2015-12-02

Name	Location	Date
Dave Kennedy	Portland, OR, United States	2015-12-02
Renee Niepoky	Portland, OR, United States	2015-12-02
Jenny Pompilio	Portland, OR, United States	2015-12-02
Mary Edwards	Beaverton, OR, United States	2015-12-02
Carlos Rozas	Portland, OR, United States	2015-12-02
Heather Hutchison	Seattle, WA, United States	2015-12-02
Terri Larson	Beaverton, OR, United States	2015-12-02
Joan Whitford-Schook	Portland, OR, United States	2015-12-02
sherryl worley	Forest Grove, OR, United States	2015-12-02
Helen Spector	Portland, OR, United States	2015-12-02
Marion de Nijs	Portland, OR, United States	2015-12-02
John Gruher	Portland, OR, United States	2015-12-02
carol moore	Portland, OR, United States	2015-12-02
Madhavi murthy	Boring, OR, United States	2015-12-02
Robert Douglas	Portland, OR, United States	2015-12-02
Richard Streb	Portland, OR, United States	2015-12-02
Brittany Villela	Portland, OR, United States	2015-12-02
William O'Brien	Beaverton, OR, United States	2015-12-02
Emily Jones	Portland, OR, United States	2015-12-02
Pamela Head	Portland, OR, United States	2015-12-02
Joanne Dunatchik	Portland, OR, United States	2015-12-02
Sheila Hobernicht	Portland, OR, United States	2015-12-02
Lisa Beatty	Portland, OR, United States	2015-12-02
Elia Freedman	Portland, OR, United States	2015-12-02
Robert Miller	Portland, OR, United States	2015-12-02
Linda Stone	Portland, OR, United States	2015-12-02
Dean Moberg	Portland, OR, United States	2015-12-02
James Mattern	Portland, OR, United States	2015-12-02
Nancy Thompson	Portland, OR, United States	2015-12-02
Marie Conser	Portland, OR, United States	2015-12-02
Elizabeth Ptak	Portland, OR, United States	2015-12-02
Kevin Collins	Portland, OR, United States	2015-12-02

Name	Location	Date
Chris Kondrat	Portland, OR, United States	2015-12-02
Jennifer Kveton	Portland, OR, United States	2015-12-02
Rodney Bell	Portland, OR, United States	2015-12-02
Jim Lundblade	Portland, OR, United States	2015-12-02
Barbara Ramsey	Portland, OR, United States	2015-12-02
Tammie Haley	Portland, OR, United States	2015-12-02
Lee Nguyen	Portland, OR, United States	2015-12-02
Kristen Faust	Portland, OR, United States	2015-12-02
Paul Hack	Portland, OR, United States	2015-12-02
Sandra Dvergsdal	Portland, OR, United States	2015-12-02
William Catton	Portland, OR, United States	2015-12-02
Deja Garcia	Portland, OR, United States	2015-12-02
Mari Olmeda	Portland, OR, United States	2015-12-02
Sally Sonek	Portland, OR, United States	2015-12-02
Greg Powers	Portland, OR, United States	2015-12-02
Mary Beth Wells Wells	Portland, OR, United States	2015-12-02
Barbara GICKING	Portland, OR, United States	2015-12-02
Stacia Cook	DEATH VALLEY, CA, United States	2015-12-02
Van Engel Elizabeth	Portland, OR, United States	2015-12-02
Joan Andon	Portland, OR, United States	2015-12-02
Jessica Coloma	Portland, OR, United States	2015-12-02
Kelli Eickelberg	Portland, OR, United States	2015-12-02
Kim Howell	Portland, OR, United States	2015-12-02
Denise Masanga	Portland, OR, United States	2015-12-02
Marianne Thelin	Portland, OR, United States	2015-12-02
Anita Misra-Press	Portland, OR, United States	2015-12-02
Erik Sorensen	Portland, OR, United States	2015-12-02
Mary Beth Buffum	Portland, OR, United States	2015-12-02
Joleen Shiffler	Portland, OR, United States	2015-12-02
Jennifer Nordmark	Portland, OR, United States	2015-12-02
joan bailey	portland, OR, United States	2015-12-02
Maya Howlett	Portland, OR, United States	2015-12-02

Name	Location	Date
Christine Baker	Portland, OR, United States	2015-12-02
Kellie Turkisher	Portland, OR, United States	2015-12-02
Lea Anne Clifton	Portland, OR, United States	2015-12-02
David Olson	Portland, OR, United States	2015-12-02
Lynda Gordon	Portland, OR, United States	2015-12-02
Katherine Shields	Portland, OR, United States	2015-12-02
Kathy Thorson	Portland, OR, United States	2015-12-02
Michael Herring	Portland, OR, United States	2015-12-02
Linda Byrne	Portland, OR, United States	2015-12-02
Warren Mitchell	Portland, OR, United States	2015-12-02
Pamela Fielder	Portland, OR, United States	2015-12-02
Becky Kuhn	Portland, OR, United States	2015-12-02
James Pollock	Beaverton, OR, United States	2015-12-02
John Bravard	Portland, OR, United States	2015-12-02
Martha Moyer	Portland, OR, United States	2015-12-02
Sandy Baldrige	Portland, OR, United States	2015-12-02
Brian Novick	Portland, OR, United States	2015-12-02
Robert Hetzer	Portland, OR, United States	2015-12-02
Jeff Hollister	Portland, OR, United States	2015-12-02
Cleo Reilly	Portland, OR, United States	2015-12-02
Neil Hefty	Portland, OR, United States	2015-12-02
Bruce Bartlett	Portland, OR, United States	2015-12-02
Jayme Wendland	Portland, OR, United States	2015-12-02
tamiko warren	Portland, OR, United States	2015-12-02
Kristin Stevens	Portland, OR, United States	2015-12-02
Jeffrey Disney	Portland, OR, United States	2015-12-02
Heather Sorensen	Portland, OR, United States	2015-12-02
Andrew Zechnich	Portland, OR, United States	2015-12-02
David Ptak	Portland, OR, United States	2015-12-02
Chris Jaworski	Portland, OR, United States	2015-12-02
Michelle Navarro	Portland, OR, United States	2015-12-02
Barbara Crawford	Portland, OR, United States	2015-12-02

Name	Location	Date
Tracey Lorts	Portland, OR, United States	2015-12-02
curt jantz	Portland, OR, United States	2015-12-02
Norvelle Geiger	Portland, OR, United States	2015-12-02
Susan McConnell	Portland, OR, United States	2015-12-02
Roopal Shah	Portland, OR, United States	2015-12-02
Mary Cottle	Portland, OR, United States	2015-12-02
Michelle Meyer	Portland, OR, United States	2015-12-02
Nina Pollock	Beaverton, OR, United States	2015-12-02
Christine Campbell	Portland, OR, United States	2015-12-02
Lynn Zechnich	Portland, OR, United States	2015-12-02
K Jeffrey Eriksen	Portland, OR, United States	2015-12-02
Deb Hendrix	Portland, OR, United States	2015-12-02
Lydia Boswell	Portland, OR, United States	2015-12-02
Janet Rhine	Portland, OR, United States	2015-12-02
Dave Kresta	Portland, OR, United States	2015-12-02
Leland Ashworth	Portland, OR, United States	2015-12-02
Ron Berti	Portland, OR, United States	2015-12-02
E. Novick	Portland, OR, United States	2015-12-02
Peri Periakaruppan	Portland, OR, United States	2015-12-02
Lisa Martinsen	Portland, OR, United States	2015-12-02
Paulette Hanchett	Portland, OR, United States	2015-12-02
Evelyn Shoop	Portland, OR, United States	2015-12-02
Janet Simpson	Portland, OR, United States	2015-12-02
Jared Blaisdell	Portland, OR, United States	2015-12-02
Bret Harter	Portland, OR, United States	2015-12-02
Laurie Randall	Portland, OR, United States	2015-12-02
Christine Clark	Portland, OR, United States	2015-12-02
Faye Johnson	Portland, OR, United States	2015-12-02
Andy Nordhoff	Portland, OR, United States	2015-12-02
Lisa McCullough	Portland, OR, United States	2015-12-02
Helen Delgado	beaverton, OR, United States	2015-12-02
Nicole Chamberlin	Portland, OR, United States	2015-12-02

Name	Location	Date
Jessie + Todd Harris	Portland, OR, United States	2015-12-02
Karen Holce	Portland, OR, United States	2015-12-02
Philip Choi	Portland, OR, United States	2015-12-02
Clay Atkins	Portland, OR, United States	2015-12-02
Jason Stevens	Portland, OR, United States	2015-12-02
Claudine Wilson	Portland, OR, United States	2015-12-02
marlene weil-perez	Portland, OR, United States	2015-12-02
Julia Gies	Portland, OR, United States	2015-12-02
Elissa Ryan Morris	Portland, OR, United States	2015-12-02
Seth Eatinger	PORTLAND, OR, United States	2015-12-02
Stacey Mills	Portland, OR, United States	2015-12-02
Jeanne Patterson	Portland, OR, United States	2015-12-02
Jo Ann Morrison	Portland, OR, United States	2015-12-02
Russell sharonrussell01@yahoo.com	Portland, OR, United States	2015-12-02
Gabriel Granett Granett	Portland, OR, United States	2015-12-02
Stephanie Keeler	Portland, OR, United States	2015-12-02
Patricia Ralston Ellis	Portland, OR, United States	2015-12-02
Sue Hutchison	Portland, OR, United States	2015-12-02
lawrence pedersen	Portland, OR, United States	2015-12-02
James King	Portland, OR, United States	2015-12-02
Dan Salzer	Portland, OR, United States	2015-12-02
Vibeke Klocke	Portland, OR, United States	2015-12-02
Gail Durham	Portland, OR, United States	2015-12-02
Richard Whitton	Portland, OR, United States	2015-12-02
Susan Brock	Portland, OR, United States	2015-12-02
Carole Pool	Portland, OR, United States	2015-12-02
Michelle Kime	Portland, OR, United States	2015-12-02
Jeffrey Petrillo	Portland, OR, United States	2015-12-02
Steve Williams	Portland, OR, United States	2015-12-02
Carol & Robert Landgraf	Portland, OR, United States	2015-12-02
Robert Mroz	Portland, OR, United States	2015-12-02

Name	Location	Date
Kimberly Harr	Portland, OR, United States	2015-12-02
Denise Wertzler	Portland, OR, United States	2015-12-02
Sarah McLain	Beaverton, OR, United States	2015-12-02
Robin Sherwin	Portland, OR, United States	2015-12-02
Joselyn Hanmer	Portland, OR, United States	2015-12-02
Withycombe Brenda	Portland, OR, United States	2015-12-02
Darlene Miller	Portland, OR, United States	2015-12-02
Jennie Jensen	Portland, OR, United States	2015-12-02

change.org

Recipient: Cheryl Twete

Letter: Greetings,

Beaverton: consider Cedar Mill concerns when renewing Peterkort Co. PUD
renewal

Comments

Name	Location	Date	Comment
Virginia Bruce	Portland, OR	2015-12-01	Delays in the development of these properties are preventing much-needed improvements to our infrastructure. Virginia Bruce, 12110 NW West Rd., Portland OR 97229
Michelle Madison	Beaverton, OR	2015-12-01	This is an unsafe area for pedestrians to begin with! Save this trail!
Bonnie Barksdale	New York, NY	2015-12-01	Concerned about sidewalks and traffic from the 26 eastbound. Need bike lanes and sidewalks.
Sara Douglass-Cloe	Portland, OR	2015-12-01	I am concerned about the safety and accessibility of our area.
Dean Herman	Portland, OR	2015-12-01	Lack of sidewalks along Barnes is dangerous and the intersection at eastbound Cedar Hills exit off of HW26 is atrociously dangerous for drivers to safely exit onto Cedar Hills northbound.
Pamela R. Hamilton	Portland, OR	2015-12-01	The traffic congestion will be problematic on Barnes Road and Cedar Hills Blvd. And the intersection cannot support a large increase of motor vehicles, bicycles and pedestrians.
Colleen Donnelly	Portland, OR	2015-12-01	I am concerned about pedestrian access to the Sunset Transit Center and the Barnes Road area from the West Haven neighborhood. I would like the pedestrian trail to remain open, as my neighborhood is designated "transit-oriented". Ironically, if the trail does not remain open it is for all intents and purposes, not transit-oriented at all. I would also like to feel safer when walking on Barnes Road and I feel sidewalks would help accomplish this. And I do not use the eastbound 26 Cedar Hills Blvd exit ramp because it is an extremely dangerous intersection.
Jenny Fears	Beaverton, OR	2015-12-01	I frequently use, and am frustrated by, the off-ramp from E 26 at Cedar Hills Blvd. It's needed better signaling for a long time, and certainly can't wait another 2 years while near misses and accidents keep occurring. I have 2 daughters who use Max quite a bit, thus have walked along Barnes Road and the trail up to West Haven many times with their friends who live in that area. Improving and maintaining accessibility to a major transit center seems like an excellent priority. If the Peterkort extension results in more time to add sidewalks on Barnes and solve traffic safety issues then it just isn't a good idea to grant that extension. I respectfully request that it not be granted if safety issues have to be backburnered until their project is completed. We can't afford to ignore safety problems in order to gain more strip malls. Thank you.
Greg Harr	Portland, OR	2015-12-01	The Eastbound exit off HWY26 @ Cedar Hills is a death trap and a long-term fix to that exit enabling safe egress both northbound and south on Cedar Hills cannot wait until 2018.
Lauren McCabe	Portland, OR	2015-12-01	Needed improvements to pedestrian safety and the offramp from Eastbound Hwy 26 to Cedar Hills Blvd. can't be ignored any longer.
Harriet Linville	Portland, OR	2015-12-01	Concern for traffic congestion and safety. More parking at Sunset TC? Exit 68 east is a death trap.
Shauna Pettit-Brown	Portland, OR	2015-12-01	I am concerned about how this important part of land is developed and its impact to our community.

Name	Location	Date	Comment
Wendy Jones	Portland, OR	2015-12-01	Cedar Mill exit from US 26 is dangerous already. I can only imagine the added impact with the addition of housing and business units. I already avoid this exit and travel through other neighborhoods to avoid this deadly intersection. Safety must be addressed first.
Judith Barr	Portland, OR	2015-12-01	I'm concerned about *the West Haven Trail * traffic congestion.... already particularly bad at peak hours.... have to wait for several light changes on CHB before entering the Barnes intersection. *Exiting US26 onto CHB is frequently "hairy", especially when exiting via the the very short, north-bound ramp.
Mary Oberson	Portland, OR	2015-12-01	I agree that the off ramp of eastbound hwy 26 at Cedar Hills Blvd. is extremely dangerous. This intersection needs a fix right now, not years in the future. There is already too much traffic for Cedar Hills Blvd. and Barnes Rd. to handle most of the day. Pedestrians are in danger any time they venture along both streets where there are no sidewalks. Please address these needs now. Do not wait years in the future. Also the no trespassing signs blocking entry to a long established trail is not being a good neighbor. There are so many issues to address now instead of waiting years so that developers take on the funding and construction.
Noelle Beltran	Portland, OR	2015-12-01	I'm in favor of increasing the safety and walk-ability of our community and promoting a healthier lifestyle by creating pedestrian/bike friendly sidewalks/trails.
David Miller	Portland, OR	2015-12-01	Improvements are sorely needed to the US 26 EB offramp/interchange at Cedar Hills Blvd, and to sidewalks and pedestrian facilities along Barnes Road and on Cedar Hills Blvd at the Hwy interchange. Barnes road was extended through the Peterkort development over 20 years ago, much development has occurred, yet we are still waiting for these improvements. Need some sort of a funding strategy to get the improvements done soon without holding them hostage to the eventual "final" development. Especially relevant to the current extension request are the sidewalks along Barnes Road, which are clearly the developers responsibility. The gaps ID'd by the petition are the highest priority, but lets not forget the north side of Barnes Road either, where there are currently no sidewalks at all!
Alma Rands	Portland, OR	2015-12-01	I am very concerned about the need to address the increased traffic and impact on the residents of the area
Ruth Deal	Portland, OR	2015-12-01	I use Barnes Rd many times daily in my commutes to medical care, shopping, exercise, volunteering, light rail, etc. Traffic is increasingly crowded on Barnes, Cedar Hill intersection and dangerous feeling. We use light rail and are concerned about lack of parking in future due to the amount of development planned, so walking during times without #50 bus service will be our only way to access light rail via the trail in question. Remember they re-zoned and built homes densely in westhaven specifically to have access to light rail and now the trails are being blocked! This route leads to the nearest pedestrian entrance to our light rail via St Vincents sidewalks. Also: how many bad broadside accidents have to happen at the east bound Hwy 26 accident until something is done to that Cedar Hill intersection? I hope your planners and designers are ready for the huge challenge of growth around Barnes Rd.
Ernie Robledo	Portland, OR	2015-12-01	We need the sidewalks and public access to trails.
Shawn Pepper	Portland, OR	2015-12-01	Infrastructure upgrades must be part of any development approval

Name	Location	Date	Comment
Bonnie Leshner	Portland, OR	2015-12-01	I am greatly concerned about this intersection now and have been for many years! I even called the city of Beaverton to find out the status of fixing this hazardous area. The city person I talked to told me what he could in that it was to be addressed by the Peterkort Deveolpment but has never been. This I had already known and it just confirmed my wariness over this intersection. After seeing multiple accidents or near misses this needs to be remedied soon.
Jennifer Beres	Portland, OR	2015-12-01	I am concerned about the US26 EB offramp at Cedar Hills.
Audrey Schumacher	Portland, OR	2015-12-01	I am concerned about the increased traffic on the Cedar Hills exit and the Barnes Road/Cedar Hills intersection. We need sidewalks on Barnes Road because folks walking on this busy road are not safe with the heavy traffic. Additional parking is needed at the STC to handle the increased population growth. Closing off community trails that allow neighborhood residents to safely walk to STC defeats the whole purpose of using public transportation. These issues all need to be addressed as soon as possible.
Kathy Phillips-Israel	Portland, OR	2015-12-01	Issues have not been adequately addressed. Sunset Transit Center can not handle the volume of traffic today, so why would we want to add even more development?
Jean Harkin	Portland, OR	2015-12-01	Too much development, too much traffic already, no sidewalks, and threatens a community trail.
Beth Earnest	Portland, OR	2015-12-02	City of Beaverton and Peterkort Co. need to address these issues sooner than later. It is the right thing to do.
Ian Shelley	Portland, OR	2015-12-02	The Sunset Transit Center is already far beyond capacity. It is disingenuous to allow even more development under the guise of it being "transit oriented" unless parking is added at Sunset.
Myron Lee	Portland, OR	2015-12-02	I've run around the neighborhood a number of times over the years, and the lack of sidewalk from St. Vincents to Cedar Hills is a major concern. There definitely needs to be a safe area to walk/run on the north side of Barnes road. I also skipped using the EB Cedar Hills offramp due to the dangerous nature in attempting to go North. This is the biggest change we need in our neighborhood. Many neighbors either get off at the Park exit or Murray exit and try to take local home.
Tom Wilson	Portland, OR	2015-12-02	I'm concerned about the traffic situation in that area.
Jan Soderquist	Portland, OR	2015-12-02	Traffic and Safety Concerns
Margaret Maloney	Portland, OR	2015-12-02	I'm very concerned about pedestrian safety as insufficient sidewalks AND extreme traffic congestion and exit ramp from northbound 26 to Cedar Hills Blvd has NO traffic lights.
molly brown	Portland, OR	2015-12-02	This area is at capacity! Fix the sidewalk and the 26 on ramp....and get more parking for the sunset max center!
Michael R. Scheinfein	Portland, OR	2015-12-02	The traffic infrastructure at present is over ODOT limits. We need careful planning the incorporates the views of present taxpayers rather than those of developers who do not rely on the infrastructure.
Kristie Duyckinck	Portland, OR	2015-12-02	Traffic, trail and sidewalk issues must be addressed first.
CJ Fredricksen	Portland, OR	2015-12-02	I drive this route regularly, and want it t be really safe for pedestrians in the area.
Eric Means	Portland, OR	2015-12-02	It is crucial that we maintain easy pedestrian access throughout this area. We need these sidewalks and trails.

Name	Location	Date	Comment
Susan Rosenbaum	Portland, OR	2015-12-02	I want to continue to use the 95th Avenue trail to access the Max. I would like sidewalks on Barnes Road, and I do not use the US26 eastbound offramp to Cedar Hills Blvd because it is very dangerous. Thank you for your consideration.,
Adam Page	Portland, OR	2015-12-02	The eastbound Cedar Hills exit off US-26 is dangerous and inconvenient. I'd also like to see better bicycle lanes/markings on Cedar Hills south of the Barnes intersection (and including that intersection).
David Kennedy	Santa Clara, CA	2015-12-02	I'm very concerned about the Eastbound exit off highway 26 to Cedar Hills Blvd. At rush hour it's exceptionally dangerous and I see stupid driving and close calls every day. This needs to be addressed before adding more housing.
Mary Edwards	Portland, OR	2015-12-02	Sidewalks are a must out here, especially near the Sunset TC. Peterkort is being a terrible neighbor by trying to block a path that has been long used.
Carlos Rozas	Portland, OR	2015-12-02	I am frequent user of the off-ramp from E 26 at Cedar Hills Blvd and I am amazed that more accidents do not occur at the intersection. Before we add more development in the area it is imperative that the safety issues in this petition be addressed.
Terri Larson	Beaverton, OR	2015-12-02	Because I'm worried about the lack of sidewalk and ease of a walkable /live able neighborhoods. Portland has done a great way of developing the east side. But should consider this type of development for the west cedar mills neighborhood.
carol moore	Portland, OR	2015-12-02	no more traffic
Marion De Nijs	Portland, OR	2015-12-02	My husband works in Hillsboro and uses the exit Cedar Hill Bld daily to get to Cornell Rd. We call it the kamekaze exit. Solve it!!!!
Richard Streb	Portland, OR	2015-12-02	I am quite concerned about the livability of this area and the increasingly pedestrian-hostile growth. The sidewalk gaps on Barnes Road and Cedar Hills are downright dangerous and the eastbound off-ramp from 26 demands attention. The public good can only be served by addressing these issues sooner rather than later.
Emily Jones	Portland, OR	2015-12-02	Sidewalks and pedestrian safety desperately needed in this area!
Pamela Head	Portland, OR	2015-12-02	There are no sidewalks. People walk in the street at night head on to oncoming right turn traffic Barnes Rd Cedar Hills Blvd.
Sheila Hobernicht	Portland, OR	2015-12-02	Please plan for "walkability" and pedestrian safety as a highest priority in the Peterkort development zone.
Lisa Beatty	Portland, OR	2015-12-02	Especially concerned about the US 26 eastbound off ramp to CH Blvd.
Eliia Freedman	Portland, OR	2015-12-02	I'm signing because I'm tired of Beaverton and Metro approving new development without providing benefits to existing residents. The off ramp at Cedar Hills Blvd is a joke and forces excess traffic at Murray Rd.
Linda Stone	Portland, OR	2015-12-02	Keep the trail open and free to all
Dean Moberg	Portland, OR	2015-12-02	Much of this land has wildlife habitat adjacent to a riparian area and wetland.
Elizabeth Ptak	Portland, OR	2015-12-02	Transit oriented does mean using public transit, right? How can the entire West Haven neighborhood be zoned transit oriented when our access to public transit has been cut off? Build the sidewalks, keep the trails open or put yourselves back at square one and resubmit the entire proposal again.
Kevin Collins	Portland, OR	2015-12-02	The terrible Cedar Hills offramp and poor pedestrian access in this area does not make sense to let sit with the amount of growth this area has had. More delays is not a good solution.

Name	Location	Date	Comment
Rodney Bell	Portland, OR	2015-12-02	As a former VP of CPO1 and a neighborhood representative active in Cedar Mill land use issues for 35+ years, my experience is that city and county approvals of land use ALWAYS favor developers at the expense of current residents. Will Beaverton be different? Rodney Bell, Sunningdale-Case Heights Association Chairperson
Dominic & Lee Nguyen	Portland, OR	2015-12-02	I utilize the US eastbound offramp to Cedar Hills every week day to drive from work to pick up my kids. It is so dangerous that I always take a right and use the nearby neighborhoods to turn around to head towards Cornell Rd. There was recently a terrible accident after work at this intersection and it just reinforced just how dangerous this intersection is and that it needs to be addressed quickly especially with the growth of homes and businesses in the surrounding neighborhoods. Thank you.
Kristen Faust	Portland, OR	2015-12-02	I live in the Torreyview area above Barnes and Cedar Hills Blvd. The proposed plans of infill with business and apartments means only to make worse a traffic mess that can only be described as critical. Many of us attempt to walk, bike, use public transportation and also drive to work, school and to shopping. We like to shop at our local stores. People already jam onto Barnes road when hwy 26 is stopped and also Cedar Hills Blvd when 217 is impassible. We already can't travel in our busier areas and in looking at this plan, there seems to be no apparent concern for the safety and well-being to our existing and long standing community INCLUDING no sidewalks, no bike or pedestrian overpasses-why? We don't need more junky strip malls or apartments over here. It creates a transient community. The development that must take place needs to be thoughtful with our community in mind. We have enjoyed the nature we have had in this area. Currently the area at upper Leahy is being literally stripped of trees to make way for what will no doubt be a huge jangle of apartment homes. Yuck! Some of the nicest woods in the area, streams, old trees and animals of all kinds will be gone for good. It has to stop! What about preserving some of these natural areas? Please consider our local community needs for safety, ease in traffic and noise, and desire to stay less populated. We don't have to look like Beaverton to be in Beaverton's boundary areas. It'd be nice to let our area look more progressive and like the new "Beaverton." Help keep the Peterkort/Cedar Mill area safe, clean, and green. Thank you!
Mari Olmeda	Portland, OR	2015-12-02	It is an inconvenience the lack of sidewalks that would provide safety to neighbors who want to walk to the stores or Sunset TC.
Susan Rosenbaum	Portland, OR	2015-12-02	This area cannot support more traffic due to the incredibly dangerous off ramp, lack of side walks on Barnes and now the closure of the trail to the transit center. More development only makes all this worse
Barbara Gicking	Portland, OR	2015-12-02	The EB Cedar Hills Blvd situation needs to be fixed ASAP. If you look at an overhead view, of this intersection, a 6 armed roundabout could be built, eliminating the light at Butner and improving the traffic flow in all directions and greatly improving the safety of this intersection. It's time that Washington Co. DOT quit solving every problem with another stop light. A round about would be less expensive and solve the whole problem. Please consider this option. Also, we should certainly be making sidewalks on Barnes a priority to encourage walking to errands and the transit center. We got sidewalks on 119th very quickly after there was a pedestrian death. Hopefully, it won't take another death to accomplish these important safety projects. Do not approve the renewal of the Peterkort Co. PUD. We have enough traffic in this area already, we don't need to build more stores to attract more traffic. Let's leave some open space, green spaces etc.

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DEC 02 2015

City of Beaverton
Planning Services

Name	Location	Date	Comment
stacia cook	portland, OR	2015-12-02	The roads can not handle The traffic.
Van Engel Elizabeth	Portland, OR	2015-12-02	E.J. Van Engel
Barbara Gicking	Portland, OR	2015-12-02	The EB Cedar Hills Blvd ramp needs a solution soon. From an overhead view one can see that a six armed roundabout would be a safe, inexpensive and easily achievable solution to this intersection. The stop light at Butner could be eliminated and all traffic would move to the right into the roundabout, eliminating all left turns in this area. Safety and traffic flow would be greatly enhanced and it should not require a huge reconfiguration of this intersection. Additionally, the sidewalks in the gaps on Barnes are important to keeping people walking to errands and the transit center and out of cars. The traffic in this area is already close to capacity, we don't need more development to encourage more cars to the area. Please do not extend the Peterkort PUD. thank you, Barbara Gicking
Denise Masanga	Portland, OR	2015-12-02	Sidewalks and eastbound Hwy 26 exit
Mary Beth Buffum	Portland, OR	2015-12-02	We request denial of the Peterkort PUD extension. Too many important traffic and safety concerns will go unaddressed as long as the Peterkorts are allowed to put off developing their property as promised. At a time when we're trying to promote pedestrian and bicycle use over cars, the intersection at Barnes Rd and Cedar Hills Blvd is extremely dangerous for both cyclists and pedestrians. Additionally, the lack of safe sidewalks discourages pedestrian traffic to the available mass transit. Finally, it is very distressing that the Peterkorts have posted "No Trespassing" signs along the trail from 95th Ave to the property west of St. Vincent Hospital. This is a commonly used path for West Haven residents to get to the Sunset Transit Center, and has been for as many years as I've lived in the area (since 1993), and likely long before that. It was always my understanding that this path would eventually be a paved public path, so the "No Trespassing" signs came as a shock. Please deny the Peterkort PUD extension request so that important public safety and access issues will be addressed sooner, rather than later.
joan bailey	portland, OR	2015-12-02	I'm signing because we have to keep our neighborhood safe.
Maya Howlett	Portland, OR	2015-12-02	further development must take into account traffic congestion and pedestrians.
Lea Anne Clifton	Portland, OR	2015-12-02	I'm signing because safety concerns and sidewalks are important to the community and to myself. If this development company doesn't care about the community it works in then it should not be granted the right to develop this land since they can't do so in a responsible manner. This company should value the communities they work in and so far they haven't shown that they do.

Name	Location	Date	Comment
Katherine Shields	Portland, OR	2015-12-02	Quality of life in our neighborhood has been severely impacted by the massive development of condos and Market of Choice through increased traffic. The Peterkort corporation forced out Albertsons by doubling the rent. This was a family favorite store for many. Installing adequate sidewalks and traffic flow, street widening and safety measures to keep Cedar Hills and Barnes road flowing clearly and safely are a high priority to reduce negative impacts from the high traffic introduced. Prompt completion of safe, accessible, right of way, pedestrian access is very important. People need access to the Max. How about inviting parking in the old Albertson's while that store is empty? Widening roads and adding traffic control tools as needed will also go a long way to reducing the impact on the roads.
Warren Mitchell	Portland, OR	2015-12-02	IF THEY CAN'T ACCOMPLISH THIS DURING THE TIME FRAME ALLOCATED ~ NEW PUBLIC HEARINGS ARE NECESSARY
James Pollock	Beaverton, OR	2015-12-02	We have lived here over 35 years and almost never use the Cedar Hills Blvd exit because its the most unsafe exit in the metro area.
Martha Moyer	Portland, OR	2015-12-02	The developer should be conditioned to take care of these things.
Brian Novick	Portland, OR	2015-12-02	I have almost been hit and seriously injured from drivers exiting 26. I find it a serious safety issue that nothing has been done. If delaying the pud means delaying a solution then I am against the delay.
Robert Hetzer	Portland, OR	2015-12-02	I'm signing because of concern with the lack of sidewalks and existing problems with the US 26 off ramp access to Cedar Hills Blvd.. Egress from St. Vincent's Sunset clinic to Barnes Road is extremely difficult and hazardous.
Jeff Hollister	Portland, OR	2015-12-02	It is important to address gaps in this roadway to protect all bikers and pedestrians that are at risk of injury each and every day a solution to these problems are delayed.
Neil Hefty	Portland, OR	2015-12-02	I'm a resudent
Jayne Wendland	Portland, OR	2015-12-02	The infrastructure of this future development needs to be established before any considerations for future planning are approved. Oregon has established a history of allowing developers to build new developments without baring any of the cost. Only to leave the burden at the taxpayers expense down the road. It's time to place the burden of cost and planning back on the developers.
tamiko warren	Portland, OR	2015-12-02	Current inadequate pedestrian walkways in and around Cedar Hills Bv/Barnes Rd
Heather Sorensen	Portland, OR	2015-12-02	We need safe walking access in this increasingly busy neighborhood. Please do not delay!
Chris Jaworski	Portland, United States Minor Outlying Islands	2015-12-02	It goes without saying that pedestrian, bicycle, and automotive improvements must be improved north of Butner and south of Barnes in the development area. Let's not mess up the opportunity to do great development like has taken place elsewhere in the Portland region.
Michelle Navarro	Portland, OR	2015-12-02	I want the trail and trees protected as well as the sidewalk situation addressed.
Curt Jantz	Portland, OR	2015-12-02	Sidewalks are needed! Dangerous. Kids/adults forced to walk in bike paths and fields.
Norvelle Geiger	Portland, OR	2015-12-02	The eastbound entry to Hwy 26 could be made more user friendly if there would be a roundabout on Cedar Hills Blvd at or near the entrance so traffic in the 26 offramp could access Cedar Mill Blvd more easily and traffic on Cedar Mill Blvd could proceed without long left turn wait and being obstacles to those coming off 26. And, protecting areas that have been wetland mitigation for other Peterkort projects.

Name	Location	Date	Comment
Mary Cottle	Portland, OR	2015-12-02	I believe that development should be a positive force in a neighborhood. Sidewalks and trails need to be maintained. Residents should benefit by this, not suffer negative impacts.
Christine Campbell	Portland, OR	2015-12-02	These are big safety issues. No sidewalks from the transit center on Barnes Rd is a disaster waiting to happen. No traffic light at Cedar Hills Crossing must be addressed before passengers are killed.
Deb Hendrix	Portland, OR	2015-12-02	I'm concerned that the concerns of existing residents will not be considered.
Lydia Boswell	Portland, OR	2015-12-02	I agree with the concerns expressed in this petition and the concerns expressed by those who have signed it.
Leland Ashworth	PORTLAND, OR	2015-12-02	There is too much traffic as it is. But I guess money talks. Isn't this where we stopped Walmart?
E. Novick	Portland, OR	2015-12-02	Fixing the 26 off ramp at Barnes Rd. cannot wait. It is dangerous. The ridiculous wait to get off, even during non-peak hours also impacts traffic; I very rarely get off at that exit, even though that should be the most convenient exit for me, and use Murray or Park instead. Novick
Peri Periakaruppan	Portland, OR	2015-12-02	Infrastructure is needed before development. That is what makes a forward city different from a backward one!
paulette hanchett	Portland, OR	2015-12-02	We don't have the infrastructure to support this
Evelyn Shoop	Portland, OR	2015-12-02	What will the city do to add incentives to walk or ride transportation to and from the new development given that this is a transit-oriented district and Metro's goals include reducing car trips? The Peterkort developments have resulted in strip mall designs that marginalize pedestrians. Though my family lives within a mile of current and planned developments, the lack of meaningful pedestrian access and the need for pedestrians to cross over five-to-seven lane roads and then walk through parking lots leaves me asking for more from both Beaverton and Washington County planning commissions. Please create and widen sidewalks and crosswalks, maintain regional trails, provide meaningful wheelchair and stroller access, and develop sidewalk and street-facing shopping, instead of parking-lot facing. Thank you so much for your work on this issue!
Andy Nordhoff	Portland, OR	2015-12-02	Safe sidewalks save lives.
Nicole Chamberlin	Portland, OR	2015-12-02	I drive by the hwy 26 e bound off ramp onto cedar hills daily. It is a death trap. I see people turn illegally almost daily. This needs to be fixed before adding more people with more cars. The safety of people needs to come before developer profit!
Clay Atkins	Portland, OR	2015-12-02	Myself and my family live in the Torreyview neighborhood and regularly walk to Sunset TC and St. Vincent hospital complex using the trail and roads/sidewalks. Sidewalks are needed for safety especially in our wet, early darkness winter months! I have used the trail for over 10 years now walking to Sunset TC and St. Vincent.
Claudine Wilson	Portland, OR	2015-12-02	We need a traffic light off US 26 ramp at Cedar Hills Blvd and sidewalks along Barnes Road that allow pedestrians safer access to local destinations.
marlene weil-perez	Portland, OR	2015-12-02	cedar hills exits are very dangerous already-and the impact of more homes and business will extremely add to the problem
Elissa Ryan Morris	Portland, OR	2015-12-02	I'm a very concerned resident of Cedar Mill.

Name	Location	Date	Comment
Jeanne Patterson	Portland, OR	2015-12-02	I agree with the concerns stated. Sunset Transit Center has inadequate parking for current use. Further development will add to the burden. many people now must opt to travel by car due to growing inaccessibility of transit. As a healthcare professional, I can see the need for sidewalks as high priority safety issue - especially during the dark and rainy winter season. Going through open fields and parking lots is a big concern. Sunset TC has had criminal incidents due to the lack of security and safety. Automobil vandalism, loitering and predatory opportunities require mitigation and vigilance.
Russell sharonrussell01@yahoo. com	Portland, OR	2015-12-02	Random county decisions have a negative impact on more than they help
Gabriel Granett Granett	Portland, OR	2015-12-02	Pedestrian safety and convenience are very important especially as areas get more dense and traffic gets worse.
Dan Salzer	Portland, OR	2015-12-02	I'm concerned about pedestrian safety issues getting to and from the Sunset light rail station along Barnes Road and support safe pedestrian access to Barnes Road from the West Haven neighborhood
Vibeke Klocke	Portland, OR	2015-12-02	We need updated infrastructure in the surrounding area to support any development at the Peterkort land.
Gail Durham	Portland, OR	2015-12-02	Peterkort needs to be held accountable to the community. Sidewalks and pathways are important and not trivial.
richard whitton	portland, OR	2015-12-02	I'm signing because I am concerned about the the negative impact on the the area's traffic and safety.
Susan Brock	Portland, OR	2015-12-02	I live in Cedar Hills just off of Barnes Road and Cedar Hills Boulevard. Over the years I have seen an increase in traffic with little concern about those on foot or on a bicycle. (Remember Walmart?) We need more sidewalks in this area to join neighborhoods and increase walkability.
Carole Pool	Portland, OR	2015-12-02	I have lived in this region for 40 plus years. I would like to see thoughtful planning that takes the needs of ordinary citizens into consideration.
Michelle Kime	Portland, OR	2015-12-02	Beaverton is allowing Peterkort to destroy our neighborhood and quality of life as homeowners with total disregard to the impact these changes have on local residents.
Steve Williams	Portland, OR	2015-12-02	I'm signing because I'm a concerned citizen of Cedar Mill, living up the 113th Street hill. I pass through this area daily. I'm concerned that future development needs to take into account being consistent with the character of the neighborhood. Too much development in the past, either planned or already done has not preserved the flavor of the area into which we moved.
Kimberly Harr	Portland, OR	2015-12-02	I live in Cedar Mill and have watched accident after accident at Cedar Hills offramp. We need a plan for the future!
Robin Sherwin	Portland, OR	2015-12-02	Over development and lack of planning are strangling Cedar Mill. We need better planning to move cars and people, not just construction of houses, schools and stores.
Al Gabel	Portland, OR	2015-12-02	Traveling east I take the Cedar Hills Blvd exit off of Hwy 26, and it is a mess. You cannot delay fixing that.

Name	Location	Date	Comment
Jennie Jensen	Portland, OR	2015-12-02	I am signing this petition because I am extremely concerned about the overdevelopment, safety and increased traffic this will add to the community. There are already safety concerns regarding lack of sidewalks and the dangerous off ramp from 26 onto cedar hills blvd. the traffic along cedar hills blvd, barnes road, Cornell road and Walker road are already extremely congested, especially at peak hours. I feel this development will be a detriment to the community by increasing traffic, decreased safety, and overcrowding. This will also overwhelm our schools. Please considering the community that would be greatly impacted by such a development.
Dwight Stone	Portland, OR	2015-12-02	I used the 95th trail daily to go to work when I worked downtown, and my son still uses it to go to PSU. When we go to the airport or receive guests from the airport we often just walk to and from the Sunset Transit center on the 95th path. Without this path we would be forced to use our car.
Kami Hanchett	Portland, OR	2015-12-02	The eastbound Cedar Hills Blvd exit is a complete cluster and very dangerous. With the increasing housing and businesses already in, and plans to increase further, there needs to be a solution.
Janice Beadles	Portland, OR	2015-12-02	The safety needs of the area (eastbound Cedar Hills exit, sidewalks on Barnes and Cedar Hills Blvd) need to be a priority BEFORE all this new development happens.
Lark Brandt	Hillsboro, OR	2015-12-02	As usual, WashCo "leadership" is not listening to the people.
Carole Long	Portland, OR	2015-12-02	The traffic in the area is already bad. Many new developments are planned North of Cornell Road and on Thompson Road, all those cars will be going through that intersection to get on Highway 26, it will be gridlock constantly.
Antonio Cervantes	Portland, OR	2015-12-02	Antonio Cervantes
Carol Kirkbride	Portland, OR	2015-12-02	I'm signing this petition because I have concerns about this development near the Peterkort Shopping Center. The US 26 eastbound offramp-intersection at Cedar Hills Blvd. needs to be addressed. It is currently nearly impossible to exit there and plan on turning to the North. I can't imagine how it would be with all of the additional traffic if it is left as is. There also needs to be sidewalks all the way from beyond Cedar Hills Blvd. to the West extending continuously down towards St Vincent Hospital. If all of that acreage is going to be built out there needs to be sidewalks. Also, for years, the neighborhoods to the North of St. Vincent Hospital have used the community trail to walk to Max and shopping. This needs to be kept available. It allows those of us who use it to not use our cars and jam up the roads and parking lots. I think there are quite a few of us who do use it. I often see others using it when I am using it. Keeping the use of cars down is especially important if all this acreage is going to be built out adding many many more cars to the roads. We need to keep this public access easement open to the public.

Name	Location	Date	Comment
J Rain	Portland, OR	2015-12-02	<p>What will the city do to add incentives to walk or ride transportation to and from the new development given that this is a transit-oriented district and Metro's goals include reducing car trips? The Peterkort developments have resulted in strip mall designs that marginalize pedestrians. Though my family lives within a mile of current and planned developments, the lack of meaningful pedestrian access and the need for pedestrians to cross over five-to-seven lane roads and then walk through parking lots leaves me asking for more from both Beaverton and Washington County planning commissions.</p> <p>Please create and widen sidewalks and crosswalks, maintain regional trails, provide meaningful wheelchair and stroller access, and develop sidewalk and street-facing shopping, instead of parking-lot facing.</p> <p>Thank you so much for your work on this issue!</p>
Susanne Orlich	Portland, OR	2015-12-02	Until 2013 we were residents of Cedar Hill, know this area well and think, our former follow residents need every help they can get.
Wendy Squires	Portland, OR	2015-12-02	I am concerned about the traffic situation. The offramp is very dangerous without a traffic control device. I am in favor of walking trails and sidewalks.
David F Keyes	Portland, OR	2015-12-02	Why is Peterkort closing the West Haven Trail. We need more trails!
Aaron Humphrey	Beaverton, OR	2015-12-02	Sidewalks. Off ramp.
James Ellis	Beaverton, OR	2015-12-02	I shouldn't have to instruct my driving teenage daughter to avoid the 26E off ramp at Cedar Hills because it is not safe. But that's exactly what I did. I don't use it either. It's not safe!
Linda Roth	Portland, OR	2015-12-02	Sidewalks and Trail Access are important!
Sherie Briggs	Portland, OR	2015-12-02	I'm signing because I'm concerned about the lack of sidewalks and the lack of a traffic signal for the 26 eastbound cars. We should not delay this any further as both are safety hazards.
Keith Briggs	Portland, OR	2015-12-02	The off ramp is a major problem. Sidewalks are needed badly.
Steven Matthews	Portland, OR	2015-12-02	No analysis of traffic was made along NW 101st Avenue which will become a cut through for drivers trying to reach Cornell. This road is nominally 25mph and use as a cut through will jeopardise safety for residents and for the child day care centers on Leahy west of 101st.
Theresa bean	Beaverton, OR	2015-12-02	Theresa I bean
CINDY HAYES	Portland, OR	2015-12-02	I'm signing because the roads are already congested during commute hours, and inadequate parking spots at Sunset TC.
Minnie Stoumbaugh	Beaverton, OR	2015-12-02	The timing seems poor as not all is prepared.

EXHIBIT 1.3

To: City Of Beaverton, Facilities Review Committee
Planning Division, Director
12725 SW Millikan Way
Beaverton, OR 97076

RECEIVED

DEC 02 2015

From: Bruce Bartlett
Chair, Citizen Participation Organization #1 Cedar Mill/Cedar Hills
503-706-6389
bonnyslopemayor@gmail.com

City of Beaverton
Planning Services

Date: 2 December 2015

RE: City of Beaverton Case File EXT2015-0004
Sunset Station & Barnes Road PUD Extension Application Conditions of Approval Request

Dear Beaverton Facilities Review Committee and Planning Division Director,

In 2014, the City of Beaverton approved a Planned Unit Development (PUD) application from Peterkort Company, which is now asking the City to approve an extension of the application for two years.

At our 24 November 2015 meeting, CPO 1 members were informed of, and discussed some details of the application. We became concerned about several issues related to the extension: actions taken by the Peterkort Co. to eliminate access to the historic community trail between the West Haven neighborhood and Barnes Road leading to the Sunset Transit Center; the US Hwy 26 eastbound off-ramp to Cedar Hills Blvd.; and the lack of continuous sidewalks on NW Barnes Rd.

At that meeting, CPO 1 members voted 14-0 in favor of submitting this letter.

A pedestrian trail has connected the West Haven neighborhood via 95th Ave to Barnes Road (the "95th Avenue Trail") for many years. The trail allows West Haven residents to efficiently walk to the Sunset Transit Center and keeps many cars off the road and out of the over-used STC parking lot. Unfortunately, Peterkort Co. has recently posted "No Trespassing" signs and fenced off the southern end of the trail in an attempt to prevent public access. The community is concerned about the detrimental impacts of this action on active transportation and transit use throughout the region. In addition, neighbors are concerned that the Peterkort Co. is infringing upon public prescriptive easement rights that have been established through decades of continuous trail use. Therefore, we ask that the applicant be conditioned to maintain access to this important trail.

Next, CPO 1 members believe that it is important that sidewalks are built to fill in the gaps on Barnes between St. Vincent Hospital and the Sunset Transit Center, and the gap west of Cedar Hills Blvd. We ask that the applicant be conditioned to build these sidewalks in the initial phase of the project.

We recognize that the condition of the eastbound off-ramp from Hwy US26 to Cedar Hills Blvd. is a long-standing problem and requires the cooperation of several jurisdictions to resolve. We ask that reasonable conditions be included in the approval of the project extension.

Sincerely,



Bruce Bartlett on behalf of CPO 1

EXHIBIT 1.4

RECEIVED

DEC 02 2015

11/30/2015

City of Beaverton
Planning Services

Dear Beaverton Facilities Review Committee and Planning Director,

I am writing to appeal for all assistance in maintaining access to the 95th Ave Regional Trail during your consideration of the Sunset Station and Barnes Road PUD Extension application (City of Beaverton Case File EXT2015-0004).

This trail serves an important purpose in allowing foot traffic from the neighborhood to the Providence St. Vincent Medical Center, the MAX Sunset Transit Center, and Barnes Road in general. Until recently, I personally commuted along this trail daily, on my way to work at St. Vincent's, where I am a staff physician. On multiple occasions, access to this trail has been the sole reason that I have been able to report to work. I have even become the default practice backup physician when others are unable to reach the hospital due to inclement weather. I also used the trail in walking with my children to daycare at the medical center for six years, and I know others do as well.

The trail has been used by my neighbors for generations, and I have personally used it for seven years. Access to the trail played a real part in my decision to move to my current house. If the trail is blocked, I am forced to drive to work, contributing to pollution and crowded streets and parking lots, instead of taking the carbon-free and exercise-allowing hike twice a day. Many of my neighbors do not even have the option of driving instead of walking, and there is no realistic alternative route by foot. Curiously, even Google believes this trail is the right way for me to commute—a Google maps route search recommends I follow the trail route (0.7 miles) rather than the road route (1.8 miles).

I ask you to recognize the longstanding importance of this path to the community and the benefits of its free use to the city as a whole. This includes protecting the existing trail and ensuring that recent attempts to block the trail do not continue in the future.

Best regards,



Patrick Gaston, MD
9690 SW Spring Crest Dr.
Portland, OR 97225
503-901-9976

City Of Beaverton
Facilities Review Committee
Planning Division, Director
12725 SW Milikan Way
Beaverton, OR 97076

RECEIVED November 23, 2015

DEC 02 2015

City of Beaverton
Planning Services

RE: City of Beaverton Case File EXT2015-0004
Sunset Station & Barnes Road PUD Extension Application Conditions of Approval Request

Dear Beaverton Facilities Review Committee and Planning Division Director,

We note that the applicant for Conditional Use-PUD (file # CU2013-003) development at Sunset Station and SW Barnes Road is seeking to extend the expiration date of its approval (EXT2015-0004). Under section 50.93.6.B of the Development Code, in order to receive an extension, the applicant must demonstrate that "there has been no change in circumstance or the applicable regulations or Statutes likely to necessitate modification of the decision or conditions of approval since the effective date of the decision..." (Appendix A). In this case, there have been changes in both circumstances and regulations that significantly impact the decision. Therefore, an extension should not be granted unless the conditions of approval are modified to adequately address the relevant changes.

First, transportation impacts in the City of Beaverton and unincorporated Washington County were fundamental considerations during the approval process for the applicant's Conditional Use-PUD. Therefore, the City must now consider the 2014 TSP Update that recognized the 95th Ave Trail as a Regional Trail (see Appendix C). In doing so, the City should recognize and protect the trail in the conditions of approval as an essential link to transit and the Regional Trail System.

Second, the City must consider paragraph 501-7.1.B of Washington County's recently adopted A-Engrossed Ordinance No. 799, which states that Regional Trails identified on the TSP Pedestrian System map are Essential Services, on par with collectors, arterials, and state highways (see Appendix B). The Essential Service designation is applicable to the 95th Ave Regional Trail and right-of-way between the Transit Oriented Westhaven neighborhood, the surrounding Pedestrian District, and Sunset Transit Station (see Appendix C & D). Therefore, the Traffic Impact Analysis that was conducted along collectors, arterials, and state highways should be updated to also cover essential pedestrian access. In addition, the conditions of approval must be modified to reflect the essential nature of the 95th Ave Regional Trail and ensure full access to it and other pedestrian services. Among other impacts, failure to consider and protect essential pedestrian services would undermine previous Traffic Impact Analyses for the Barnes Road vicinity.

Third, the City should consider the applicant's repeated attempts to block the 95th Ave Regional Trail with fences and signs (see Figures 2). If the applicant is allowed to block essential pedestrian services such as the 95th Ave Regional Trail during project extensions, it would compromise the active transportation and transit use of members of the Transit Oriented community for years to come. Without the 95th Ave Regional Trail, the walking distance from Westhaven's TO designated Pedestrian District to Sunset Transit Station would increase from a short nature walk to a trek that is miles long (see Figure 1). This would significantly reduce the Transit Oriented community's ability to access Sunset Transit Station, negatively impact the station's functionality, and undermine previous Traffic Impact Analyses for the Barnes Road vicinity. Furthermore, auto impacts would increase throughout the region due to decreased

pedestrian access and higher demand on Sunset Transit Station's already over-burdened parking facility. The applicant's actions also threaten to compromise the success of State, Regional, County, and City policies and goals that seek to increase active transportation, reduce VMT, reduce auto-related climate change impacts, and improve public health. Therefore, the conditions of approval should be modified to require the applicant to protect the 95th Ave Regional Trail and enhance pedestrian access to transit in the Transit Oriented community.

Fourth, the facts and history surrounding the 95th Ave Regional Trail demonstrate that the trail runs along a well-established public trail corridor that may be subject to the common law doctrine of prescription. In particular, the public corridor is supported by generations of continuous, open, and uninterrupted use of the trail by the public. Public use of the trail has been well-documented, particularly over the past 17 years since Sunset Transit Station opened in 1998. The fact that public use continues despite repeated attempts by the applicant to block the path reaffirms the public's long-held use rights.

Fifth, the points listed above are not affected by the fact that the 95th Ave Regional Trail is located immediately adjacent to the PUD rather than within the development. In fact, CU2013-003 Order Approving Sunset Station & Barnes Road PUD Conditional Use (ORDER NO. 2337) already considers transportation-related requirements and impacts in both Beaverton and unincorporated Washington County, many of which fall outside the PUD. For example, Condition 2 of the approval document requires substantial investment and improvements at the intersection of Cedar Hills Boulevard and eastbound Highway 26, including widening roads, adding lanes, adding traffic signals, and constructing other transportation infrastructure. In addition, Condition 31 requires the applicant to pay \$166,500 to Washington County for improvements at the intersection of Cornell Road and Trail Street, miles away from the PUD. Other examples of approval conditions that affect areas outside the PUD include Approval Conditions 3, 4, 8, 10, 11, 12, 13, 21, 26, 27, 29, 30, and 32. In contrast to these examples, the 95th Ave Regional Trail is directly connected to the PUD and protection of its essential services would not require any immediate investment by the City or the developer.

The Interagency Government Agreement between the City of Beaverton and Washington County requires that the City acknowledge and implement this Regional Trail designation. It is appropriate and important to do so at this time because of the potential for immediate loss of essential pedestrian connectivity between Sunset Transit Station and its TO Community. Furthermore, it would be unreasonable to put off these issues for years during extensions on multiple parcels with uncertain development timing. The safety and essential service access can be addressed prior to a development application, as evidenced by the applicant's current work with the City, County, and ODOT to address safety issues at the eastbound exit of Highway 26.

In summary, the applicant's extension request requires consideration of new circumstances and regulations, such as the establishment of the 95th Ave Regional Trail, the classification of Regional Trails as Essential Services, and the applicant's efforts to block access to transit in the Transit Oriented community. Under section 50.93.6.B of the Development Code, the Facility Review Committee should not recommend approval to the Director and the Director should not approve this extension unless the following conditions of approval are revised to adequately recognize, protect, and enhance the established public use pedestrian corridor, easement and associated pedestrian services.

We respectfully request that the Facility Review Committee and the Director amend the conditions of approval to require the Applicant to:

1. Amend the originally approved development plan maps to show the 95th Ave Regional Trail.
2. Remove fencing and other obstacles from the 95th Ave Trail within 30 days in order to allow the public free passage along the pedestrian corridor.
3. Require construction of the trail to meet Regional Trail requirements in the future Sunset Station development application.

Thank you for the opportunity to comment and for your decision to protect the public access along the 95th Ave Trail for future generations.

Jake Mintz (group member)
Neighbors For Smart Growth
9849 SW Spring Crest Dr.
Portland, OR 9722

[Please see attached signature pages 10-16 for additional signees and descriptions of trail usage.]

Figure 1

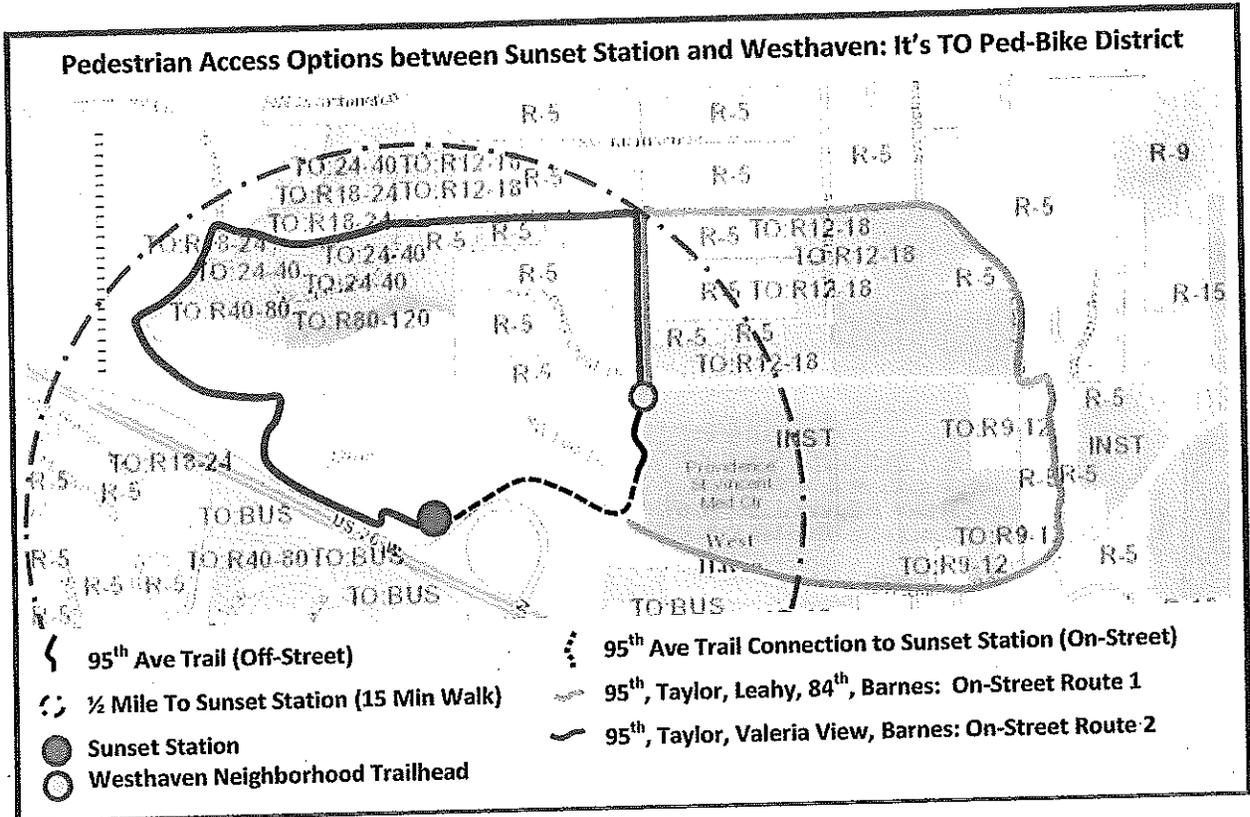


Figure 2



Appendix A



CITY OF BEAVERTON
Community Development Department
Planning Division
4755 SW Griffith Drive / PO Box 4755
Beaverton, OR, 97076
Tel: (503) 526-2420 • Fax: (503) 526-3720
www.BeavertonOregon.gov

EXTENSION OF A DECISION- SUBMITTAL CHECKLIST

PURSUANT TO SECTION 50.25.1.B OF THE DEVELOPMENT CODE, A WRITTEN STATEMENT ADDRESSING THE APPROVAL CRITERIA FOR AN APPLICATION MUST BE SUBMITTED IN ORDER FOR AN APPLICATION TO BE DEEMED COMPLETE. STATEMENTS SUCH AS "NOT APPLICABLE" OR "THE PROPOSAL WILL COMPLY WITH APPLICABLE DEVELOPMENT REGULATIONS" ARE NOT SATISFACTORY. THE WRITTEN STATEMENT MUST ADDRESS EACH CRITERION AND MUST SPECIFY IN DETAIL HOW EACH WILL BE COMPLIED WITH.

Applications to extend the expiration date of a decision may be filed only before the decision expires. An applicant for Extension of a Decision shall address compliance with all of the following Approval Criteria as specified in 50.93.6 of the Development Code. Please respond to the approval criteria below in the space provided or in a typed supplemental written statement.

1. It is not practicable to commence development within the time allowed for reasons beyond the reasonable control of the applicant.
- The PUD area is extensive, consisting of approximately 82.6 acres of undeveloped land. The PUD area is adjacent to several major transportation facilities: SW Barnes Road, SW Cedar Hills Boulevard, the Sunset Transit Center and two major freeway access points, at Highways 217 and 26 and Highway 26 at Cedar Hills Boulevard. Establishing a development plan must take into account impacts on traffic and significant offsite improvements required as conditions of approval. Since the effective date of the decision, November 5, 2013, applicant has conducted extensive work to identify the uses supported by current market conditions, the initial parcels for development, offsite improvement costs at various levels of development and onsite infrastructure requirements. Applicant has since engaged in development planning for sites targeted as initial development sites and discussions with potential partners for such development. The extent of the work necessary for this size project has made it impracticable to commence development within the time allowed in the PUD approval. Having completed much of this work, applicant is anticipating commencement of development in the foreseeable future, within the time sought in this requested extension.
2. There has been no change in circumstances or the applicable regulations or Statutes likely to necessitate modification of the decision or conditions of approval since the effective date of the decision for which the extension is sought.
- Applicant is not aware of any applicable ordinance, regulation or statute that has changed since the effective date of the decision that would require modification of the land use decision or the conditions of approval.
3. The previously approved land use decision is not being modified in design, use, or conditions of approval.
- No modifications to the land use decision or PUD are being requested in this request for extension.

Appendix B

A-Engrossed Ordinance No. 799
Exhibit 8
August 25, 2015
Page 2 of 25

provided that the negative effects could be avoided with a comprehensive public roadway improvement project on the subject road, designed and constructed in accordance with the Washington County Transportation System Plan and Road Design and Construction Standards.

501-6.6 Notwithstanding the provisions of this Section 501-6, all new construction and expansion of the existing structures shall pay the Transportation Development Tax, except as provided in the Transportation Development Tax Ordinance (Ordinance 691 as amended). No exception to the Transportation Development Tax shall be granted except as provided in the Transportation Development Tax Ordinance.

501-7 Levels of Public Facilities and Services

501-7.1 Implementation strategies of the Comprehensive Plan have placed Public Facilities and Services into three (3) categories for development:

- A. **Critical Services.** Public water, public sewer, fire protection, drainage and access on Local and Neighborhood Route roads;
- B. **Essential Services.** Schools, Arterial (including State highways) and Collector roads, Regional Trails identified on the Transportation System Plan Pedestrian System map, transit improvements, police protection, street lighting and on-site pedestrian and bicycle facilities in the public right-of-way; and
- C. **Desirable Services.** Public transportation service, parks, traffic calming devices, mid-block crossings, Community Trails identified on the Transportation System Plan Pedestrian System Map, Special Area Trails, Pedestrian Connectivity Areas identified on the Community Plans and off-site pedestrian and bicycle facilities, bicycle facilities and off-site pedestrian facilities, including off-street trails identified on the Transportation Plan Trails and Pedestrian System map, off-street pathways, Special Area Trails and Pedestrian Connectivity Areas identified on the Community Plans.

501-8 Standards for Development

501-8.1 Critical Services

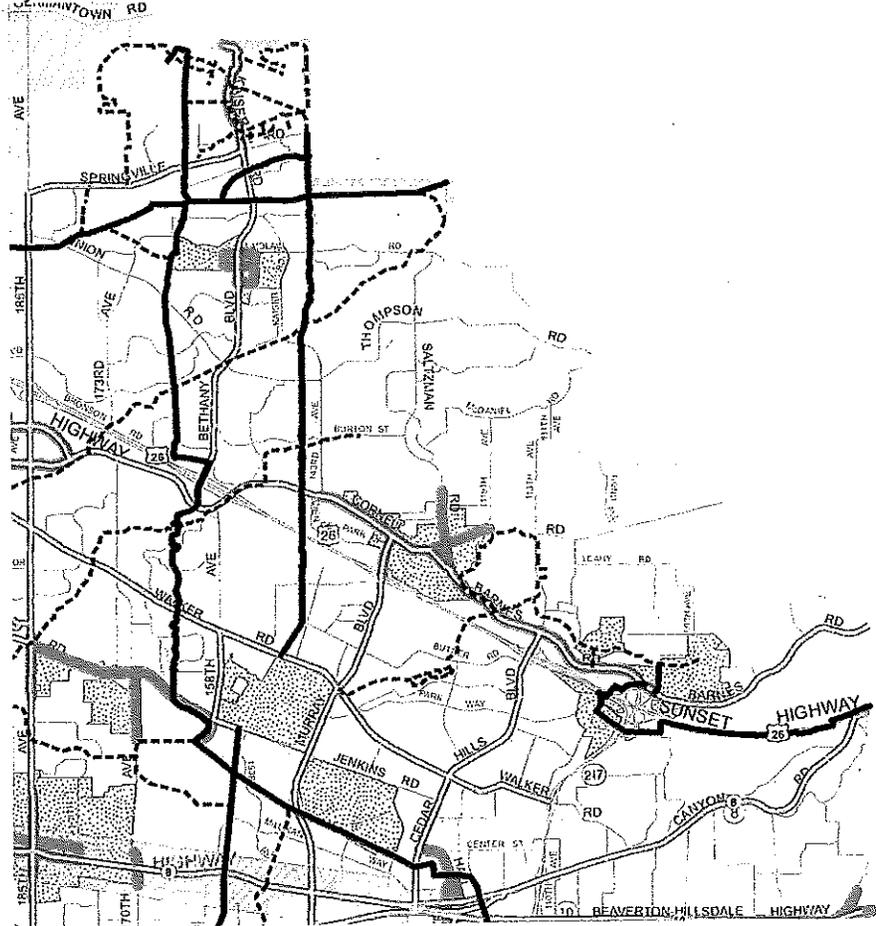
- B. No development shall be approved without an adequate level of access to the proposed development in place or assured at the time of occupancy, with "adequate" defined for critical road services as:

abcdef Proposed additions
abedef Proposed deletions

Appendix C

A-Engrossed Ordinance No. 783
 Exhibit 4
 August 26, 2014
 Page 11 of 40

The Pedestrian System Map 4 of 8 is incorporated into the Washington County Transportation System Plan:



- Regional Trail Existing/Proposed
- - -** Community Trail Existing/Proposed
- Pedestrian Parkway
- ▨** Streetscope Overlay
- ▨** Pedestrian/Bicycle District
- ▨** Regional Trail Refinement Area

Features on this map are shown in bold solid, dashed or patterned lines; as displayed in the legend. Other features shown are for reference only, and are not affected by this exhibit.

For proposed regional and community trails identified, refer to community plan and/or trail master plan documents to determine additional details regarding specific trail alignment.

abcdef Proposed additions
~~abcdef~~ Proposed deletions

City of Beaverton Case file EXT2015-0004
 Sunset Station & Barnes Road PUD Extension Application Conditions of Approval Request
 Letter Signature Page(s)

Name	Address	Phone	Email	Signature	" 12/23/15
DAPHNE TRAFS	9535 SW WASHINGTON ST	503 203 8046	dummondka@aol.com	<i>[Signature]</i>	
Greg Mintz	9849 SW Spring Crest Dr	503-297-7909	gregmintz@gmail.com	<i>[Signature]</i>	
Shirley Kubler	9185 SW Taylor St	503 297 3042	shirley@kubler-ferns.com	<i>[Signature]</i>	
GARY HARGRETT	9795 SW Taylor	503-292-4763	ghargr12@gmail.com	<i>[Signature]</i>	
CATHERINE YANE	9330 TAYLOR	503-527-8880	gkimer@yahoo.com	<i>[Signature]</i>	
VALEO KEETE	9543 SW SPRINGCREST DR		v50508@comcast.net	<i>[Signature]</i>	
DONOVAN FRASER	" " "	" " "	DONOVANFRASER@comcast.net	<i>[Signature]</i>	
Daniel N. Allen	7255 W Blumside St	971-888-1670	dna1267@gmail.com	<i>[Signature]</i>	
Betsy Ptak	9705 SW Spring Crest Dr	503-292-2144	betsyptak@gmail.com	<i>[Signature]</i>	
LINDY CARNEY	9751 SW Brookside Dr	503-319-6666	CARNEYLINDY@GMAIL.COM	<i>[Signature]</i>	

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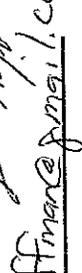
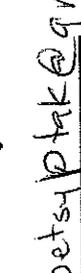
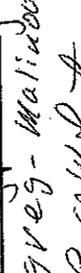
Name	Address	Phone	Email	Signature	11/23/15
Charles Flaxel	9580 Sw Westhaven Dr.	503-314-3841	Charles@ MoonCreekYards.com		
Nancy Myers	9855 SW Morrison	503 297-6322	nmyers-pdx@ yahoo.com		
Lee Rosenbaum	9675 SW Springcrest	503 297 3065	lgro@ieee.org		
Erik Mace Evelyn Sharp Mathew	9432 SW Leathen Dr 345 NW 95th Ave Portland, OR 97229	503-265-8155 718-772-2350	elomace@gmail.com evshoop@yahoo.com		
OLAF NIELSEN	790 NW 90th Pl.	503 297 9587	olaf.nielsen@comcast.net		

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Name	Address	Phone	Email	Signature	Date
B Joan SIFFERLE	9312 SW Salmon	503-292-2255	joan@sifferte.net	<i>[Handwritten Signature]</i>	11/23/15
William G. Sifferte	same			<i>[Handwritten Signature]</i>	
Robert W. Coffin	65 SW 93 Ave	503-242-9338	robertw@coffin.com	<i>[Handwritten Signature]</i>	
Shirley A. Coffin	65 SW 93rd Ave	503-292-9338		<i>[Handwritten Signature]</i>	
Jake Mintz	9849 SW Spring Crest D.	503-260-2006	Portland OR 97225	<i>[Handwritten Signature]</i>	

Westhaven Neighborhood Meeting Sign In Sheet (11-23-15)

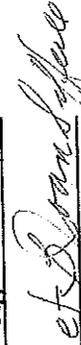
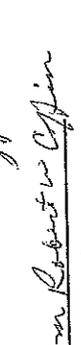
95th Ave Trail Rights

Name	Address	Phone	Email	Signature
Charles Flavel	9580 Sw Westlaker Dr	503-314-3841	Meencreek@gmail.com	
Bill + Joan Sifferke	9312 SW Salmon	503-292-2255	Joan@sifferte.net	
Dwight Stone	195 NW 95 th Ave	503-312-3399	dwrights@gmail.com	
Dominique Hoffman	7601 NW Leahy Rd, #100	919-619-4359	dominique.hoffman@gmail.com	
Elizabeth Flak	9705 SW Spring Crest Drive	503-292-2144	betsyptk@gmail.com	
Greg Malenich	138450 NW Springville Ln	503-367-1983	greg-malencski@comcast.net	
Greg Mintz	9849 SW Spring Crest Dr	503-277-7949	gregmintz@gmail.com	

Sunset Station & Barnes Road PUD Extension Application Conditions of Approval Request
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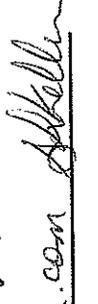
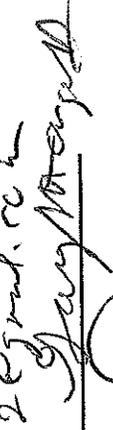
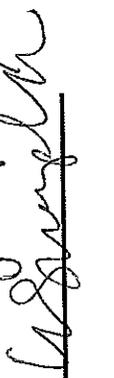
Name	Address	Phone	Email	Signature	Date
JEAN SINGER	810 SW VIEWPOINT DR		JEANSINGERC@HOTMAIL.COM		11/29/15
Jennifer Ager	9240 NW Cedar Ct		jenniferager@gmail.com		11/29/15

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Sunset Station & Barnes Road PUD Extension Application Conditions of Approval Request
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Name	Address	Phone	Email	Signature	Date
JOAN SIFFERLE	9317 SW Salem	503-292-2255	siffle.net		11/23/15
William G Sifferle	same				
Robert W. Coffin	65 SW 93 Ave	503-264-9338	robertwcoffin@gmail.com		
Shirley A. Coffin	65 SW 93rd Ave	503-242-9358			
Jake Murtz	9849 SW Spring Crest D.	503-260-2000			
	Beaverton OR 97225				

Westhaven Neighborhood Meeting Sign In Sheet (11-23-15)

95th Ave Trail Rights

Name	Address	Phone	Email	Signature
Valerie O'Keefe	9543 SW Spring Crest Dr.		vjo508@comcast.net	
Shirley + Bob Coffin	65 SW 93rd Ave.		coffin@europa.com	
Lee Rosenbaum	9675 SW Springcrest		lg@ieee.org	
Sharon Jancot + Shirley Keller	9185 SW Taylor		shirley@keller-fan.com	
Janette Henderson	725 SW 95th		ANGELT00@COMCAST.NET	
John & Sue Marsh	670 SW 95th		S.Marsh@comcast.net	
Gary Hargrett	9795 SW Taylor		503-292-4765	
Daniel N. Allen	2255 W Burnside St #203 Pdx 97210			
Nancy Myers	9855 SW Morrison		Portland	
Evelyn Snow Mathew	345 NW 95th Ave	7187722350		

Westhaven Neighborhood Meeting Sign In Sheet (11-23-15)

95th Ave Trail Rights

Name	Address	Phone	Email	Signature
GREGORY KANE	1530 SW Taylor	503 477 8680	gkane@ybor.com	
Erik Mage	9432 SW Westman	503 265 8159	ebmace@gnail.com	
Nicole VanDerHeyden	195 NW 95th	Portland	Portland, OR	
Jake Mintz	9849 SW Spring Crest Dr.	Portland, OR		
				

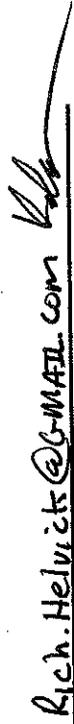
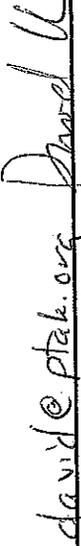
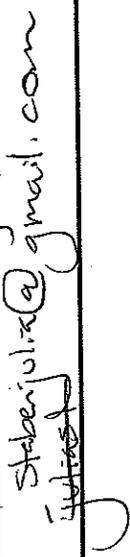
95th Ave Trail and Prescriptive Easement

The 95th Ave Trail on the eastern property line of 9701 SW Barnes Road, Portland, OR 97225, is an essential pedestrian link between the Transit Oriented Westhaven Neighborhood and the Sunset Transit Station that the Transit Oriented designation was developed to serve.

The Westhaven community has openly and continuously used the 95th Ave Trail for generations in order to access medical services, attend school, commute to work, and access adjacent communities. This use created a well-established prescriptive easement. We demand that all attempts to block or otherwise discourage pedestrian access along this public thoroughfare be curtailed immediately. In particular, we demand the removal (within one week) of the fence that was recently built across the trail at the east end of the NW Gastroenterology Center at 9710 SW Barnes Road.

Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
Ent Mice	access to center daily school commute recreation hiking	to get to appointments down town instead of driving	2003	
Evelyn Shoop Mathew	Walk to doctor	weekdays A few times per year	2012	W. Shoop Mathew 11/23/2015

City of Beaverton Case file EXT2015-0004
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 Letter Signature Page(s)

Name	Address	Phone	Email	Signature
Kathleen Moon	9950 SW 2 nd Springcrest	503-705-1417	KMOON34@ yelp.com	
Mike Moon	11 503-512-7405			
Stewart Moon	u 9890 SW Springcrest PM Portland OR	905-420-9444	CEPW.PUBLIC.MEREDITH @gmail.com	
Jordan Meredith	9890 SW Springcrest Dr. Portland OR 97225	971-804-3365	Sarah.Meredith@pc.edu	
Sarah Meredith	9880 SW Springcrest Dr. Portland OR 97225	971 678 0166		
Dierdre Forbes	9801 SW Spring Crest Dr AUGOR 97225	503-421-0407	geewhiz384@aol.com	
SUSAN CHOW	9775 SW SPRING CREST DR	503-296-0593	SUSANCHOW1@GMAIL.COM	
Richard Helvick	" "	" "	Rich.Helvicks@GMAIL.COM	
David Ptak	9705 SW Spring Crest Dr		David@ptak.org	
Julia Staben	9655 SW Spring Crest Dr.		stabenjulix@gmail.com	

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Name	Address	Phone	Email	Signature
JAMES FOREY	9798 SW BROOKSIDE DR			
Tracy rChoi	9822 SW Brookside			
MARTHA ANN MEREDITH	9880 S.W. SPRING CREST DR			
DANIEL J. OKAPAL	9957 SW Spring Crest Dr Portland OR 97225			
Mary Okapal	9957 SW Spring Crest Dr. Portland OR 97225			Mary Okapal
Christie C Furrer	9957 SW Spring Crest Dr. Portland, OR 97225			
				

Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
ERIC J. THOMPSON	access to hospital, also to public trails	2x per week	1993	Eric J. Thompson
PHYLLIS A THOMPSON	port access to public transport	≈ 1x/wk	1993	Phyllis Thompson
Debbie Ebert	Access to Cedar Hills to school, light rail	once in a while	2006	Debbie Ebert
DOUG EBERT	ACCESS TO CEDAR HILLS LIGHT RAIL	1 per month	2006	K. D. Ebert
Alec Ebert	Access to light rail	once in a while	2006	Alec Ebert
Will Ebert	Access to school and light rail	once a month	2000	Will Ebert
GAIL MURPHY	access to light rail	3x/wk 1996- 2007 4x/mo now	1985	Gail Murphy
Paul Richardson	access to light rail	once a week	1982	Paul Richardson
Lara Richardson	access to light rail	often	1985	Lara Richardson
Meara Murphy	access to light rail	1x mo	1988	Meara Murphy
Allan Olsen	Hiking Mountain Biking	weekly	1980	Green Olsen
Guybe Olsen	walking to work at St. Louis Park	1x mo	1989	Guybe Olsen

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NAME ADDRESS PHONE DEC. 02 2015 EMAIL SIGNATURE

DeWaco B. Mason 9601 NW Leachy Rd #309 503 296-7249 City of Beaverton Planning Services @ Council. Org

Dominique Hoffman 9601 NW Leachy Rd #100 503 296-7249 A Hoffman

Helen Spector 9601 NW Leachy 309 503 296-7248 helen94611 @ Gmail, com Helen R. Spector

Sandy Bevenson 9601 NW Leachy 306 503 292-1905 integratepassion@gmail.com S Bevenson

Angela Stevens 9601 NW Leachy Rd Unit 310 503 847-1777 angie.stevens@gmail.com J. Stevens
LEDICE NASLUND 9601 NW Leachy Rd #212 503 838-0657 ledice.naslund@gmail.com J. Naslund

Juan Delmonico 9601 NW Leachy Rd 306 503 758-8304 jandedelmonico@gmail.com J Delmonico

John Casey 9601 NW Leachy Rd. 306 503-853-6188 John.Rio.Casey@hotmail.com John Casey

Lorraine Keller 9601 NW Leachy Rd. 309 503 292-5364 Lorraine Keller

Edward Owen 9601 NW Leachy Rd #203 503 857-2570 ted@edowenmusic.com E Owen

Adelle Hughes Brumce 9940 NW Murthead Drive Portland OR 97229 adelerocket@gmail.com Adelle Hughes

Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
Paul Foley	My family used the trail for 30 years to get to Barnes Rd for bus transport and light rail	Once a week At least	1980	
Stephano Burchfield	I've used the trail to get to Max for work downtown	4x/week	1998	Stephano Burchfield
Robert Sauer	access to Sunset TC and Catlingabel School	1x month	2004	Robert Sauer
Angela Vargas	access to Sunset TC	~ 10 years	~ 2005	Angela Vargas
Sue Laot	984 NW Leahy Rd Portland OR	horses + walked	1965	Sue Laot
David Galt	984 NW Leahy Rd Portland OR	1x/week	2010	
Susan morea	to use Sunset Transit	1x month	2012	Susan morea
Nicholas MOREA	9074 SW West Haven Dr Portland 97225	1x month	2012	
Mark Nilson	to Sunset transit to commute to PSU, Transit center is full by 6:30 AM	3x a week	2012	Mark Nilson
Maria Abad	My family use the trail for post to years, kids walk to school, transit, hospital. I also live right across from the trail and see a stream of people walking through out the days.		2004	Maria Abad

Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
Lee Rosenbaum	Transit Access	Weekly		
CINDY CARNEY	SUNSET TRANSIT Hospital Access	weekly	2008	Cindy Carney
Lee Rosenbaum	Sunset Transit	Monthly	1995	LRB
Robert W Coffin	Sunset Transit/ Cedar Hills Road	Monthly	2002	Robert W Coffin
CINDY CARNEY	MEDICAL VISITS	23x/year	2008	Cindy Carney

Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature	11/23/15
Valerie O'Keefe	Access to MAR.	2-4x	2006	<i>Valerie O'Keefe</i>	
	Grocery Access	per wk			
	DR. Office Access				
DONOVAN FRASER	Access to MAX -	2x WK	2006	<i>Donovan Fraser</i>	
	Recreational Walk				

Name

Trail Use Purpose(s)

Frequency

First Use (Year)

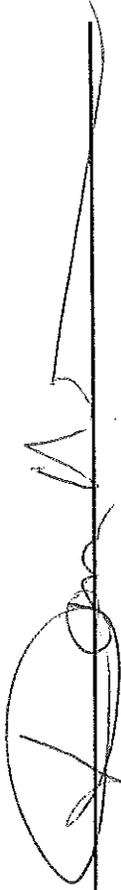
Signature

11/27/15

Daniel N. Allen
I use it for its quicker
mass transit. to us trail versus going

all the way around from Sunset Transit Center. Then
Dawn Barnes to Valeria View then to Taylor.

Then 3/4's of a ways up on Taylor to my
destination. Which is 9795 S.W. Taylor. "Gory targets
house". Using the trail saves me about
15 minutes of time. And its not as hard
on the back as well. (The frequency of my
use would be 3 times a week. There
and back.) First time I used 2008



95th Ave Trail and Prescriptive Easement

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Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
Paige Dickson	Personal recreation	monthly (spring/summer) Bi-monthly (winter)	2006	
Clay Atkins	Commute to work, Personal, recreation	weekly at the most of the year, especially when dry.	2005	

95th Ave Trail and Prescriptive Easement

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Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
Ian Swain	Get to transit station	4 days a week	Starting in '96.	Ian Swain

95th Ave Trail and Prescriptive Easement

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Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
Beverly K Heath	Tricinct Access, hospital Access	Monthly	1991	<i>Beverly K Heath</i>
Max White	MAX access, Neighborhood	Weekly	1991	<i>MM White</i>

Name	Trail Use Purpose(s)	Frequency	First Use (Year)	Signature
Charles Flaxel	access to Medical facility & MAX	1-2 x/month	2006	
Amy Flaxel	access to Dr's office & MAX	1-2 x/month	2006	
Ismael Nuñez	access to work + Max.	1-3 /month	2010	
William E. Uitz	Access to work & max every day	5x week	2015	
Eugene Carreras	access to medical facility & max	5x week	2006	
Eduardo Saldaña	work + Max	1-4 x week	2011	
Joel Nuñez	access to work + Max.	5 x week	2010	Joel Nuñez C.