



Staff Report

HEARING DATE: June 25, 2014

TO: Planning Commission

FROM: Jana Fox, Associate Planner *JF*

PROPOSAL: **Sunset View Multi-Family
DR2013-0095 / LD2013-0015 / SDM2013-0009 / TP2013-0012**

LOCATION: Map 1S105CB, Tax Lots 4800, 5000 and 5100

SUMMARY: The applicant, Pedcor Investments, requests approval for a Design Review Three by the Planning Commission for a 236 unit multi-family housing development with associated site improvements at 16251 SW Jenkins Road. The proposed units will be located in ten (10) buildings. The buildings will be a mixture of three and four-story buildings. A clubhouse and outdoor play improvements are proposed. The applicant seeks approval of a Tree Plan Two for the removal of 32 Community Trees from the site to accommodate construction. The applicant proposes a Replat for lot consolidation for the existing three lots to become one lot. A Sidewalk Design Modification is also sought for the sidewalk along SW Jenkins Road in order to retain the existing street trees in tree wells at the rear of the sidewalk, instead of planting new trees at the street side of sidewalk. All other public street sidewalks are proposed to meet the sidewalk design standards.

APPLICANT: Pedcor Investments-2013 CXXIV, LP (Brandon Delk)
770 3rd Ave SW
Carmel, IN 46032

APPLICANT REPRESENTATIVE: Cardno (Michael Cerbone)
5415 SW Westgate Drive, Suite 100
Portland, OR 97221

PROPERTY OWNERS: Sunset Golf Center, Inc (Joseph Henery)
9900 SW Greenberg Rd #260
Portland, OR 97223

RECOMMENDATIONS: **APPROVAL of DR2013-0095 / LD2013-0015 / SDM2013-0009 / TP2013-0012 (Sunset View Multi-Family).**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	240-Day*
DR2013-0095	November 6, 2013	May 2, 2014	August 30, 2014	December 28, 2014
LD2013-0015	November 6, 2013	May 2, 2014	August 30, 2014	December 28, 2014
SDM2013-0009	November 6, 2013	May 2, 2014	August 30, 2014	December 28, 2014
TP2013-0012	November 6, 2013	May 2, 2014	August 30, 2014	December 28, 2014

* 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	Station Community-High Density Residential (SC-HDR)	
Current Development	Driving range and miniature golf.	
Site Size & Location	The subject site is located at 16251 SW Jenkins Road. West of 162 nd Avenue between SW Jenkins Road and SW Baseline Road. The total site area is approximately 13.43 acres.	
NAC	Five Oaks/Triple Creek	
Comprehensive Plan	<p>Land Use: Station Community</p> <p>Street Functional Classification Plan: SW Jenkins Road is classified as an Arterial. SW Baseline Road is classified as a Collector.</p> <p>Street Improvement Master Plan: The Transportation System Plan Street Improvement Master Plan identifies implementing an adaptive signal system along Jenkins Road in the vicinity.</p> <p>Pedestrian & Bicycle Master Plan and Action Plans: The Pedestrian Action Plan identifies existing sidewalk facilities along SW Jenkins Road. The Bicycle Action Plan identifies existing bicycle lanes along SW Jenkins Road.</p>	
Surrounding Uses	<p>Zoning: <u>North:</u> R1 <u>South:</u> SC-E <u>East:</u> SC-HDR <u>West:</u> SC-HDR</p>	<p>Uses: <u>North:</u> Multi-Family Residential <u>South:</u> Tri-Met Yard <u>East:</u> Multi-Family Residential <u>West:</u> Multi-Family Residential</p>

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Exhibits

Exhibit 1.	Public Comment
Exhibit 1.1	Petition from Neighbors, received November 13, 2013
Exhibit 1.2	Email from Craig Jones, dated November 14, 2013
Exhibit 1.3	List of Neighbors Against Sunset Driving Range Low Income Apartments, received November 18, 2013
Exhibit 1.4	Email from Laura McCartha, dated November 21, 2013
Exhibit 1.5	Email from Dennis & Christina Healy, dated November 23, 2013
Exhibit 1.6	Email from Jack Huffstetler, dated November 23, 2013
Exhibit 1.7	Email from Aniqa Arif, dated November 24, 2013
Exhibit 1.8	Email from Diane Bender, dated November 27, 2013
Exhibit 1.9	Email from Steven Taggart, dated November 28, 2013
Exhibit 1.10	Email from John & Judy Kenny, dated December 1, 2013
Exhibit 1.11	Petition from Neighbors Against Sunset Driving Range Apartments, dated November 23, 2013
Exhibit 1.12	Letter from Aaron Smith, dated November 23, 2013
Exhibit 1.13	Letter from Siddhartha Sharma, Received December 4, 2013
Exhibit 1.14	Email from Angie Sirianni, dated December 13, 2013
Exhibit 1.15	Email from Bradford Russell, dated December 14, 2014
Exhibit 1.16	Email from Ram, dated December 15, 2013
Exhibit 1.17	Email from Hiroshi Watanabe, dated December 15, 2013
Exhibit 1.18	Email from Janet Hall, December 16, 2013
Exhibit 1.19	Email from Aaron Smith, dated December 17, 2013

- Exhibit 1.20 Email from Michael & Dana Jones, dated December 19, 2013
- Exhibit 1.21 Email from Tyson Bendzak, dated January 5 2014
- Exhibit 1.22 Email from Marcellene & Arthur Tuffli, dated January 5, 2014
- Exhibit 1.23 Email from Jack & Lori, dated January 7, 2014
- Exhibit 1.24 Email from Aaron Smith, dated January 8, 2014
- Exhibit 1.25 Email from Lauren McCartha, dated January 8, 2014
- Exhibit 1.26 Email from Katrina Grant, dated January 15, 2014
- Exhibit 1.27 Email from Angie Sirianni, dated January 16, 2014
- Exhibit 1.28 Email from Mark Gingo, dated January 22, 2014
- Exhibit 1.29 Email from Bardford Russell, dated January 23, 2014
- Exhibit 1.30 Email from Marcellene & Arthur Tuffii, dated February 3, 2014
- Exhibit 1.31 Email from Angie Sirianni, dated February 3, 2014
- Exhibit 1.32 Email from Michael & Dana Jones, dated February 25, 2014
- Exhibit 1.33 Letter from Neighbors to Five Oaks Triple Creek NAC & Pedcor, dated May 13, 2014
- Exhibit 1.34 Letter from Families for Independent Living (FFIL) President Gordon Teifel, dated June 18, 2014

Exhibit 2. Materials submitted by Staff

- Exhibit 2.1 Vicinity Map (page SR-4 of this report)
- Exhibit 2.2 Aerial Map (page SR-5 of this report)
- Exhibit 2.3 Pedestrian Connection Diagram

Exhibit 3. Materials submitted by the Applicant

- Exhibit 3.1 Submittal Package including plans



**Sunset View Multi-Family
Aerial Photograph**

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Sunset View Multi-Family
DR2013-0095 / LD2013-0015 / SDM2013-0009 / TP2013-0012**

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted applications as identified below:

- All eleven (11) criteria are applicable to the submitted Design Review Three and Replat applications as submitted.
- Facilities Review criteria do not apply to the Sidewalk Design Modification and Tree Plan Two applications.

A. All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water and public sanitary sewer facilities. The applicant has provided a Service Provider Letter (SPL) from Clean Water Services which shows compliance with stormwater and wetland requirements.

Water Service will be provided to the site by the Tualatin Valley Water District. The development proposes to provide a water line connection to SW Baseline Road which will run down SW 163rd and connect to the development at the northern most drive aisle. Adequate water service capacity exists to serve the site or capacity will have to be added if needed.

Development of the subject site involves the extension of the sanitary sewer line to connect to the existing line in SW Baseline Road. Adequate capacity exists to serve the proposed development.

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans, including the storm drainage report prepared by Cardno. The applicant proposes to use dry detention ponds for water quality treatment and detention. The applicant states that 42,912 square feet of existing wetlands on the site will be preserved. The applicant has provided a Clean Water Services Service Provider Letter (SPL) to show compliance with CWS standards. As such the applicant has shown that adequate stormwater facilities exist to serve the site.

A *Traffic Impact Analysis* and *Traffic Impact Analysis Supplement* prepared by Kittelson & Associates, Inc., dated November 13, 2013 and April 30, 2014 respectively, were submitted with the application. The intent of the analysis is to address the *Beaverton Development Code* (BDC) 60.55.20 Traffic Impact Analysis (TIA). The TIA is the primary document to evaluate how the transportation system will operate with full 2015 build-out of the proposal; and planned developments and transportation improvements in the vicinity. The *Traffic Impact Analysis Supplement* addresses the impact of 8 additional units, which were added to the proposal after submittal of the TIA.

The proposal includes 236 attached dwelling units, an extension of 163rd Avenue at Baseline with connections to Mason and Gage, a new driveway approach to Baseline and closure of the existing driveway approach to Jenkins Road. Planned developments in the vicinity include "45 Central" a mixed used development located at the northeast corner of Jenkins Road and Murray Boulevard; and expansion of the Nike World Headquarters. In-process transportation improvements in the immediate vicinity include an additional southbound through lane on SW 158th Avenue, and additional westbound through lane on SW Jenkins Road at the intersection of SW 158th Avenue, an addition of an exclusive westbound right-turn lane on SW Jenkins Road at the intersection of SW 158th Avenue, and signal timing adjustments to account for the improvements mentioned here.

The TIA addresses trip generation, trip distribution, intersection operations, queuing, safety implications, and intersection sight distance.

The net new trip generation (proposed - existing) results in an estimated total of 840 trips during a weekday; a total of 120 during the weekday AM peak hour and 110 trips during the weekday PM peak hour. The proposed 236-unit apartment development generates an estimated total of 1,570 trips during a weekday; a total of 120 trips during the weekday AM peak hour and 145 trips during the weekday PM peak hour. The existing Sunset Golf Center generates an estimated 680 trips during the weekday; less than 5 trips during the AM peak hour and 35 during the weekday PM peak hour. Estimates were obtained from the standard reference *Trip Generation 9th Edition*, published by the Institute of Transportation Engineers.

The distribution of site-generated trips onto the study area roadway system was estimated based on a review of existing peak hour directional travel characteristics, existing site-driveway patterns, surrounding roadway characteristics and the Washington County travel demand model. During the AM and PM peak hour less than 10 trips will enter onto Gage Lane from SW 163rd Avenue. While during the AM peak hour less than 10 trips will enter onto SW Mason Lane and during the PM peak hour less than 20 trips will enter onto SW Mason Lane.

During the AM and PM peak hours all study intersection under the total traffic conditions operate at a LOS "C" or better. During the weekday AM and PM peak hour the intersections of Mason and Gage operate at a LOS of "A". As noted in the TIA Appendix "A", the Level of Service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F". LOS "A" is defined as, *"Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay."* LOS "C" is defined as, *"Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping."*

The queuing analysis shows that all study area intersections have adequate storage to accommodate the net new trips.

The SW Jenkins Road / 158th Avenue intersection currently exceeds the critical crash rate based on the *Highway Safety Manual* methodology. To mitigate the crash rate, improvements are planned through Washington County's Major Street Transportation Improvement Projects program.

On-site observations were made to study intersection sight distance. The TIA notes the sight distance at SW Baseline Road / SW 162nd Avenue could be improved. No sight distance diagram was provided with the proposal.

With conditions, the transportation system is found to have adequate capacity to serve the proposed development at the time of completion because:

- Beaverton's operational standards require that signalized intersections operate with an average delay of 65 seconds or less and that no critical lane group shall experience a volume-to-capacity ratio greater than 0.98, during the peak hour. All controlled intersections have an average delay less than 65 seconds and the critical lane groups show volume-to-capacity ratios less than 0.98.
- Beaverton's operational standards require that un-signalized intersections operate with an average delay of 45 seconds or less for the critical stop-controlled approach, during the peak hour. In the event that the existing control delay or volume-to-capacity ratio of an intersection is greater than 45 seconds, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio. All un-signalized intersections have an average delay less than 45 seconds.
- No significant design deficiencies or crash hazards are found. Where critical crash rates exist, improvements are planned through Washington County's Major Street Transportation Improvement Projects program.

- The proposal includes connections to existing streets as required by the *Beaverton Development Code*.
- The TIA indicates that intersection sight distances exceed the minimum required by the *Beaverton Engineering Design Manual*. No sight distance diagram was provided. Subject to conditions, the proposal meets *Beaverton Engineering Design Manual*, Section 210.10 Intersection Sight Distance Policy.

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Comments and conditions of approval have been received from TVF&R. Conditions of approval submitted by TVF&R are included herein. Staff also cites the findings for Criterion H hereto regarding fire prevention.

To ensure appropriate design and construction of the critical facilities including but not limited to utility connections, access to manholes and structures, maintenance requirements, and associated construction and utility phasing plans, the Committee recommends standard conditions of approval.

The Committee finds that the applicant has provided sufficient evidence that critical facilities exist or can be made to exist to serve the site. Therefore, the committee finds that the proposal does not meet the criterion.

Therefore, the Committee finds that the proposal meets the criterion.

B. Essential facilities and services are available, or can be made available, with adequate capacity to serve the development prior to occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five years of occupancy.

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant's plans and materials were forwarded to City Transportation staff, City Police Department, and Beaverton School District.

The site will be served by the Tualatin Hills Park and Recreation (THPRD). THPRD has a trail along the western portion of the property under the power lines. This trail will not be modified as part of this proposal; however, the applicant will provide a connection for residents to the trail.

The City of Beaverton Police will serve the development site. The Police Department has submitted comments stating that adequate lighting should be provided for safety. Compliance with the Technical Lighting Standards will be addressed in the Design Review staff report.

Tri-Met will serve the development site. The site is most directly served by Merlo Road and Elmonica MAX stations to the south. Bus line 67 on SW 158th Avenue also serves the site to the east. Tri-Met has not identified the need for additional transit stops related to this development.

SW Jenkins Road, adjacent to the subject site to the south contains sidewalks and bike lanes. SW Baseline Road to the north contains sidewalks but no bike lanes. The applicant proposes sidewalks along SW 163rd Avenue, bike lanes are not required as SW 163rd Avenue is a local street and therefore drive lanes are shared by bicycles and cars.

Beaverton School District has provided a Service Provider Letter in response to the proposal. The District's letter shows an anticipated Significant Impact at the Elementary, Middle and High school levels. The applicants letter quotes the 2010 Beaverton School District Facilities Plan which states that "a high percentage or space utilization at one or more schools does not automatically indicated a need for construction of new school facilities or a recommendation for denial of proposed residential development." The Facilities Plan lists recommendation and options for responding to crowded schools, such as: open enrollment, administrative transfers, location of portable classrooms, attendance boundary adjustments, additions to or expansion of building space and new construction. As such the District has a number of options available to alleviate crowded schools and can be found to have capacity to serve the anticipated students.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

C. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject proposal.

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Station Community-High Density Residential (SC-HDR) zone as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards.

Therefore, the Committee finds that the proposal meets the criterion.

D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Regulations) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Regulations), are provided or can be provided in rough proportion to the identified impact(s) of the proposal.

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, in response to the above mentioned criteria.

60.30 Off-Street Parking

The proposal includes a total of 244 off-street motor vehicle parking stalls, 236 long-term bicycle stalls and 12 short-term bicycle stalls. A 20 foot wide drive aisle is proposed north of building "1" and "2". No compact stalls are proposed.

The proposal exceeds the minimum number, and includes less than the maximum allowed, of required on-site motor vehicle stalls. The BDC requires a minimum of 1.0 motor vehicle parking stalls per dwelling unit in multiple use zones. For a proposal that includes 236 dwelling units, a minimum of 236 parking stalls is required and a maximum of 454 parking stalls are allowed. The BDC requires a minimum of 1 long-term bicycle stall per dwelling unit, and 1 short term stall per 20 dwelling units, which is proposed. BDC 60.30.15 requires a 24 foot wide drive aisle for two-way traffic. Subject to conditions, the proposal meets the drive aisle standards of BDC 60.30.15.

60.55.15 Traffic Management Plan

The application does not include a Traffic Management Plan. As noted in the TIA, during the AM and PM peak hour less than 10 trips are anticipated to enter onto Gage Lane from SW 163rd Avenue. It is also anticipated that during the AM peak hour less than 10 trips will enter onto SW Mason Lane and during the PM peak hour less than 20 trips will enter onto SW Mason Lane.

The BDC requires a Traffic Management Plan where development will add 20 or more trips in any hour on a residential street (classified as a Local or Neighborhood Route). No Traffic Management Plan is required. Based on the TIA, the local streets in the vicinity (SW 163rd Avenue, SW Mason Lane and SW Gage Lane) have ample capacity to accommodate the projected traffic increases without significantly effecting operation, safety or livability of the residential streets based on their respective functional classifications.

60.55.20 Traffic Impact Analysis

Please see Staff's response to criterion A, above.

60.55.25 Street and Bicycle and Pedestrian Connection Requirements

The proposal includes new local street connections: an extension of SW 163rd Avenue from SW Baseline Road to approximately SW Jenkins Road; an extension of SW Mason Lane to SW 163rd; and an extension of SW Gage Lane to SW 163rd Avenue. A driveway approach is proposed on SW Baseline Road. The proposal includes a bicycle and pedestrian connection which extends from the parking lot (near Baseline Road) to THPRD's Waterhouse Trail to the west. Furthermore, the proposal includes on site pedestrian walkways with a minimum five foot width, which connect all buildings on site and connection to the adjacent public street system every 300 feet or less.

The proposal meets the criterion because all required multi-modal connections are provided, subject to conditions. The BDC requires new street, bike, and pedestrian connections to existing streets and to the boundary of the parcel under development, unless easements or adjacent development preclude a connection now or in the future. An existing residential development and electric transmission easement (Easement Book 483, Page 329) limit potential connections to the west of the proposed development site.

60.55.30 Minimum Street Widths

SW 163rd Avenue is classified as a Local Street. The proposal shows typical full-street improvements and ROW dimensions per EDM Standard Drawing No. 103 (L1 Cross-Section), which includes two travel lanes, two parking lanes, and sidewalk and street

trees on both sides of the street. The proposal shows right of way dedication of 58 feet to accommodate the full-street right-of-way width.

SW Baseline Road is classified as a Collector Street. The proposal shows typical half-street frontage improvements and right-of-way dimensions per EDM Standard Drawing No. 101 (3 Lane Cross-Section), which includes a travel lane, a bike lane, sidewalk and street trees. The proposal shows right of way dedication of 7.0 feet (37 feet right-of-way width measured from the street centerline).

SW Jenkins Road is classified as an Arterial Street. The proposal shows typical half-street frontage improvements and right-of-way dimensions per EDM Standard Drawing No. 100 (5 Lane Cross-Section), which includes two travel lanes, a bike lane, sidewalk and street trees. The proposal shows no right of way dedication as the existing half-street right-of-way of 49 feet meets the EDM half-street cross-section design.

60.55.35 Access Standards

The proposal includes one driveway approach on SW Baseline Road, two driveway approaches on SW 163rd, a new connection of SW 163rd Avenue to SW Baseline Road, and a connection of SW 163rd Avenue to SW Mason Lane and SW Gage Lane. An intersection sight distance diagram was not provided with the application, and is required as a Condition of Approval prior to Site Development Permit issuance.

The driveway approach on SW Baseline Road (classified as a Collector) is approximately 225 feet from the 163rd / Baseline intersection. For driveways on Collectors, EDM standards require a minimum distance of 200 feet as measured from the curb face between a driveway approach and intersection. One of the driveway approaches on SW 163rd Avenue (classified as Local) is located directly across from the 163rd / Gage intersection. Another driveway is located approximately 500 feet from the 163rd / Gage intersection. For driveways on Local Streets, EDM standards require a minimum distance of 25 feet as measured from the curb face between a driveway approach and intersection. Subject to conditions, the proposal meets *Beaverton Engineering Design Manual*, Section 210.10 Intersection Sight Distance Policy.

The BDC requires local street connection of no more than 330 feet in high density multiple use zones. The existing electric transmission easement (Easement Book 483, Page 329) precludes another local street located 330 feet from 163rd Avenue. The easement boundary is approximately 200 feet from the 163rd / Baseline intersection.

60.55.40 Transit Facilities

The nearest existing transit route is located on SW 158th Avenue (TriMet Bus Line No. 67). The proposal does not include new transit facilities. The BDC does not require new transit stops or connections for residential proposals.

60.65 Utility Undergrounding

To meet the requirements of Section 60.65, staff recommends a standard condition of approval requiring that utility lines are placed underground.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to maintenance by the City or other public agency.**

The applicant's narrative states that Pedcor Management Corp, the developer, will be responsible for maintenance of the subject site. The proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.**

The proposed on-site pedestrian pathway system is safe and efficient because pathways are separated from vehicular traffic; and located adjacent to buildings, between buildings, through parking areas, and adjacent to parking areas. Generally, two-way motor vehicle travel is found on-site. Subject to conditions, the proposal meets the drive aisle standards of BDC 60.30.15. The proposed pedestrian circulation system connects all parts of the development in a safe, efficient, and direct manner.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

- G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.**

The proposed vehicular and pedestrian pathway system connects to the surrounding system in a safe and efficient because pathways are separated from vehicular traffic; and located adjacent to buildings, between buildings, through parking areas, and adjacent to parking areas, all of which provide connection to the public street system and adjacent regional trail system. Furthermore, driveway approaches are found on SW 163rd Avenue and SW Baseline Road. The new extension of SW 163rd Avenue aligns with the existing 163rd / Baseline intersection. Subject to conditions, the proposal meets *Beaverton Engineering Design Manual*, Section 210.10 Intersection Sight Distance Policy.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

Preliminary comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R). Specific details regarding fire flow and hydrant placement will be reviewed for flow calculations and hydrant locations during site development and building permit stages.

The Committee concludes that, subject to meeting the conditions of approval the site can be designed in accordance with City codes and standards and provide adequate fire protection.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from hazardous conditions due to inadequate, substandard or ill-designed development.

The applicant will be required to provide public street lights along SW 163rd Avenue. By meeting the City of Beaverton's Engineering Design Manual design standards for street lights, the Committee finds that the street illumination system will provide adequate protection from crime and accident.

The Committee finds that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

The applicant's response to J states that grading and contouring of the site are shown to accommodate the proposed development and mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities and the public storm drainage system. The subject site is relatively flat. Grading is primarily proposed for the building pads, new street, parking areas and aboveground stormwater facilities.

The applicant must show compliance with Site Development erosion control measure at the time of Site Development permit issuance.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, the street sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and through the site development and building permitting reviews will be thoroughly evaluated. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65 and the criterion will be met.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

L. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

The applicant submitted the applications on November 6, 2013 and the applicant deemed themselves complete on May 2, 2014. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Station Community-High Density Residential (SC-HDR) Zoning
District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20 (SC-HDR)			
Use- Permitted	Attached Dwellings	Attached Dwellings	Yes
Development Code Section 20.20.15 (SC-HDR)			
Minimum Lot Area	None	5.9 acres	Yes
Minimum Corner Lot Dimensions			Yes
Width	none	n/a	
Depth	none	n/a	
Minimum Yard Setbacks			
Front	*governed by Chapter 60	Setbacks along MPR's are governed by Chapter 60 and will be reviewed with the Design Review application. Jenkins and Baseline Roads are Class 1 MPR's and the proposed 163 rd Street is a Class 2 MPR.	See DR staff report.
Side	none		
Rear	none		
Maximum Building Height	60 feet	50 feet	Yes
Development Code Section 20.25.05 – Density Calculations			
Residential Density	Minimum Density: 24 units/acre (5.9 x 0.8) acres x 24 units = 113 Maximum Density: none	236 units which is above the minimum density required. There is no maximum density in the SC-HDR zone.	Yes

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review standards and guidelines will be reviewed in the Design Review portion of the staff report.	See DR Findings
Development Code Section 60.07			
Drive-Up window facilities	Requirements for drive-up, drive-through and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	No mapped floodplains are located within the subject site.	N/A
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development techniques proposed.	N/A
Development Code Section 60.15 – Land Division Standards			
Land Division Standards	Standards pertaining to Land Divisions	A Replat One for Lot Consolidation is proposed.	See LD Findings
Development Code Section 60.25 – Off Street Loading			
Loading Facilities	No loading facilities are required for this use.	No loading facilities are proposed	N/A
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking Parking Zone A	<u>Attached Dwellings</u> 1 space per unit= 236 spaces	<u>Attached Dwellings</u> 244 spaces	YES
Required Bicycle Park	Short Term: 1 space / 20 DU's=12 Long Term: 1 space per DU=236	Short Term: 12 Long Term: 236	
Compact Spaces	Required residential parking must be provided at standard sizes.	No compact spaces are provided.	N/A
Development Code Section 60.55 - Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes- with COA
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	A Tree Plan Two application has been submitted for the removal of community trees from the subject site.	See TP Findings

Development Code Section 60.65

Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	The applicant states that they are aware of the undergrounding requirements. To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	Yes- with COA
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**DR2013-0095
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Planning Commission Standards for Approval:

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Design Review Applications. The Commission will determine whether the application as presented, meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for Type 3 Design Review.

Section 40.20.15.3.C Approval Criteria: In order to approve a Design Review Three 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:

1. The proposal satisfies the threshold requirements for a Design Review Three application.

The applicant proposes to construct a new 236 unit apartment complex with associated site improvements, landscaping, and club house. The applicant meets the threshold for a Design Review Type 2; however, does not meet all the Design Standards and therefore meets threshold 8 for a Design Review Three application.

- 8. A project meeting the Design Review Two thresholds which does not meet an applicable design standard.*

Therefore, staff finds that the criterion is met.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

The applicant paid the required fees for a Design Review Three application.

Therefore, staff finds that the criterion is met.

3. For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).

The applicant meets threshold #8, therefore this criterion is not applicable.

Therefore, staff finds that the criterion is not applicable.

4. For additions to or modifications of existing development, the proposal is consistent

with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Guidelines if any of the following conditions exist:

- a. A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or**
- b. The location of existing structural improvements prevent the full implementation of the applicable guideline; or**
- c. The location of the existing structure to be modified is more than 300 feet from a public street.**

The applicant proposes a new development. The existing driving range and mini golf facility on side will be demolished.

Therefore, staff finds that the criterion is not applicable.

- 5. For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in this Code or greater, can be realistically achieved at ultimate build out of the DRBCP.**

The proposed development does not involve phasing or a Design Review Build out Concept Plan (DRBCP) and therefore, this criterion does not apply.

Therefore, staff finds the criterion is not applicable.

- 6. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; March 2010]**

The project proposal meets application Thresholds #8. The applicant has provided responses to the Design Standards with the exception of the following standards in which they have addressed the corresponding guidelines; 60.05.15.4.A (Double Wall Construction) and 60.05.20.7.B (Required Walkway Width). Staff cites the Design Standards chart and Design Guideline analysis below which shows compliance with Sections 60.05.15 through 60.05.30 of the Development Code, as applicable.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

- 7. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address the Design Guidelines only, the proposal is**

consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).

The applicant has chosen to address a combination of standards and guidelines.

Therefore, staff finds that the criterion is not applicable.

8. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

The applicant submitted the application on November 6, 2013 and deemed themselves complete on May 2, 2014. Replat One, Sidewalk Design Modification and Tree Plan Two applications are being processed concurrently with the subject request for a Design Review Three. The Design Review Three application is dependent upon approval of the Replat One, Sidewalk Design Modification and Tree Plan Two applications. Staff recommends a condition of approval which states that approval of the Design Review Three application is subject to approval of the Replat One, Sidewalk Design Modification and Tree Plan Two applications.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2013-0095 (Sunset View Multi-Family)**. Should the Planning Commission find that the application meets the approval criteria staff has recommended conditions of approval in Attachment F.

Design Review Standards Analysis
Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
60.05.15.1.A Max length of attached residential buildings	Buildings 6 and 7 have the greatest length, 165.5 feet, less than the maximum permitted 200 feet.	YES
60.05.15.1.B Min 30% articulation	Building articulation exceeds 30% on all buildings using windows, balconies, awnings, off-set walls, and materials changes. Articulation in the majority of the residential buildings exceeds 75%.	YES
60.05.15.1.C Max 40' between architectural features	Architectural features are no more than forty feet apart.	YES
60.05.15.1.D Max 150 sq. ft. undifferentiated blank walls facing streets	Buildings will not have more than 150 square feet of undifferentiated facing a street.	YES
Roof Forms		
60.05.15.2.A Min roof pitch = 4:12	Sloped roofs have a minimum pitch of 4:12.	YES
60.05.15.2.B Min roof eave = 12"	No pitched roofs are proposed.	YES
60.05.15.2.C Flat roofs need parapets	No flat roofs are proposed.	N/A
60.05.15.2.D New structures in existing development be similar	This is proposed new development.	N/A
60.05.15.2.E 4:12 roof standard is N/A to smaller feature roofs	Some buildings have small feature roofs, the 4:12 pitch does not apply to these roofs.	N/A
Primary Building Entrances		
60.05.15.3 Weather protection for primary entrance	The applicant has designed the building so that all primary entrances provide weather protection in accordance with this standard.	YES
Exterior Building Materials		
60.05.15.4.A Residential double wall construction	The applicant has chosen to address the corresponding Design Guideline.	See Design Guideline
60.05.15.4.B Maximum 30% of primary elevation to be made of unfinished concrete block	The applicant states that no building elevations use smooth plain, unfinished concrete, concrete block, plywood or sheet pressboard.	YES
60.05.15.4.C Foundations	No exposed foundations will extend more than three feet above the finished grade.	YES
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	No roof mounted equipment is proposed.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Location and Orientation along Streets in MU and Com. Districts		
60.05.15.6.A 50% Street Frontage on Class 1 MPR 35% Street Frontage on Class 2 MPR	Baseline (Class 1): 63% 163 rd (Class 2): 51% Jenkins (Class 2): 68% The undevelopable area under the BPA easement has been removed for the purpose of these calculations.	YES
60.05.15.6.B Street frontage in Commercial zones	The subject site is in a multiple use zone.	N/A
60.05.15.6.C Buildings w/in 20' of property line	All buildings along SW Baseline Road, SW 163 rd Avenue, and SW Jenkins Road are within 20 feet of the property line.	YES
60.05.15.6.D Buildings located at intersections of MPRs	Building 6 is located at the corner of SW Baseline Road and SW 163 rd Avenue. The Clubhouse is located at the corner of SW 163 rd Avenue and SW Jenkins Road.	YES
60.05.15.6.E Primary building entrances on Class 1 MPR	SW Baseline is the only Class 1 MPR adjacent to the site, Building 6 provides two entrances along SW Baseline Road.	YES
60.05.15.6.F Secondary entrances	All buildings adjacent to MPR's have entrances or pedestrian connections oriented to the street. Secondary entrances are oriented towards parking areas and open space.	YES
Building Scale along Major Pedestrian Routes		
60.05.15.7.A 22' Height Minimum 60' Height Maximum	Buildings along MPR's range in height from 28' in height to 50' in height.	YES
60.05.15.7.B Detached residential dwellings are exempt	Attached residential dwellings are proposed and therefore not exempt.	N/A
60.05.15.7.C Max height shall not be exceeded except through adjustment or variance.	The buildings proposed do not exceed the maximum height along an MPR.	N/A
Ground Floor Elevation on Commercial and Multiple Use Buildings		
60.05.15.8.A-B Glazing Requirements	Buildings for exclusively residential use are exempt from this provision. The proposed development is a residential only development and therefore exempt from these standards.	N/A
Compact Detached Housing Design		
60.05.15.9.A-K	Compact Detached Housing is not proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	The applicant states that pedestrian, bicycle and motor vehicle connections are provided between the internal parking areas, drive aisles, and pedestrian paths. Connectivity is provided to public streets from all adjacent buildings and to the Waterhouse Trail to the west.	YES
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A Screen from public view	The proposed trash enclosures are to be screened within an 8 foot wall of brick veneer with cast stone capping.	YES
60.05.20.2.B Loading areas shall be screened	No loading areas are proposed or required.	N/A
60.05.20.2.C Screening with walls, hedge, wood	The proposed enclosure is a brick veneer enclosure.	YES
60.05.20.2.D Chain-link screening prohibited	No chain link is proposed for screening.	YES
60.05.20.2.E Screening of loading waived in some zones.	No loading areas are proposed or required.	N/A
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	Pedestrian circulation is provided to the existing sidewalk system along SW Jenkins Road, SW 163 rd Avenue and SW Baseline Road as well as the Waterhouse Trail. Staff recommends a condition of approval that requires pedestrian connections through the site to buildings on the interior, including through parking and drive isles.	YES w/ COA
60.05.20.3.B Direct walkway connection	Pedestrian circulation is provided to the existing sidewalk system along adjacent streets. This pathway connects directly to the primary building entrance.	YES
60.05.20.3.C Walkways every 300'	Walkways are provided every 300 feet adjacent to the development areas along public street.	YES
60.05.20.3.D Physical separation	The applicant does not proposed pedestrian crossing of the drive isles. Staff recommends a condition of approval that requires pedestrian connections through the site to buildings on the interior, including through parking and drive isles. In areas where these cross drive isles they shall be of a differentiated paving material.	YES w/ COA
60.05.20.3.E	All buildings have their own pedestrian	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Distinct paving	access. Pedestrian access is proposed to be concrete.	
60.05.20.3.F 5' minimum width	The proposed pedestrian walkways are a minimum of 5' in width. All proposed sidewalks are either 10' or 6' in width.	YES
Street Frontages and Parking Areas		
60.05.20.4.A Screen from public view	No parking is proposed to abut a public street, all parking is internal to the site.	YES
Parking and Landscaping		
60.05.20.5.A. 1 Landscape island per 10 spaces	There are not more than 10 contiguous parking spaces without a landscape island for separation.	YES
60.05.20.5.B 70 sq. ft.	All landscape islands are a minimum of 70 square feet and contain a tree and other vegetation.	YES
60.05.20.5.C Raised Sidewalks	Raised sidewalks are not proposed to be counted towards the number of landscape islands.	N/A
60.05.20.5.D Trees from Street Tree List	Proposed trees are on the Street Tree List.	YES
Off-Street Parking Frontages in Multiple-Use Districts		
60.05.20.6.A 50% Max on MPR	All parking is located internally to the site.	YES
60.05.20.6.B Off-street parking frontages	All parking is located internally to the site.	YES
Sidewalks Along Streets and Primary Building Elevations in Multiple-Use and Commercial Districts		
60.05.20.7.A Required sidewalk widths	The applicant is providing a 10' sidewalk along all frontages. A SDM modification is requested to place street trees in tree wells at the rear of the sidewalk along SW Jenkins to retain existing mature street trees.	YES
60.05.20.7.B Required walkway widths 10'	The applicant has chosen to respond to the Guideline.	See Guideline
Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts		
60.05.20.8.A Drive aisles to be designed as public streets, if applicable	Drive aisles provide access to perpendicular parking spaces.	N/A
Ground Floor uses in parking structures		
60.05.20.9	No parking structures are proposed.	N/A

Section 60.05.25 Landscape, Open Space, and Natural Areas Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Landscaping		
60.05.25.3.A Minimum Landscape Area (15%)	The site contains 43% open space, in excess of the required 15%.	YES
60.05.25.3.B 25% required as active	The applicant proposes greater than 25% of the required landscape area as active open space.	YES
60.05.25.3.C Environmentally sensitive areas included.	The applicant has included all environmentally sensitive areas and landscaped water quality facilities.	YES
60.05.25.3.D Vehicular areas shall not count.	The applicant has not included vehicular circulation areas or parking in the open space calculations.	YES
60.05.25.3.E Patios on the ground floor are included	Patios were not included in the calculations, without them the applicant still exceeds the minimum.	YES
60.05.25.3.F Fence required abutting collector	Active open space areas do not abut a collector.	N/A
60.05.25.3.G 640 sq. ft. min for common open space	All common open spaces is greater than 640 square feet with minimum dimensions greater than 20 feet.	YES
60.05.25.3.H Phasing	No phasing is proposed.	N/A
60.05.25.3.I Active common open space elements	Active open space areas include a minimum of two of the listed elements including play areas and a club house.	YES
60.05.25.3.J Items other than those in 60.05.25.3.I may be considered.	The applicant is not proposing other items for the active common open space in order to meet the minimum.	N/A
Additional Landscaping Standards for Attached Housing		
60.05.25.4.A Front yard areas must be landscaped	All front yard areas not occupied by walkways, driveways, plazas, structure or parking areas are proposed to be landscaped.	YES
60.05.25.4.B Landscape elements	The applicant does not proposed greater than 25% of the landscape area to be bare gravel, rock, bark or similar materials. Limited rock material is proposed.	YES
60.05.25.4.C Vehicular areas are not considered landscape	The applicant does not proposed to include vehicular areas in the landscape calculations.	YES
60.05.25.4.D Foundation Landscaping	All street-facing building elevations propose landscaping along the foundation in accordance with the standard.	YES
60.05.25.4.E Minimum plantings	The applicant proposes 96 trees (49 required), 407 shrubs (98 required) and extensive ground cover, in excess of the	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	standards.	
60.05.25.4.F Plazas	No plazas are proposed to count towards landscape requirements.	N/A
Standards for Common Greens and Shared Courts in Multiple-Use Zones		
60.05.25.6 Common Greens	The applicant does not proposed compact detached housing.	N/A
60.05.25.7 Shared Courts	The applicant does not proposed compact detached housing.	N/A
Retaining Walls		
60.05.25.8 Retaining Walls	No retaining walls higher than 6 feet or longer than 50 feet are proposed.	N/A
Fences and Walls		
60.05.25.9 Fences and Walls	The applicant proposes fences around the children's play structures, fences are proposed to be black coated chain link and 6 feet in height.	YES
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Minimize grade changes	The applicant states that, as shown on the grading plan, all surface contour changes meet the requirements. Three water quality ponds are located within 25 feet of a property line.	YES
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	On-site water quality will be handled through storm water planters on site. The non-vaulted surface stormwater facilities have sides sloped less than 2:1 and will not be located between the street and the front of buildings on site.	YES
Natural Areas		
60.05.25.12 No encroachment into buffer areas.	Clean Water Services has issued a Service Provider Letter for the proposed development which allows limited encroachment into the wetland buffer area to the west of the development, under the power line corridor. The applicant must comply with all conditions of the SPL.	YES w/ COA
Landscape Buffering Requirements		
60.05.25.13.C Landscape buffering between contrasting zoning districts	A B-2 Medium screen buffer is required between the SC-HDR zone and the R-1 and OI zones located across Baseline to the north of the site. The applicant proposes a 5 foot B2 buffer adjacent to the developed portions of the site. The power line area is not disturbed and therefore does not require buffering.	YES

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A Lighting complies with the City's Technical Lighting Standards	The applicant provides a lighting plan with photometric details. On-site lighting meets the minimum lighting requirements as well as maximum lighting requirement. Streetlights are not subject to the on-site technical lighting standards and are governed by the Engineering Design Manual.	YES
60.05.30.1.B Lighting provided for vehicle and pedestrian circulation	Vehicular and pedestrian circulation area lighted by wall and pole mounted luminaires.	YES
60.05.30.1.C Lighting of Ped Plazas	No pedestrian plazas are proposed.	N/A
60.05.30.1.D Lighting of building entrances	The applicant's lighting plan does not clearly show building entrance lighting. Staff recommends a condition of approval that the applicant provide building entrance lighting and a revised lighting plan including these fixtures that shows compliance with the City's Technical Lighting Standards prior to issuance of the Site Development Permit.	YES w/ COA
60.05.30.1.E Canopy lighting recessed	No canopy lighting is proposed.	N/A
Pedestrian-scale on-site lighting		
60.05.30.2.A Pedestrian Lighting	The applicant to use the vehicular area pole lights to illuminate pedestrian areas. These lights appear to provide adequate lighting for pedestrian areas and walkways.	YES
60.05.30.2.B Non-Pole Mounted Lighting	The applicant states that non pole mounted fixtures have not been decided on at this time. Staff recommends a condition that the applicant provide a plan showing non-pole lighting prior to Site Development permit issuance.	YES w/ COA
60.05.30.2.C Lighted Bollards	No lighted bollards are proposed.	N/A

DESIGN REVIEW GUIDELINES ANALYSIS

In the following analysis, staff have only identified the Design Guidelines which are relevant to the subject development proposal to which a Design Standard has not been met. Non-relevant Guidelines have been omitted.

60.05.35 Building Design and Orientation Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

4. Exterior Building Materials

- A. *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views into interior activity areas or displays. (Standard 60.05.15.4.A and B)*

The applicant states that a mixture of exterior building materials are proposed to convey an impression of permanence and durability. Materials include horizontal lap siding, brick veneer and ample windows.

Staff concurs that the mix of materials provided conveys an impression of permanence and durability. Finishes such as particle press board or unfinished concrete are not proposed.

Therefore, staff finds the Guideline is met.

60.05.40. Circulation and Parking Design Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones.

- B. *Pedestrian connections should be provided along primary building elevations having building and tenant entrances. (Standard 60.05.20.7.B)*

The applicant states that 10-foot pedestrian connections are provided along the primary building entrances, with the exception of the sidewalk along Building 2 and the sidewalk strip on the east of Buildings 3, 4, and 5 which are configured as 8 foot sidewalks in order to accommodate the 26 foot required drive isle for fire access. All primary building elevations having main entrances has pedestrian sidewalk access; therefore, meeting this requirement.

Therefore, staff finds the Guideline is met.

**LD2013-0015
ANALYSIS AND FINDINGS FOR
REPLAT ONE**

Section 40.45.05 Land Division Applications; Purpose

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of land within the City of Beaverton.

Section 40.45.15.2.C Approval Criteria

In order to approve a Replat One 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:

1. *The application satisfies the threshold requirements for a Replat One.*

The applicant proposes to consolidate three parcels into one parcel, meeting the threshold for a Replat One for Lot Consolidation.

Therefore, staff find that the proposal meets the criterion for approval.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant has paid the required application fee for a Replat One application.

Therefore, staff find that the proposal meets the criterion for approval.

3. *The proposed Replat does not conflict with any existing City approval, except the City may modify prior approvals through the Replat process to comply with current Code standards and requirements.*

The subject site is currently a driving range and mini-golf course. The applicant proposes an entirely new development and removal of the existing driving range facilities. The lot consolidation will allow the entire site to become one parcel. The proposed applications will not affect or modify any current or previous land use approvals.

Therefore, staff find that the proposal meets the criterion for approval.

4. *Oversized parcels (oversized lots) resulting from the Replat shall have a size and shape which will facilitate the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed lots and future potential development on oversized lots. Easements and rights-of-way shall either exist or be provided to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any*

affected adjacent lot.

Oversized lots are defined by the Beaverton Development Code as lots which are greater than twice the minimum lot size allowed by the subject zoning district. The SC-HDR zoning district does not have minimum or maximum lot sizes, as such no oversized lots are proposed. Please refer to the Facilities Review section of this report for utility provision information (Attachment A).

Therefore, staff find that the proposal meets the criterion for approval.

5. ***Applications that apply the lot area averaging standards of Section 20.05.15.D shall demonstrate that the resulting land division facilitates the following:***
- a) ***Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,***
 - b) ***Complies with minimum density requirements of [the Development] Code, provides appropriate lot size transitions adjacent to differently zoned properties, and where a street is proposed provides a standards street cross section with sidewalks.***

The proposal does not apply the lot area averaging standards.

Therefore, staff find that the criterion for approval does not apply.

6. ***Applications that apply the lot area averaging standards of Section 20.05.15.D do not require further Adjustments or Variance for the Land Division.***

The proposal does not apply the lot area averaging standards.

Therefore, staff find that the criterion for approval does not apply.

7. ***If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.***

The applicant does not propose to phase the development

Therefore, staff find that the criterion for approval does not apply.

8. ***The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties.***

The consolidated parcel will continue to have pedestrian, utility, and vehicle access, in accordance with the standards of the Development Code. Please refer to the Facilities Review section of this report for findings related to pedestrian, utility, and vehicle access to

the site.

Therefore, staff find that the proposal meets the criterion for approval.

9. *The proposal does not create a parcel which will have more than one (1) zoning designation.*

All parcels created by the proposal will have the Station Community-High Density Residential (SC-HDR) zoning designation.

Therefore, staff find that the proposal meets the criterion for approval.

10. *Applications and documents related to the request requiring further City approval, shall be submitted to the City in the proper sequence.*

The applicant has submitted all documents related to this request for a Replat One in the proper sequence. Future applications will include a Final Partition application, to be received in the proper sequence.

Therefore, staff find that the proposal meets the criterion for approval.

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of LD2013-0015 (Sunset View Multi-Family), subject to the applicable conditions identified in Attachment F.

Land Division Standards Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Grading Standards			
60.15.10.1 Applicability	Grading standards apply to all land divisions where grading is proposed but do not supersede Section 60.05.25 Design Review.	The proposal is subject to the grading standards contained herein.	Yes
60.15.10.2.A-C Exemptions	Exemptions include: Public right-of-way, storm water detention facilities, grading adjacent to an existing public-right of way which results in a finished grade below the elevation of the adjacent right-of-way.	No exemptions are applicable.	N/A
60.15.10.3.A 0-5 Feet From Property Line	Maximum of two (2) foot slope differential from the existing or finished slope of the abutting property.	The applicant is proposing to maintain or match the grading on adjacent sites. The grading plan shows compliance with this standard.	Yes
60.15.10.3.B 5-10 Feet From Property Line	Maximum of four (4) foot slope differential from the existing or finished slope of the abutting property.	The applicant is proposing to maintain or match the grading on adjacent sites. The grading plan shows compliance with this standard.	Yes
60.15.10.3.C 10-15 Feet From Property Line	Maximum of six (6) foot slope differential from the existing or finished slope of the abutting property.	The applicant is proposing to maintain or match the grading on adjacent sites. The grading plan shows compliance with this standard.	Yes
60.15.10.3.D 15-20 Feet From Property Line	Maximum eight (8) foot slope differential from the existing or finished slope of the abutting property.	The applicant is proposing to maintain or match the grading on adjacent sites. The grading plan shows compliance with this standard.	Yes
60.15.10.3.E 20-25 Feet From Property Line	Maximum ten (10) foot slope differential from the existing or finished slope of the abutting property.	The applicant is proposing to maintain or match the grading on adjacent sites. The grading plan shows compliance with this standard.	Yes
60.15.10.3.F Pre-development slope	Where a pre-development slope exceeds one or more of the standards in subsections 60.15.10.3.A-E, the slope after grading shall not exceed the pre-development slope	The applicant does not propose to exceed these standards of pre-development slopes.	N/A
Significant Trees and Groves			
60.15.10.4 Significant Trees and Groves	Standards for grading within 25 feet of significant trees or groves.	No significant trees or groves existing on site.	N/A

**SDM2013-0009
ANALYSIS AND FINDINGS FOR
SIDEWALK DESIGN MODIFICATION APPROVAL**

Section 40.58.05. Sidewalk Design Modification Application; Purpose

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

Section 40.58.15.1.C. Approval Criteria

In order to approve a Sidewalk Design Modification application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that the following criteria are satisfied:

- 1. *The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.***

Section 40.58.15.1.A.1 Threshold: *An application for Sidewalk Design Modification shall be required when the following threshold applies:*

1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.

The applicant's narrative for SDM identifies the desire to keep existing mature street trees along SW Jenkins Road. The applicant proposes to widen the sidewalk to the required 10 feet but to keep the existing street trees in tree wells at the back of sidewalk, the current location of the trees. The standard for this sidewalk would have the street trees in wells at the front of sidewalk. The application meets threshold 1 for a Sidewalk Design Modification.

Therefore, staff find the proposal meets the criterion for approval.

- 2. *All City application fees related to the application under consideration by the decision making authority have been submitted.***

The City of Beaverton received the appropriate fee for the Sidewalk Design Modification application.

Therefore, staff finds the proposal meets the criterion for approval.

- 3. *One or more of the following criteria are satisfied:***

- a. ***That there exist local topographic conditions, which would result in any of the following:***
 - i. ***A sidewalk that is located above or below the top surface of a finished curb.***
 - ii. ***A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.***
- b. ***That there exist local physical conditions such as:***
 - i. ***An existing structure prevents the construction of a standard sidewalk.***
 - ii. ***An existing utility device prevents the construction of a standard sidewalk.***
 - iii. ***Rock outcroppings prevent the construction of a standard sidewalk without blasting.***
- c. ***That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.***
- d. ***That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.***

The applicant proposes ten foot sidewalks along SW Jenkins Road with street trees in tree wells at the back of sidewalk. The design standard requires ten foot sidewalks adjacent to the property with street trees in tree wells at the front of sidewalk. The frontage of SW Jenkins Road has existing street trees set behind the back of sidewalk. The applicant proposes to retain the existing mature street trees and place them in tree wells while expanding the sidewalk from five feet to ten feet in width to meet the intent of the standard while retaining a mature tree canopy. Staff concurs with the applicant that the mature trees are a valuable environmental resource to the site and should be retained. Staff finds that the proposal meets sub criteria C above. Should any areas be missing trees, the applicant will be required to supplement with placement of additional trees at 30 feet on center.

Therefore, staff finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

4. *The proposal complies with provisions of Section 60.55.25 Street and Bicycle and Pedestrian Connection Requirements and 60.55.30 Minimum Street Widths.*

The applicant states that the proposal complies with provisions of Section 60.55.25 as demonstrated in the narrative provided to this Section (Chap. 60). Staff refers to the Facilities Review findings for approval criterion C in reference to compliance with 60.55. The applicant must show compliance with the Conditions of Approval prior to issuance of a Site Development Permit for the proposed transportation facilities.

Therefore, staff finds that by meeting the conditions of approval, the proposal

meets the criterion for approval.

5. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

The applicant has submitted this Sidewalk Design Modification application with associated Design Review Three, Replat One and Tree Plan Two applications. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review.

Therefore, staff finds the proposal meets the criterion for approval.

6. ***The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.***

Staff cites the finding prepared herein in response to Criteria E and F of Facilities Review approval as adequate for supportive findings in response to Criterion No. 6 of SDM approval.

Therefore, staff finds the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2013-0009 (Sunset View Multi-Family)** subject to the applicable conditions identified in Attachment F.

**TP2013-0012
ANALYSIS AND FINDINGS FOR
TREE PLAN TWO**

Section 40.90.05 Tree Plan Applications; Purpose

Healthy trees and urban forest provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs)), and Community Trees, thus helping to preserve and enhance the sustainability of the City's urban forest.

Section 40.90.15.2.C Approval Criteria

In order to approve a Tree Plan Two 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:

1. *The proposal satisfies the threshold requirements for a Tree Plan Two application.*

The applicant proposes to remove approximately 70 of the community trees from the subject site, which meets threshold one for a Tree Plan Two application.

1. *Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period, except as allowed in 40.90.10.1.*

Therefore, staff find that the proposal meets the criterion for approval.

2. *All City application fees related to the application under consideration by the decision making authority have been submitted.*

The applicant has paid the required fee for a Tree Plan Two application.

Therefore, staff find that the proposal meets the criterion for approval.

3. *If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995 standards and International Society of Arborists (ISA) standards on the subject.*

The trees are not proposed for removal to observe good forestry practices. The trees are proposed for removal to accommodate the development of the site and the

associated grading and construction.

Therefore, staff find that the criterion for approval does not apply.

4. *If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.*

The trees proposed to be removed must be removed to accommodate the development of the site, including the apartment units, public street, and associated facilities. The existence of wetlands on the subject site limits the developable area; the proposal is reasonably located to provide for development while preserving the wetlands.

Therefore, staff find that the proposal meets the criterion for approval.

5. *If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.*

Property damage or other nuisances are not the reason the trees are being removed. Trees are being removed to facilitate development of the site.

Therefore, staff find that the criterion for approval does not apply.

6. *If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.*

As part of the proposed development the applicant will be constructing a new public street, SW 163rd Avenue which will serve the proposed apartment complex as well as the existing uses in the area. Some of the trees proposed for removal are to accommodate the new public street. The location of the street is aligned with the existing street across SW Baseline Road as required by the Development Code. No reasonable alternative street location exists which would meet the requirements and provide a safe intersection at SW Baseline Road.

Therefore, staff find that the proposal meets the criterion for approval.

7. *If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, [or] to eliminate conflicts with structures or vehicles.*

The site does not contain any SNRA's or significant trees.

Therefore, staff find that the proposal meets the criterion for approval.

- 8 *If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination*

The subject site does not contain a SNRA or significant grove.

Therefore, staff find that the criterion for approval does not apply.

9. *If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.*

The trees to be preserved are community trees therefore this criterion does not apply.

Therefore, staff find that the criterion for approval does not apply.

10. *The proposal is consistent with all applicable provisions of Section 60.60 Trees and Vegetation and Section 60.67 Significant Natural Resources.*

Staff cites the Code Conformance Analysis chart at the end of the Tree Plan Staff Report, which evaluates the project as it relates to applicable code requirements of Sections 60.60 through 60.67, as applicable to the aforementioned criterion. As demonstrated on the chart, the proposal complies with all applicable provisions of Chapter 60.60 and 60.67.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

11. *Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.*

This approval criterion is identical to Facilities Review approval criterion J. and the response contained within the revised Facilities Review report (Attachment A, above) is hereby cited and incorporated. The applicant's revised plans balance accommodating the proposed use and mitigating the adverse effects on neighboring properties.

Therefore, staff find that the proposal meets the criterion for approval.

12. *The proposal contains all applicable application submittal requirements as*

specified in Section 50.25.1 of the Development Code.

The applicant submitted the application on November 6, 2013 and deemed themselves complete on May 2, 2014. In the review of the materials during the application review, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, staff finds that the proposal meets the criterion for approval.

13. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

The applicant has submitted this Tree Plan Two application and the associated Design Review Three, Replat One, and Sidewalk Design Modification applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant for this stage of City approvals. Because the applications were submitted concurrently staff will review all four (4) applications at once.

Therefore, staff finds that the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **TP2013-0002 (Sunset View Multi-Family)** subject to the applicable conditions identified in Attachment F.

Code Conformance Analysis
Chapter 60.60 Trees and Vegetation & Chapter 60.67 Significant Natural Resources

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	All pruning must comply with the City's adopted Tree Planting and Maintenance Policy.	YES w/COA
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	The proposed tree removal complies with this section (see findings below).	YES w/ COA
60.60.15.2.B	Mitigation is required as set forth in 60.60.25	Mitigation is not required for community trees	N/A
60.60.15.2.C.1	Standards for SNRA & Significant Groves	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.2	DBH shall be retained in cohesive Preservation Areas.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.3	Native understory vegetation and trees shall be preserved in Preservation Areas.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.4	Preservation Areas shall be clustered and connect with adjoining portions of the SNRA or Significant Grove.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.5	Preservation Areas shall be set aside in conservation easements.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.6	Preservation Areas conditioned for protection through the Land Division process.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.7	Native species shall be preferred for preservation over non-native species.	Trees are proposed to be removed for development.	N/A
60.60.15.2.C.8	Hazardous and dead trees should be fallen only for safety and left at the resource site unless the tree has been diagnosed with a disease.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.20 Tree Protection Standards During Development			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited.	Protection measures are proposed in conformance with section 60.60.20, including construction fencing and efforts to ensure minimal	YES w/ COA

	Other protections measures may be used with City approval.	impacts to existing vegetation that is to be retained. Some trees closer to development may need alternative protections measures. Staff recommends a condition of approval that the applicant adhere to Section 60.60.20 unless modified in agreement with the City Arborist.	
60.60.25 Mitigation Requirements			
60.60.25	Mitigation Standards: (60.60.25.2.B) if less than 50% of the total DBH is proposed for removal no mitigation is required.	No SNRA's or Significant Groves are identified on site. Mitigation is not required for Community Trees.	N/A
60.67 Significant Natural Resources			
60.67.05.1	Development activities in locations of possible significant natural resources and/or wetlands are subject to relevant procedures identified in Chapter 50.	The proposed development and associated tree removal is subject to the relevant procedures identified in Chapter 50 including types 1, 2 and 3 land use applications.	YES
60.67.15.2	For sites identified in the Local Wetland Inventory notice of the proposed development shall be provided to DSL.	The applicant has provided a Clean Water Services, Service Provider Letter for the proposed project and will be required to comply with all of the conditions of approval for SPL 13-002252. Notice has been sent to DSL.	YES
60.67.10	Development activities in locations of Significant Riparian Corridors are subject to relevant procedures identified in Chapter 50.	The proposed development and associated tree removal is subject to the relevant procedures identified in Chapter 50 including types 1, 2 and 3 land use applications.	YES

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of TP2013-0002 (**Sunset View Multi-Family**) subject to the applicable conditions identified in Attachment F.

CONDITIONS OF APPROVAL**DR2013-0095 Design Review Three Application:**

1. In accordance with Section 50.90.1 of the Development Code, Design Review Two approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code. In the case of phased development, each phase must be commenced within 2 years of completion of the prior phase, in accordance with Section 50.90.3.B of the Development Code. (Planning/JF)

A. Prior to issuance of the site development permit, the applicant shall:

2. Ensure that all associated applications, including Replat One (LD2013-0015), Sidewalk Design Modification (SDM2013-0009) and Tree Plan Two (TP2013-0012) have been approved and are consistent with the submitted plans. (Planning Division/JF)
3. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
4. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
5. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
6. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, private streets, and emergency vehicle access driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
7. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)

8. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the Jenkins Road right of way. (Site Development Div./JJD)
9. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
10. Submit an available fire flow analysis including an actual flow test of the existing water system and evaluation by a professional engineer meeting the standards as specified in the Engineering Design Manual Chapter 6, 610.L, using the anticipated maximum fire demand. The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)
11. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div./JJD)
12. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
13. Submit a copy of issued permits or other approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (for work within or affecting a jurisdictional wetland). (Site Development Div./JJD)
14. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the 2006 plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (For application information and to access the required plan format, see: <http://www.cleanwaterservices.org/PermitCenter/PermittingProcess/ErosionControl.aspx>) (Site Development Div./JJD)
15. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report (May 2, 2014), demonstrating compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to water quality treatment. (Site Development Div./JJD)
16. Provide a detailed drainage analysis of the subject site and prepare a final report prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event in addition to any mapped FEMA flood plains and flood ways. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development Div./JJD)
17. When or as required, have obtained the City Building Official's courtesy review approval of the proposed site utility plan for private plumbing needed to serve the development including private fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./JJD)

18. Submit a revised grading plan showing that each proposed building pad has a minimum building pad elevation that is at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities and any storm water conveyance crossing the project area. Additionally, a minimum finished floor elevation that is at least two feet higher than the maximum possible high water elevation shall be established for each new building lot and documented on the plans. This land-use approval shall provide for minor grade changes less than four vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development Div./JJD)
19. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records, for those facilities that treat single lot drainage. (Site Development Div./JJD)
20. Submit to the City a certified impervious surface determination of the proposed project by the applicant's engineer, architect, or surveyor. The certification shall include an analysis and calculations of all impervious surfaces as a total on the site. Specific types of impervious area totals, in square feet, shall be given for buildings, parking lots/driveways, sidewalk/pedestrian areas, storage areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area. (Site Development Div./JJD)
21. Pay a storm water system development charge (overall system conveyance) for the net new impervious area proposed that is not part of a fully-improved public street. (Site Development Div./JJD) (Site Development Div./JJD)
22. Provide plans for LED street lights (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director) for all impacted public streets and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
23. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD) Provide a plan showing "No Parking" signs installed along the entire SW Baseline Road frontage to provide adequate intersection sight distance near the intersections and to accommodate a bike lane on SW Baseline Road per Beaverton Engineering Design Manual, Standard Drawing No. 101. (Transportation/LP)
24. Provide a plan showing on-site landscaping and above ground utilities located to provide adequate intersection sight distance at the driveways and the SW Baseline Road/SW 162nd Avenue intersection. (Transportation/LP)
25. Provide a plan showing all on-site two-way drive aisles with a minimum width per BDC 60.30.15 (Note "5"). (Transportation/LP)

26. Show compliance with the sight distance diagram and methodology per Beaverton Engineering Design Manual, Section 210.10 Intersection Sight Distance Policy. (Transportation/LP)
27. Provide a plan showing street trees installed along the SW 163rd Avenue, SW Baseline Road and SW Jenkins Road frontages per Beaverton Engineering Design Manual, Standard Drawing No. 216 & No. 241 except where modification are approved through the Sidewalk Design Modification application. (Transportation/LP)
28. Submit to Washington County Operations Division (503-846-7623)
 - a) Completed Right-of-Way Permit application form and fee.
 - b) A copy of the City's Land Use Approval with Conditions, signed and dated.
 - c) Three (3) sets of 11 x 17 plans, including site plan, for construction of the following public improvements:
 1. Widening of the existing sidewalk to ten feet County standards.
 2. Emergency vehicle access to SW Jenkins Road to County standards.
 3. Closure of all existing driveways to SW Jenkins Road to County standards
 4. All work proposed within the right-of-way of SW Jenkins Road to County standards.
29. **AERIAL FIRE APPARATUS ACCESS:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (OFC D105) Buildings 4 stories in height must meet this requirement. (TVF&R/JF)
30. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet. (OFC D103.1) All hydrants must meet this requirement. (TVF&R/JF)
31. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 60,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (OFC D102.1) All fire lanes must meet this requirement. (TVF&R/JF)
32. **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3) (TVF&R/JF)
33. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering

shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3) Painted curbs are required on this project. (TVF&R/JF)

34. **GATES:** Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) Proposed emergency access gate must be submitted for review and approval by the fire department. (TVF&R/JF)
35. **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (OFC B105.3) Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as City of Beaverton Building Services. Fire flow calculation worksheets as well as instructions are available on our web site at www.tvfr.com. (TVF&R/JF)
36. **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves. Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination there of as applicable. (OFC 912.2) All FDC's shall be labeled as to which building they serve. (TVF&R/JF)
37. **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1) (TVF&R/JF)
38. **KNOX BOX:** A Knox Box for building access is required for all buildings with a fire sprinkler system. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) (TVF&R/JF)
39. **PREMISES IDENTIFICATION:** Buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 4 inches high with a ½ inch stroke. (OFC 505.1) (TVF&R/JF)
40. **FIRE DEPARTMENT ACCESS TO EQUIPMENT:** Fire protection equipment shall be identified in an approved manner. Rooms containing controls for HVAC, fire sprinklers

risers and valves or other fire detection, suppression or control features shall be identified with approved signs. (OFC 509.1) (TVF&R/JF)

41. ANGLE OF APPROACH AND DEPARTURE: The angles of approach and departure for fire apparatus roads shall not exceed 8 Degrees. (OFC 503.2.8, NFPA 1901) (TVF&R/JF)
42. A demolition permit is required for the removal of the existing building(s). A plumbing permit is required for removal, abandonment and capping of a septic tank or sewer line. If a septic tank exists, it shall be pumped out and filled in with sand or gravel or completely removed. An inspection shall be obtained from the plumbing inspector after the tank is filled or removed. A copy of the receipt from the pumping company shall be provided. If the building is connected to the public sanitary sewer system, the building's sewer shall be capped off at the property line and inspected by the plumbing inspector. (BC 8.02.035, Section 105, OSSC; Section 722, OPSC) The removal of existing buildings on the property may provide credits towards some system development (SDC) fees such as water, sanitary sewer, impervious surface, and traffic. (Building/BR)
43. Resolve design and/or conflicts with refuse disposal/recycling hauler that would preclude adequate service of refuse and recycling containers for all units of the development. (Planning Division/JF)
44. Provide a plan showing differentiated pedestrian connections through the parking areas consistent with Exhibit 2.3 to the staff report. (Planning Division/JF)
45. Provide a plan and details for non-pole mounted luminaries as well as a modified lighting plan showing the lights comply with the Technical Lighting Standards of the Development Code. All buildings must have lighting at each entrance. (Planning Division/JF)
46. Show compliance with all conditions of the Clean Water Services (CWS) Service Provider Letter (SPL) 13-002252. (Planning/JF)

B. Prior to building permit issuance, the applicant shall:

47. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
48. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
49. Have a professional architect, engineer, or surveyor submit plans and specifications to the City Engineer and City Building Official verifying that all at-risk elements of the new construction are either elevated or floodproofed as appropriate per City Code, FEMA requirements, IBC Appendix G (Flood-resistant Construction), and ASCE/SEI 24-05, and as determined by the City Engineer and City Building Official to at least two feet above the base flood (100 year) elevation (Site Development Div./JJD)

C. Prior to recording of the final plat, the applicant shall:

50. Have commenced construction of the site development improvements to provide minimum critical public services to each proposed lot (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./JJD)
51. Show granting of any required on-site easements on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./JJD)
52. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits for each parcel, ready for recording concurrently with the final plat at Washington County. (Site Development Div./JJD)

D. Prior to final inspection of any building permit, the applicant shall:

53. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
54. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
55. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
56. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
57. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
58. For the clubhouse building, have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required, as determined by CWS. (Site Development Div./JJD)
59. Prior to building permit issuance the applicant shall complete all transportation improvements as proposed for SW 163rd Avenue, SW Baseline Road, and SW Jenkins Road, including but not limited to street frontage improvements and right of way dedication in conformance with Beaverton Engineering Design Manual, Standard Drawing No. 103, No. 101 and No. 100. (Transportation/LP)

60. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / JF)
61. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / JF)
62. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / JF)
63. Ensure all landscaping approved by the decision making authority is installed. (Planning / JF)
64. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning / JF)
65. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Each tree is to be adequately staked. (Planning / JF)
66. Ensure all exterior lighting fixtures are installed and operational. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane. Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. (Planning / JF)
67. Obtain a Finaled Washington County Right-of-Way Permit. (Washington County/NV)

E. Prior to release of performance security, the applicant shall:

68. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
69. Submit any required on-site easements not already dedicated on the subdivision plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)

70. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the treatment vegetation within the surface water quality facilities, vegetated corridor, and the wetland mitigation areas, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Operations Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Operations Director prior to release of the security. (Site Development Div./JJD)

LD2013-0015 Replat One Application:

A. Prior to recording of the final plat:

1. Show granting of any required on-site easements and public street dedications on the plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./JJD)
2. Have verified to the satisfaction of the City Engineer that the location and width of proposed rights of way and easements are adequate, per adopted City standards and requirements. (Site Development Div./JJD)
3. Have verified to the satisfaction of the City Engineer that the location and width of proposed rights of way and easements are adequate, per adopted City standards and requirements. (Site Development Div./WKP)

B. Prior to occupancy of any building:

4. Provide the City with a copy of the recorded plat from Washington County records. (Planning/JF)

SDM2013-0009 Sidewalk Design Modification Application:

1. Ensure that all associated applications, including Design Review Two (DR2013-0095), Replat One (LD2013-0015) and Tree Plan Two (TP2013-0012) have been approved and are consistent with the submitted plans. (Planning Division/JF)

TP2013-0012 Tree Plan Two Application:

1. In accordance with Section 50.90.1 of the Development Code, Tree Plan approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place,

or an application for extension has been filed, pursuant to Section 50.93 of the Development Code, or authorized development has otherwise commenced in accordance with Section 50.90.3.B of the Development Code. (Planning Division/JF)

2. Ensure that all associated applications, including Design Review Two (DR2013-0095), Replat One (LD2013-0015) and Sidewalk Design Modification (SDM2013-0009) have been approved and are consistent with the submitted plans. (Planning Division/JF)
3. All pruning must comply with the City's adopted Tree Planting and Maintenance Policy. (Planning Division/JF)
4. The applicant must comply with the tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Plans showing compliance with these standards, including placement or orange tree fencing shall be provided prior to Site Development Permit issuance. (Planning Division/JF)

<u>Ryan Huff</u>	<u>1073 SW 162nd</u>	<u>11/12/13</u>
Name	Address	Date
<u>Linda Williams</u>	<u>1073 SW 162nd</u>	<u>11/12/13</u>
Name	Address	Date
<u>Lauren McCarthy</u>	<u>1071 SW 162nd</u>	<u>11/12/13</u>
Name	Address	Date
<u>Mary B. Bieker</u>	<u>1071 SW 162nd</u>	<u>11-12-13</u>
Name	Address	Date
<u>David S. Mackay</u>	<u>16210 SW Baseline Road</u>	<u>11-12-13</u>
Name	Address	Date
<u>Opal Mack</u>	<u>16210 SW Baseline Road</u>	<u>11-12-13</u>
Name	Address	Date
<u>Frank [unclear]</u>	<u>16230 SW Baseline Rd</u>	<u>11-12-13</u>
Name	Address	Date
<u>Regina Ford</u>	<u>1090 SW 170th Ave #203</u>	<u>11-12-13</u>
Name	Address	Date
<u>Walter Dawley</u>	<u>226 SW 172nd Ave</u>	<u>11/12/13</u>
Name	Address	Date
<u>David Weingarten</u>	<u>16275 SW Mason Ln</u>	<u>11/12/13</u>
Name	Address	Date
<u>Michael Keza</u>	<u>1057 SW 162nd Ave 97006</u>	<u>11/12/13</u>
Name	Address	Date
<u>Roma Narisetty</u>	<u>1167 SW 162nd Ave, 97006</u>	<u>11/12/13</u>
Name	Address	Date
<u>Steve Kim</u>	<u>1047 SW 162nd Ave, 97006</u>	<u>11/12/13</u>
Name	Address	Date
<u>Dana Jones</u>	<u>1061 SW 162nd Ave</u>	<u>11/12/13</u>
Name	Address	Date

Jana Fox

From: Craig Jones <CJones@fidelityins.com>
Sent: Thursday, November 14, 2013 12:01 PM
To: Jana Fox
Cc: rpjoneswsu3@gmail.com
Subject: Sunset Driving Range Sale to Low Income Housing

Jana,
I own a unit at 16270 SW Mason Lane, Beaverton, OR and I have been informed that the driving range to the west of my unit has a pending sale to Pedcore Investments to build low income housing.

I am opposing this due to the fact that Mason Lane has cars parked on both sides of the street and the increased traffic would cause safety issues. Also, adding 163rd as a through street would cause additional traffic issues.

Also, will there be any barriers between 163rd and my unit at the corner of Mason and the proposed 163rd. I am referring to curbing, sidewalks, fencing, etc.

Lastly, I oppose a low income housing in the area as it may increase the crime. A nice condo or townhouse project would be much more of a benefit to the area.

Thank you,

Craig Jones, CPCU, AAI
Account Executive/Vice President
Direct Phone: (509) 462-7840 - Direct Fax: (509) 462-7916

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Fidelity Associates reserves the right to monitor and review the content of all messages sent to or received from this e-mail address, as this is a corporate e-mail and should be not be used for personal e-mail.

Neighbors Against Sunset Driving Range Low Income Apartments
Keep Driving Range or Build Town Homes

<i>Name</i>	<i>Address</i>	<i>Email</i>
Joe Lopez	1043 SW 162 nd Avenue	JFDDLopez@gmail.com
Fabiola Lopez	1043 SW 162 nd Avenue	D3FABIOLA@GMAIL.COM
Ryan Huff	1073 SW 162 nd Avenue	
Linzy Walhman	1073 SW 162 nd Avenue	
Lauren McCartha	1071 SW 162 nd Avenue	lmccartha@me.com
Maryb Bieker	1071 SW 162 nd Avenue	
David S Machay	16210 SW Baseline Road	
Regina Ford	1090 SW 170 th Avenue	
L. Danley	226 SW 172 nd Avenue	
David Wingarten	16275 SW Mason Lane	
Michael Reza	1057 SW 162 nd Avenue	
Rama Narisetty	1167 SW 162 nd Avenue	
Steve Kim	1047 SW 162 nd Avenue	
Dana Jones	1061 SW 162 nd Avenue	Dana_talamo@hotmail.com
Caroline Tse	16062 SW Mason	carolinetse@gmail.com
Carl Schaedler		kschaedler@mstates.com
Dustin Castor	16265 SW Mason	dustincastor@yahoo.com

RECEIVED

NOV 18 2013

City of Beaverton
 Planning Services

Jana Fox

From: Lauren McCartha <sunshineandcupcakes@me.com>
Sent: Thursday, November 21, 2013 4:30 AM
To: Jana Fox
Subject: Sunset development

To whom it may concern,

I am a town home owner in Nicole Estates and very disappointed to hear about the possibility of developing the sunset golf range. The community I bought my town house from is one that encourages a successful business class family. Bringing in mass housing destroys this and makes our community less safe place to live. I don't want to have a reason to fear my neighbors, but low income housing comes with other issues that are not things I want in my community. This level of housing draws in renters that would make me feel unsafe running around my home neighborhood. Let's look at ways to prevent this detriment of community.

I am open to hearing alternative plans to the apartment development that are currently being purposes.

Best wishes

Lauren McCartha

Randy Ealy

From: Mailbox Mayor Mail
Sent: Monday, November 25, 2013 8:12 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: Sunset View Apartments Project

From: Dennis Healy [<mailto:dbhealy@gmail.com>]
Sent: Saturday, November 23, 2013 12:43 PM
To: Mailbox Mayor Mail; Mailbox CEDD Web Mail; Randy Ealy
Subject: Sunset View Apartments Project

Denny Doyle, Mayor of Beaverton
Randy Ealy, CAO & Interim Director of Community & Economic Development
Don Mazziotti, Director of Community & Economic Development

I am writing to express my concern about the proposed Sunset View Apartments to be constructed at 16251 Jenkins Road by PEDCOR. As longtime homeowners in the area that will be directly impacted by this development, I am wondering if this proposal will be submitted to the City Planning Commission for full public review and community input? If not, why? It seems that such a major project is deserving of more than just an environmental impact study and a rubber stamp; there are real considerations for infrastructure, green space and safety with this type of high-density residential development. Please inform me of the steps involved for considering this proposal, and how, as a citizen of the City of Beaverton, I can be engaged in this process - it's very disturbing to me that this project, with planned ground breaking in July 2014, has been kept so quiet.

Respectfully,

Dennis & Christina Healy
16035 SW Mason Lane
Beaverton, OR 97006

Randy Ealy

From: Mailbox Mayor Mail
Sent: Monday, November 25, 2013 8:12 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: Low income housing at sunset driving range site

-----Original Message-----

From: Jack & Lori [<mailto:manofleisure@frontier.com>]
Sent: Saturday, November 23, 2013 3:54 PM
To: Mailbox Mayor Mail
Cc: Mailbox CEDD Web Mail
Subject: Low income housing at sunset driving range site

Mr. Mayor

I am opposed to the low income apartments, that are been considered at the Sunset Driving Range Site. For the following reasons.

1. This will incur in the long run of lowering property value.
2. this has happen in other areas where crime rate has increased
3. Most people bought the town house units because of the access to NIKE and INTEL
4. these people are at work most of the day, when home enjoy the quietness of their residents
5. when the neighborhood becomes loud and the streets become over ran These high tec people will be selling out, then you really will have a real low income neighborhood. Lots of low housing
6. Homes will not be kept up as they are now, as new people that move in will not have income to maintain them and In a few years Beaverton will have a slum area.
7. MOST important REASON the PEOPLE do not want it .
The apartment units are maintained by the owners and these are leased, People will not renew their leases to live in a hostile neighborhood, which occurs with low income housing, look at other areas that that has already happened.
8. The question I have is ,how important in our voice in the Beaverton city government .
Please think of the future of your residents that are here and paying taxes ,do not give them reasons to move out. You have here What a lot of cities would love to have. Protect us ,do the right thing. We trust you to do the best for us don't disappoint us.

A Beaverton Resident
Jack Huffstetler
15969 S.W. Kaylynn Lane
Beaverton ,Oregon 97006

Randy Ealy

From: Mailbox Mayor Mail
Sent: Monday, November 25, 2013 8:12 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: Low income apartments at 16251 Jenkins road

-----Original Message-----

From: Aniq Arif [<mailto:aniqa.ar86@gmail.com>]
Sent: Sunday, November 24, 2013 10:25 PM
To: Mailbox Mayor Mail; Mailbox CEDD Web Mail
Subject: Low income apartments at 16251 Jenkins road

Dear Denny & Don,

It has come to my attention that low income apartments are being proposed in our neighborhood. I would like to clarify the obvious impacts it will have on our community and after talking with my Gage lane neighbors no one is happy about this. I for one know we will be leaving our premises due to a) construction, b) traffic in a already congested neighborhood and c) the implications low income housing will have on property values. These are just a few of the affects you will see in our community and can think of a handful more of reasons why this is a harmful idea. Please take into consideration the people that live in this neighborhood. Any feedback or updates on these plans would be much appreciated.

Thanks,
Aniq

16270 SW Gage Lane

Jana Fox

From: Randy Ealy
Sent: Wednesday, November 27, 2013 12:56 PM
To: Jana Fox
Cc: Steven Sparks
Subject: FW: dense housing project

From: Mailbox Mayor Mail
Sent: Wednesday, November 27, 2013 10:25 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: dense housing project

From: Diane Bender [mailto:diane_bender@yahoo.com]
Sent: Wednesday, November 27, 2013 10:16 AM
To: Mailbox Mayor Mail
Subject: dense housing project

Dear Mayor Doyle,

I am concerned about the impact of the proposed housing project at the site of the Sunset Driving Range at 16251 Jenkins. Area roads weren't built for the amount of traffic that so many units would generate. Gage and Mason Lanes are narrow with cars parked on both sides leaving only one lane for driving. Traffic and noise from the site would require a high sound wall on the property line on the east side. Shouldn't the city planning commission review this project with public review and community input? Will there be enough green space and recreation space on this site?

Thank you for considering these concerns,
Diane Bender
15916 SW Mortondale Ln
Beaverton, OR 97006

Jana Fox

Subject: FW: proposed apartment complex

From: ssnssn@comcast.net [<mailto:ssnssn@comcast.net>]
Sent: Thursday, November 28, 2013 2:29 PM
To: Mailbox CEDD Web Mail
Subject: proposed apartment complex

Director Mazziotti,

My name is Steven Taggart. I live on Mason Lane in Beaverton near the driving range and Costco. I am writing you to voice my concern for the apartment complex that has been proposed two blocks from my home.

The street that I live on is so narrow that parking is only permitted on one side of the street. Even with cars parked on only one side it is very difficult for two cars to pass each other. This street is going to be lengthened to serve the new apartment complex. With the homes that exist now it is sometimes difficult to find street parking near my home, with a large apartment building just down the street there will be major parking congestion.

If you walk through this neighborhood, it is plain to see that it was planned for the townhomes that exist there, not an apartment building.

If this apartment complex is approved, Mason and Gage lane should not be extended into the complex. It makes much more sense to serve the new complex on Baseline and Jenkins where there are no existing neighborhoods.

Thank You,

Steven Taggart

ssnssn@comcast.net

(503) 515-7344

Jana Fox

From: Randy Ealy
Sent: Monday, December 02, 2013 9:05 AM
To: Jana Fox; Steven Sparks
Subject: FW: Sunset Driving Range Development

From: Mailbox Mayor Mail
Sent: Monday, December 02, 2013 8:05 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: Sunset Driving Range Development

From: John Kenny [<mailto:john3kenny@gmail.com>]
Sent: Sunday, December 01, 2013 9:07 PM
To: Mailbox Mayor Mail
Subject: Sunset Driving Range Development

Dear Mayor Doyle,

I'm deeply upset to learn you are planning on adding 228 low-income apartments in the space of the sunset driving range without public review where I and the many others who share my concerns can voice our objections. A project of this scope should be sent to the City Planning Commission and not just summarily approved as if there were no impact to our community.

Here is the summary of top problems with this project.

1. **Traffic:** With Nike, Costco, and such, traffic is already heavy in the area. Adding even more traffic by packing the old driving range with 228 apartments will devastate my community. Certainly in respect to my property, Gage Lane is already choked with on street parking and cannot handle through traffic. The same can be said for Mason Lane and all roads in the merlot station townhouse area.
2. **Safety:** There is a play area for children in our small community, but it will no longer be safe if through traffic is opened up on these roads. There is also a lot of foot traffic as people check mail, walk to parking, or walk to the near by trails or retail locations. Pedestrians will be at much greater risk if this goes through.
3. **Noise:** A construction site that large will require a sound wall be constructed on the east property line. This should be a permanent structure so that noise from the supersaturated space will not disturb our community. This would also help ensure traffic is forced onto the main highways that might better handle the increased traffic load.
4. **Green Space:** There need to be more open space on the site. There is a trail nearby, but no parks and no nearby public playgrounds.

I hope you will take our my concerns seriously and reconsider your approval of this project. Failing that, please send this project to the city planning commission for review and open this up to public discourse. Thanks.

John and Judy Kenny, 16072 SW Gage Lane, Beaverton

Neighbors Against Sunset Driving Range Apartments

EXHIBIT 1.11

November 23, 2013

Mayor Denny Doyle
Beaverton City Council
Randy Ealy, Interim Director, Community and Economic Development

We are Beaverton residents very concerned about the Pedcor proposal to build 228 apartment units on the Sunset Driving Range site at 16251 Jenkins Road. This hugely-dense housing project would have a significant detrimental impact on our community and the area.

This is a major development project deserving full public review and community input. We ask that you send it to the City Planning Commission for an open public hearing.

Zoning for the area allows the developer to build just 150 apartments on the site, but they have chosen instead to build 228 – 52% more. The project would include 11 three-story buildings containing 1, 2 and 3 bedroom units. An extension of SW 163rd Avenue would be constructed extending North-South from West Baseline to Jenkins. Proposed sidewalks are narrow (5ft) and there are not enough pathways for pedestrians. The intent of zoning is to encourage MAX use nearby but project includes 300+ parking spaces for cars.

Traffic impact generated by 228 units will severely impact our community. Area roads cannot handle the volume – especially with the Costco store and gas station nearby. Our initial review of the traffic study shows it may be seriously flawed because it does not take into account the Costco traffic, limited access to Jenkins (right in and right out only), and the proposed THPRD trail crossing. Traffic circulation is already congested and will worsen significantly by this development. We are concerned about safety as Gage and Mason Lanes cannot handle more traffic and should not be extended. Both streets are narrow, with cars parked on both sides, leaving only 1 traffic lane. Children play in the area and increased traffic would make it unsafe.

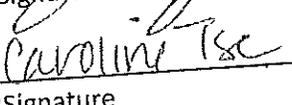
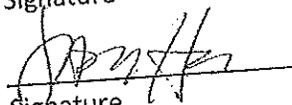
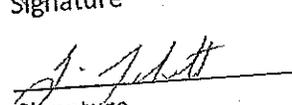
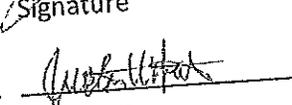
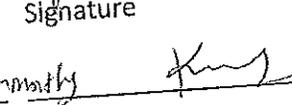
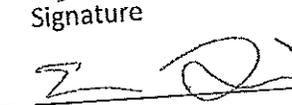
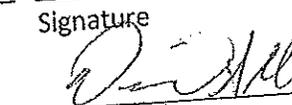
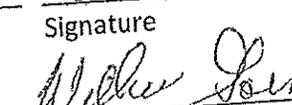
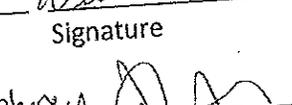
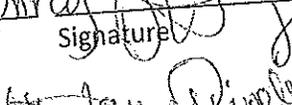
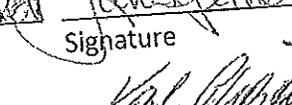
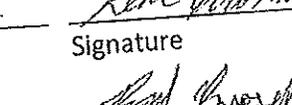
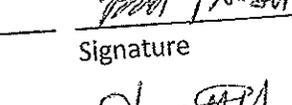
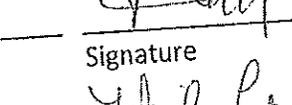
We ask that you give the community a genuine opportunity to provide comments through a public hearing. This is a major project with major impacts on our Beaverton community. We are over 400 homeowner residents in the Merlo Station and Nicole Estates communities. At this time, only the following people were available to sign. However, almost every person we have talked to shares these concerns.

Please send your reply to:

Neighbors Against Sunset Driving Range Apartments, 1043 SW 162nd Ave, Beaverton, OR 97006

Sincerely,

Beaverton Residents (names, signatures and addresses on the following pages)

Joe Lopez		1043 SW 162nd Ave.
Printed Name	Signature	Address
Caroline Tse		16002 SW Mason Lane
Printed Name	Signature	Address
JASON HEN		16062 SW MASON LN.
Printed Name	Signature	Address
Lorena Schott		16296 SW Gage Ln
Printed Name	Signature	Address
Justin Welvert		16296 SW Gage Ln
Printed Name	Signature	Address
King F. Longo Komomathy		1063 SW 162nd Ave.
Printed Name	Signature	Address
Eve Martin		1071 SW 1162nd Ave
Printed Name	Signature	Address
David S. Moch		16210 SW Baseline Road
Printed Name	Signature	Address
WILLIAM A. GORSKI		16220 SW BASELINE RD
Printed Name	Signature	Address
Jennifer Humphrey		16086 SW Mason Ln
Printed Name	Signature	Address
Jamison Prindl		16225 SW MASON LN
Printed Name	Signature	Address
KARL SCHAEGLER		1049 SW 162nd AVE.
Printed Name	Signature	Address
Brad Russell		16255 SW Mason Ln
Printed Name	Signature	Address
Vasu Muttapudi		16137 SW Mason Ln
Printed Name	Signature	Address
Fabiola Lopez		1043 SW 162nd Ave.
Printed Name	Signature	Address

Sri Narisetty
Printed Name

[Signature]
Signature

1167 SW 162nd Ave
Address Beaverton OR 97006

ZARIFA MAKANICHE
Printed Name

[Signature]
Signature

16245 SW Forge Ln 97006
Address

Donna Karik
Printed Name

[Signature]
Signature

1052 SW 162 Ave 97006
Address

Jonathan Krane
Printed Name

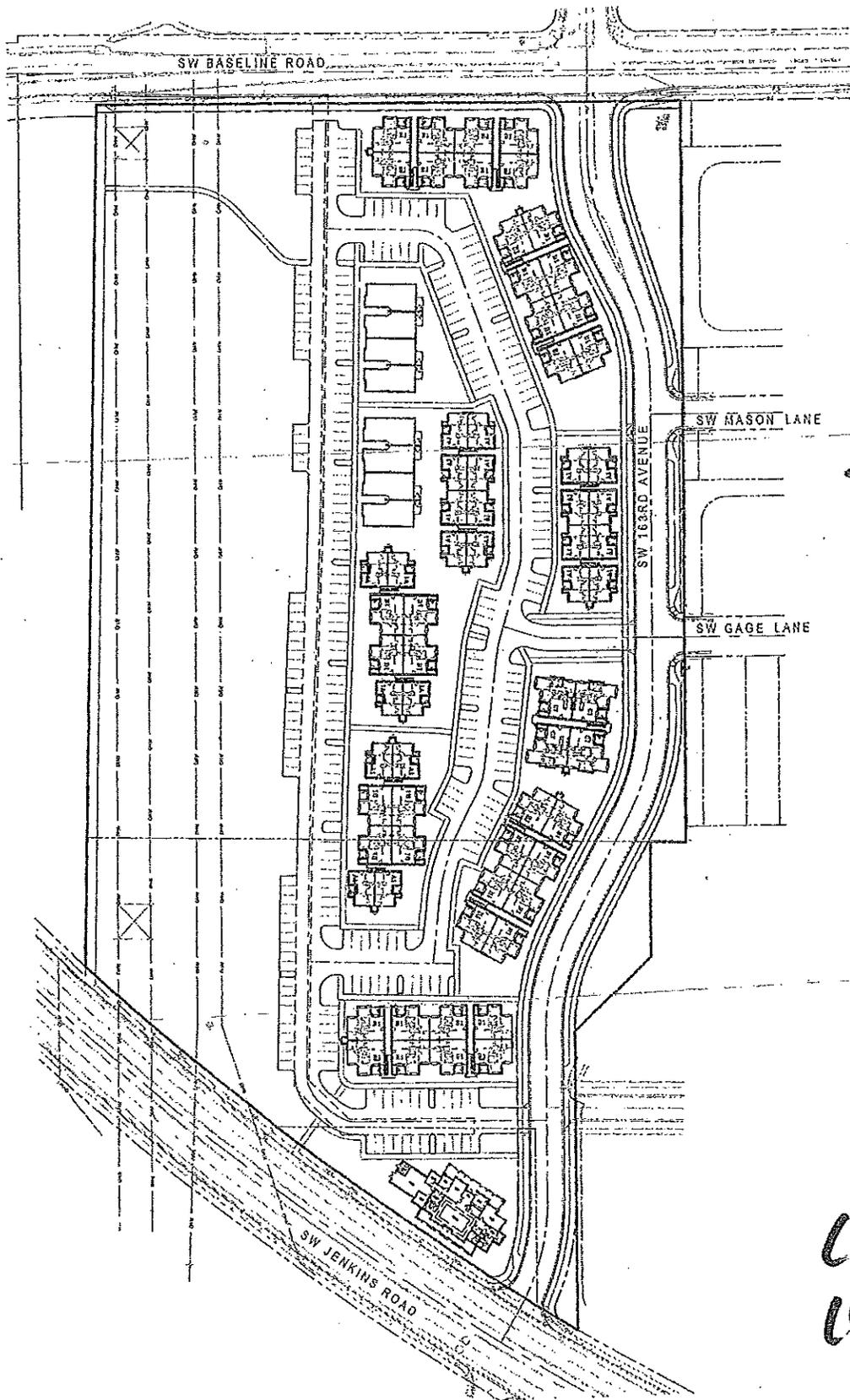
[Signature]
Signature

16122 SW Gage Lane, 97006
Address

Printed Name

Signature

Address



212 existing town homes

Costco and
Costco gas
station

Neighbors Against Sunset Driving Range Apartments

EXHIBIT 112

November 23, 2013

Mayor Denny Doyle
Beaverton City Council
Randy Ealy, Interim Director, Community and Economic Development

We are Beaverton residents very concerned about the Pedcor proposal to build 228 apartment units on the Sunset Driving Range site at 16251 Jenkins Road. This hugely-dense housing project would have a significant detrimental impact on our community and the area.

This is a major development project deserving full public review and community input. We ask that you send it to the City Planning Commission.

Zoning for the area allows the developer to build just 150 apartments on the site, but they have chosen instead to build 228 – 52% more. The project would include 11 three-story buildings containing 1, 2 and 3 low-income bedroom units. An extension of SW 163rd Avenue would be constructed extending North-South from West Baseline to Jenkins. Proposed sidewalks are narrow (5ft) and there are not enough pathways for pedestrians. The intent of zoning is to encourage MAX use nearby but project includes 300+ parking spaces for cars.

Traffic impact generated by 228 units will severely impact our community. Area roads cannot handle the volume – especially with the Costco store and gas station nearby. Our initial review of the traffic study shows it may be seriously flawed because it does not take into account the Costco traffic, limited access to Jenkins (right in and right out only), and the proposed THPRD trail crossing. Traffic circulation is already congested and will worsen significantly by this development. We are concerned about safety as Gage and Mason Lanes cannot handle more traffic and should not be extended. Both streets are narrow, with cars parked on both sides, leaving only 1 traffic lane. Children play in the area and increased traffic would make it unsafe.

We ask that you give the community a genuine opportunity to provide comments through a public hearing. This is a major project with major impacts on our Beaverton community. We are over 400 homeowner residents in the Merlo Station and Nicole Estates communities. At this time, only the following people were available to sign. However, almost every person we have talked to shares these concerns.

Sincerely,

Beaverton Residents

Aaron Smith
Printed Name

AS
Signature

16265 SW Gage Lane
Address
Beaverton, OR
97006

Neighbors Against Sunset Driving Range Apartments

RECEIVED

EXHIBIT 1.13

November 23, 2013

DEC 04 2013

Mayor Denny Doyle
Beaverton City Council

City of Beaverton
Planning Services

Randy Ealy, Interim Director, Community and Economic Development

We are Beaverton residents very concerned about the Pedcor proposal to build 228 apartment units on the Sunset Driving Range site at 16251 Jenkins Road. This hugely-dense housing project would have a significant detrimental impact on our community and the area.

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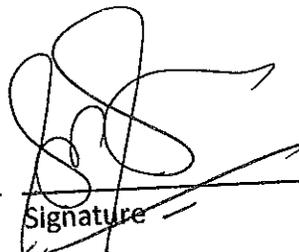
Traffic impact generated by 228 units will severely impact our community. Area roads cannot handle the volume – especially with the Costco store and gas station nearby. Our initial review of the traffic study shows it may be seriously flawed because it does not take into account the Costco traffic, limited access to Jenkins (right in and right out only), and the proposed THPRD trail crossing. Traffic circulation is already congested and will worsen significantly by this development. We are concerned about safety as Gage and Mason Lanes cannot handle more traffic and should not be extended. Both streets are narrow, with cars parked on both sides, leaving only 1 traffic lane. Children play in the area and increased traffic would make it unsafe.

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Sincerely,

Beaverton Residents

SIDDHAKTIA SHARMA
Printed Name


Signature

1063 SW 162nd Ave
Address Beaverton, OR, 97006

Jana Fox

From: angie sirianni <angieks21@gmail.com>
Sent: Friday, December 13, 2013 6:32 PM
To: Mailbox Mayor Mail
Subject: Jenkins Sunset Apartments Project

Hello,

The Jenkins Sunset Apartments project is a very large project with a major impact on our community. Beaverton neighbors should have a chance to be heard at a public hearing. Please hold a public hearing.

There is way too much traffic already in this neighborhood due to Costco and their gas station, as well as the high traffic that already comes through Jenkins street. There is already not enough space for two cars to pass at once, because cars are always parked on both sides of the street. By extending Gage and Mason Ln's will cause a major traffic jam, and will create accidents for cars and children that play outside.

Please reconsider in building apartments here. The driving range creates a green space this neighborhood desperately needs to keep, and there is already an extremely large community of apartments/condos that are in the process of being built on the corner of Murray and Jenkins. That will be significantly impacting traffic as that neighborhood grows, too. A Jenkins Sunset Apartment project is not the kind of traffic this community can handle.

Jana Fox

From: Russell, Bradford <Bradford.Russell@bankofthewest.com>
Sent: Saturday, December 14, 2013 11:37 AM
To: Mailbox Mayor Mail
Subject: Jenkins Sunset Apartments

Mr. Doyle,

My fellow residents and I are concerned about the proposed construction of the Jenkins Sunset Apartments. We would appreciate the opportunity to have our voice heard at a public hearing regarding the impact it could have on our community.

Thank you,

Bradford Russell
Financial Services Officer Lake Grove Branch NMLS # 911361
T: (503) 207-1100 F: (503) 699-6985 | Bradford.Russell@bankofthewest.com
16555 Boones Ferry Rd. Suite #100 Lake Oswego, OR 97035

Visit us online at www.bankofthewest.com



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Jana Fox

From: Ram <smrlnarisetty04@yahoo.com>
Sent: Sunday, December 15, 2013 2:42 PM
To: Mailbox Mayor Mail

Hello Sir,

The Jenkins Sunset Apartments project is a very large project with a major impact on the our community. Beaverton neighbors should have a chance to be heard at a public hearing. Please hold a public hearing.

Best Regards
-Ram

1167 SW 162nd Ave

Jana Fox

From: Hiroshi Watanabe <hiroshi.watanabe@gmail.com>
Sent: Sunday, December 15, 2013 11:05 PM
To: Mailbox Mayor Mail
Subject: Apt Project at current Sunset golf

Dear Mr. Doyle,

I live in Nicole Estate Community next to Sunset Golf, and am very concern about very large impact the Jenkins Sunset Apartments project would hit to our neighborhood. This high-dense town-home community is also near very popular Costco, 100s of their customers cars drive on relatively narrow 162nd every day. And in the past two years we have a number of small children start live in the community. I wish we have speed bump on 162nd, 30m/h speed limit on Baseline rd instead of current 40, and little park near by instead of the large apt complex.... . Well, at least for now, our neighbors should have a chance to be heard at a public hearing. Please hold a public hearing.

Sincerely,
Hiroshi Watanabe
1040 SW 162nd Ave.

Jana Fox

From: Janet Hall <JHall@bannerbank.com>
Sent: Monday, December 16, 2013 6:42 AM
To: Mailbox Mayor Mail
Subject: Sunset View Apartments - Jenkins project

I am an concerned citizen living in the neighbor where this project has an application to be approved. I would like a public hearing on this matter since if has a major impact on where I live.

Janet C Hall
16059 SW Gage Ln
Bev 97006

Jana Fox

From: Randy Ealy
Sent: Tuesday, December 17, 2013 12:14 PM
To: Jana Fox
Subject: FW: No Jenkins Sunset Apartments

From: Mailbox Mayor Mail
Sent: Tuesday, December 17, 2013 8:44 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: No Jenkins Sunset Apartments

From: Aaron Smith [<mailto:smithaaron316@gmail.com>]
Sent: Tuesday, December 17, 2013 8:42 AM
To: Mailbox Mayor Mail
Subject: No Jenkins Sunset Apartments

Dear Mayor Doyle,

The Jenkins Sunset Apartments project is a very large project with a major impact on the community. Beaverton neighbors should have a chance to be heard at a public hearing. Please hold a public hearing.

Best regards,

*Aaron Smith
16265 SW Gage Lane
Beaverton, OR 97006*

Jana Fox

From: dana talamo <dana_talamo@hotmail.com>
Sent: Thursday, December 19, 2013 4:40 PM
To: Jana Fox
Subject: Constituents concerned about Jenkins Road Sunset Apartments project

Hi Jana,

I'm not sure if you remember me... I was one of the Nicole Estates residents that was present at the November 22nd meeting at city hall (with you and Luke Pelz) to discuss the traffic impact of the Sunset Driving Range proposed housing project. I just wanted to share with you this email that I sent to Mayor Doyle. I hope to have another letter to your office (specifically addressing the pertinent development codes) coming very soon, but in the meantime, can you please put this email in our project file? I can't recall how long community members have to get their letters of concern into the city. Thanks very much!

Happy Holidays to you,

Dana

From: dana_talamo@hotmail.com
To: mayormail@beavertonoregon.gov
Subject: Constituents concerned about Jenkins Road Sunset Apartments project
Date: Thu, 19 Dec 2013 16:29:06 -0800

Dear Mayor Doyle,

We're writing in regards to the Jenkins Road Sunset Apartments proposal. We live at the townhome community called Nicole Estates, located off of Jenkins Road and Baseline Road on SW 162nd Avenue. We're incredibly concerned and upset about this proposal that was recently put forth by Pedcor Investments to purchase Sunset Golf Center and to turn what is now a tranquil and beautiful green open space into a very dense, 228 unit, multi-family residential subdivision. This would be a very large project that would have a tremendous negative impact not only on our lovely and quiet neighborhood, but also on the greater community of Beaverton.

The City of Beaverton is currently considered one of the finest communities in Oregon. We don't think this new plan will contribute to our city's continued positive growth for several reasons. First, a project of this size would generate a great deal of traffic. Jenkins Road, Baseline Road and Walker Road are already busy enough, most especially during peak commuting hours. As you know, we already have several housing communities in the area, Nike headquarters, and a Costco warehouse and gas station. Soon, there will be even more available townhomes and apartments that will draw more residents into Beaverton. As you're also well aware, Metropolitan Land Group has been in the process of building a high-density community,

called 45 Central, on 26 acres of land at the intersection of Murray Boulevard and Jenkins Road. This project has been in the works for a while, but looks like it will be completed soon. In addition, there are several other new communities- all within just a short five-minute-drive from where we live- that are also already in the process of being built. Beaverton's major roads will not be able to handle the extra volume of vehicles!

Second, we are concerned about safety. The Jenkins Road Sunset Apartments would require SW 163rd Avenue be extended North to South from Baseline to Jenkins Road, and several smaller roads (specifically Mason Lane and Gage Lane) would be opened up and connected to this extension of 163rd Avenue. These streets are very narrow. Residents and community members already struggle to share these roads; since cars are always parked on both sides of these streets, there's only one lane for moving traffic! Besides being awkward for drivers, this situation isn't safe for pedestrians, and most especially the children who like to play in these spaces. Increased traffic would only make this area more unsafe.

Also, according to the information that we received from Cardno on behalf of Pedcor Investments, their proposed complex would only be able to accommodate a relatively small number of vehicles-- about one parking stall per unit. If new tenants own more than one vehicle per unit, they will have to park their second car on the street as so many others already do, only there isn't going to be enough road to make this possible!

Third, besides generating a significant amount of additional traffic and pollution, the proposed Sunset Apartments would create more noise. Who would want to live next door to a development such as this? We understand that many hardworking homeowners with families would move out of the area if Sunset Driving Range's green space was converted into a busy complex. Furthermore, we're wondering if a community like this possibly increase the incidence of crime in our area?

Last, but not least, what will happen to the wildlife living in the many bushes and trees lining the Sunset Driving Range? There is a beautiful red-tailed hawk living on the property, as well as many different types of birds. Mr. Mayor, Beaverton needs more green and open space, not more structures and paved lots! We have a nice trail nearby that runs through Powerline Park, but no nearby public playgrounds or dog parks. This would be a much more welcome change.

Ultimately, both ourselves as well as several of our neighbors are concerned about the fast pace at which this project is already moving. If the City of Beaverton approves this project, we're told that groundbreaking would be in July 2014. A change like this would be difficult to reverse. We're worried that the appropriate amount of time will not be taken to seriously consider the detrimental effects that something like this would have. We really think that this project deserves a thorough review and community input. Beaverton neighbors should have an opportunity to voice their thoughts at a public hearing! Please send this proposal to the City Planning Commission and help us to be heard.

Thank you for your consideration.

Sincerely,

Doctor and Mrs. Michael and Dana Jones

Jana Fox

From: Randy Ealy
Sent: Monday, January 06, 2014 10:21 AM
To: Jana Fox
Subject: FW: QUANTITY vs QUALITY OF LIVING in our community--Resident Feedback!

From: Mailbox Mayor Mail
Sent: Monday, January 06, 2014 5:49 AM
To: Randy Ealy; Mailbox CEDD Web Mail
Subject: FW: QUANTITY vs QUALITY OF LIVING in our community--Resident Feedback!

From: Tyson Bendzak [<mailto:teeducetrey@hotmail.com>]
Sent: Sunday, January 05, 2014 7:46 PM
To: Mailbox Mayor Mail
Subject: QUANTITY vs QUALITY OF LIVING in our community--Resident Feedback!

Dear Mayor Denny Doyle,

January 2014

QUANTITY vs QUALITY OF LIVING IN OUR COMMUNITY

**I am writing to you as a homeowner in the Nicole Estates. It has come to my attention that Pedcor Co. plans to develop 228 Section 8 Apartments on the current site of the Sunset Golf Range. Outlined below are my concerns and thoughts about this proposal.*

PERSONAL IMPACT

- When looking for a house in 2011, I specially chose my lot at the northwest corner of Nicole Estates because it overlooked the driving range, was away from a busy street and provided long days of sunlight—all thanks to the open greenway. If the proposed 228 low-income apartment units are approved, all of these locational advantages will vanish. My once peaceful view will become the busy road extension of 163rd Avenue that will be constructed from West Baseline to Jenkins. My quiet corner will be replaced with buzzing traffic noise. My extended hours of sunlight will be choked out by the 11 three-story buildings that will go up adjacent to my windows.

SAFETY & CONGESTION

- I understand that more housing in this area is desirable, but the infrastructure in this community simply cannot handle this crowded addition. Hazards already lurk as roads through our development allow only single lane traffic at best with cars parked on both sides. Extending 163rd Avenue would only create other perceived speedy shortcut for cars to race through. When you add in the narrowly proposed 5-foot sidewalks, serious accidents are in the making.
- I also understand that even though the City is allowing the building of 150 apartments on the location, the developer has planned to build 228 (52% more). If expectations like this are exaggerated and

altered, I wonder what other corners the developer will cut if they are granted final transfer of the land.

SHRINKING GREEN SPACE

- Very few parks, public playgrounds, or green spaces exist in this area, and burdening this region with 228 more apartments would dissolve yet another one.

ALTERNATIVE IDEAS

Using this space in the following ways could enhance the quality of living for surrounding communities.

- Community garden
- Running track
- Public playground

**Thanks for taking the time to hear my voice. It is my hope that you will consider these points as they apply to more people than just me. The families and future generations in this area will have to live with the decision that you make. I strongly believe that the QUALITY of living for families in this community should be chosen over the QUANTITY of living spaces created.*

1053 SW 162nd Resident and homeowner,

Tyson Bendzak

Jana Fox

From: Steven Sparks
Sent: Tuesday, January 07, 2014 6:05 PM
To: Jana Fox
Subject: FW: disappointed in our city government

From: Mailbox CEDD Web Mail
Sent: Tuesday, January 07, 2014 5:34 PM
To: Steven Sparks
Subject: FW: disappointed in our city government

Sherrie Rivera
Support Specialist
CEDD
Ext 2666

From: MandAT [<mailto:mandat@comcast.net>]
Sent: Sunday, January 05, 2014 10:12 PM
To: Mailbox CEDD Web Mail; nosunsetapartments@gmail.com
Subject: disappointed in our city government

Marcellene and Arthur Tuffli
16585 SW Baseline Road
Beaverton, Oregon
503 645 1845
mandat@comcast.net

We have lived on this property for fifty seven years. It is obvious you can't stop progress but.....lets be realistic.

1. When you put this Put Put Golf course in the lights lite up the sky that shone into every house within miles. Our trees sheltered us from that disaster
2. Now you are burdening the roads with not just the legal amount of apartments at around 150 but adding an additional 75. **Stop right there. It is unrealistic. Where is the reasoning**
3. **Mistake number one.** You let the Beaver Baseball Team (I am not a sport fan) go insisting it be in the heart of Beaverton which is a traffic disaster instead of putting it away from the city close to light rail station. Have you ever taken a look at Hillsboro's Stadium. It is used all the time, full of people and it is not in the city. **Don't make mistake number two:** May I suggest you think before you approve these apartments. Low income housing should be in the city. Many of the people taking advantage of these apartments will be the elderly who should be within walking distance of the things they require to fulfill their daily needs.
4. A few years ago a few people in Waterhouse complained because there was too much traffic going down 166th. They convinced the city the road should be changed which you approved. This change allowed a 17 unit apartment to be built on a small piece of property across the street from us. There were only 2 parking spots on the property for the seventeen units. The neighbors joined together to fight this but gained only two more

parking spaces. The city did not care. The apartments were built and for the first few years the police were constant visitors at the apartments. There were swat teams and people being wheeled into ambulances more than once. Don't believe me, check the police records. Police cars filled our driveway because there was no place to park. One night an emergency vehicle could not get through because of all the cars. The "Tow Away Zone" signs went up. The cars, where did they go, they just moved further up the street, parking on both sides of 166th leaving no room for homeowners to park on the street.

To add to the disaster the employees from the shopping center south of the apartments all park on 166th and walk to work. A police man drove through the neighborhood one day and said, "Someone must be having a party". He was shocked to learn it was this way all the time.

Lets get back to the present issue:

I have tried to show by example how the city is failing the citizens of this fair city. Please reconsider building these apartments in this area. It is not a realistic choice.

Roads are already jammed due to Costco, Costco Gas and all the apartments in the area and Nike is expanding. Once again low income apartments belong in the city where people have access to the things they need in their daily lives.

Both Art and I , Marcellene are negative to these apartments being approved.

Jana Fox

From: Jack & Lori <manofleisure@frontier.com>
Sent: Wednesday, January 08, 2014 12:36 PM
To: Jana Fox
Subject: Re: Low Income Housing

Thank you for your response .I just wanted to be heard along with the other resident that live in this neighborhood..We all know that you can not fight city hall.We know that the city going to do what they want and not what best for us .We have bought homes here,pay our taxes ,which go up even when our home values go down.So I made I my point and I thank you for your letter.I will not bother you again..Please thank of us that live here ?.God Blessing

On Jan 8, 2014, at 8:54 AM, Jana Fox <jfox@beavertonoregon.gov> wrote:

Jack & Lori,

Thank you for your public comment, the Mayor sent it to me for the public record as I am the planner assigned to review the project. In order to send you information on the project and include you as a party of record to the application I will need your last name and address. Please let me know if you have any questions or wish to view the proposal.

Thank you,

Jana Fox

Associate Planner | Community & Economic Development

City of Beaverton | PO Box 4755 | Beaverton OR 97076-4755

p: [503.526.3710](tel:503.526.3710) | f: [503.526.3720](tel:503.526.3720) | www.BeavertonOregon.gov

From: Jack & Lori [<mailto:manofleisure@frontier.com>]
Sent: Tuesday, January 07, 2014 12:36 PM
To: Mailbox Mayor Mail
Subject: Fwd: Low Income Housing

Begin forwarded message:

From: Jack & Lori <manofleisure@frontier.com>
Date: January 7, 2014 at 12:33:34 PM PST
To: jack and lori <manofleisure@frontier.com>
Subject: Low Income Housing

Mr. Mayor

Let's try to figure this out what you guys want to do..Who pocket is getting padded here , something not right ,the people who voted you in office do not want their homes adjacent to to slum housing..Because in 5 to 10 years that's what will be there. Who is going to maintain these units,the people living in them can not. Who going to foot the bill ,either the city or they will not be kept up.So back to the people who voted for us ,put their trust in you Mr. Mayor to look after them,where is the cities ears.Our voices are loud ,but falling on deaf ears.I will never again vote for anyone that supports this high crime slum housing project.Its time for you to wake up and support the people that live in this area .Looks at what happened to the first baptist church having to drop their. Warming shelter as the police came there every day ,volunteers helpers were not safe.Your Low. income housing bring High Crime rates ,you people know that.. Maybe Mr.mayor you can have them build in your neighborhood and leave us be.Thanks

PUBLIC RECORDS LAW DISCLOSURE

This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

Jana Fox

From: Randy Ealy
Sent: Wednesday, January 08, 2014 9:16 AM
To: Jana Fox
Subject: FW: Do Not Build More Apartments Next To Costco

From: Mailbox Mayor Mail
Sent: Wednesday, January 08, 2014 8:03 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: Do Not Build More Apartments Next To Costco

From: Aaron Smith [<mailto:smithaaron316@gmail.com>]
Sent: Wednesday, January 08, 2014 7:38 AM
To: Mailbox Mayor Mail; Mailbox CEDD Web Mail
Subject: Do Not Build More Apartments Next To Costco

Dear Sirs,

I am writing to you as a homeowner in the Nicole Estates. It has come to my attention that Pedcor Co. plans to develop 228 Section 8 Apartments on the current site of the Sunset Golf Range. Outlined below are my concerns and thoughts about this proposal.

PERSONAL IMPACT

This will ruin my property value and my quality of living. Haven't you noticed that putting low-rent apartments next to the Max line creates ghettos? I don't want to live in a ghetto, that's why I moved to Beaverton 8 years ago. But now it is really starting to look terrible around here and perhaps time to move again.

SAFETY & CONGESTION

I understand that more housing in this area is desirable, but the infrastructure in this community simply cannot handle this crowded addition. Hazards already lurk as roads through our development allow only single lane traffic at best with cars parked on both sides. Extending 163rd Avenue would only create other perceived speedy shortcut for cars to race through. When you add in the narrowly proposed 5-foot sidewalks, serious accidents are in the making.

I also understand that even though the City is allowing the building of 150 apartments on the location, the developer has planned to build 228 (52% more). If expectations like this are exaggerated and altered, I wonder what other corners the developer will cut if they are granted final transfer of the land.

Have either of you ever visited the area subject to this new construction? It is already heavily crowded with cars parked on both sides of the street. Any more traffic or residential units will make it a total nightmare.

SHRINKING GREEN SPACE

Very few parks, public playgrounds, or green spaces exist in this area, and burdening this region with 228 more apartments would dissolve yet another one.

ALTERNATIVE IDEAS

Using this space in the following ways could enhance the quality of living for surrounding communities: community garden, running track, public playground, anything but these proposed apartments!

Thanks for taking the time to hear my voice. I hope that you will consider these points as they apply to more people than just me. The families and future generations in this area will have to live with the decision that you make. I strongly believe that the QUALITY of living for families in this community should be chosen over the QUANTITY of living spaces created.

Resident and homeowner,

Aaron Smith

16265 SW Gage Lane

Beaverton, OR

Jana Fox

From: Randy Ealy
Sent: Thursday, January 09, 2014 10:52 AM
To: Jana Fox
Subject: FW: plans to develop 228 Section 8 Apartments

Randy Ealy
503.526.2482



From: Mailbox Mayor Mail
Sent: Thursday, January 09, 2014 7:37 AM
To: Dennis Doyle; Randy Ealy
Subject: FW: plans to develop 228 Section

From: Lauren McCarthy [<mailto:lmccartha@me.com>]
Sent: Wednesday, January 08, 2014 5:56 PM
To: Mailbox Mayor Mail
Subject: plans to develop 228 Section 8 Apartments

I would like to identify myself as a homeowner in the Nicole Estates. It has come to my attention that Pedcor Co. plans to develop 228 Section 8 Apartments on the current site of the Sunset Golf Range.

I have serious concerns regarding this issue and would like to draw your attention to them and suggest alternatives.

I would like to compare two simple but different types of people.

A: Home owners

B: Low income renters

A: Home owners

The process to owning a home includes a thorough documentation. Most cases establishment of a mortgage and tax documentation.

Home owners are often family environments.

The home owner plans of residing in the residence an average of 10-40 years.

This longer duration of time creates a feeling of community, of belonging and or reciprocity. They are more likely to volunteer locally in the community, participate in positive community activities and become cordial to their neighbors and local business.

Homeowners are less likely to commit local crimes and violation to their immediate neighbors.

B: low income renters

Renting is often a shared dwelling. Many times with a main renter. Individuals who have been denied other places often seek a guarantor(1) due to factors such as inconsistent or insufficient work, criminal history or smoking (Brown University).

Renters typically have shorter duration of times in the dwelling. This causes lack of personal responsibility and greater negligence. This can be demonstrated by lack of building upkeep, littering and increased petty crimes such as hit and run and increased civil disputes. See the public record. All of the above activities can increase a neighborhood crime rate.

Now I would like to discuss the social and health detriments of building low income housing

In Maslow's hierarchy of needs show the importance of safety. I will not feel safe in a neighborhood with low income housing. I will not feel safe in my own home as a single women. I will no longer feel safe to enjoy the wonderful running paths with out caring pepper spray and I will be more likely to have a fight or flight response when encountering strangers in the neighborhood. (nothing beats a great first impression than accidentally scarring the young women runner and getting pepper sprayed, thats a great way to build up the community)

Also the increased traffic and cars will make the neighborhood un suitable for children to play outside. It will increase the likelihood of runners being hit by cars and the amount of property damage will also increase.

When a persons safety needs are not meet they will not fulfill their social needs(3). Having fear for ones safety releases chemicals into the blood stream that have an adverse effect of the body. It can also cause people to act irrationally and inhibit the achievement of other more positive actions. It can shorten life span and change behaviors.

I suggest instead of low income housing we

- 1. Add community gardens- This would better the environment, create a safe space for neighbors to come together in a shared activity and increase ascetic appeal. It will give a venue to relive stress and other positive attributes.*
- 2. Convert to a park- or center- creating space for a park and local businesses like a coffee shop or center that might enrich the area and bring community together.*
- 3. Continue to build ownership driven town homes- expand the current area.*

Thank you for your consideration,

Lauren McCartha

- 1. apartments.com 1-8-14, [Lisa Bernstein](#)*
- 2. Brown University*

(3) Dr. [Kendra Chery](#) "The Five Levels of Maslow's Hierarchy of Needs"

Jana Fox

From: Patricia Luebke
Sent: Wednesday, January 15, 2014 3:45 PM
To: Jana Fox
Cc: Randy Ealy
Subject: FW: Pedcor Co. 228 Apartments replacing Sunset Golf Range

Importance: High

This was received in the CEDD Web Mailbox.

Patricia

From: Grant, Katrina [<mailto:Katrina.Grant@nike.com>]
Sent: Wednesday, January 15, 2014 3:15 PM
To: Mailbox Mayor Mail; Mailbox CEDD Web Mail
Subject: Pedcor Co. 228 Apartments replacing Sunset Golf Range
Importance: High

Hello,

I am writing to you as a homeowner in the Nicole Estates. It has come to my attention that Pedcor Co. plans to develop 228 Apartments on the current site of the Sunset Golf Range.

Outlined below are my concerns and thoughts about this proposal.

I recently purchased my home on SW Mason Ln, due to the location being away from a busy street and also the open greenway was beneficial so that my street was not a through street. I am a single female who lives alone. Currently I find my residence to be safe during the day and only fairly safe at night. The lighting at night in our current development is extremely poor, but I find comfort in the fact that I can recognize 99% of the cars that are on my street and that it is limited to those who live there that actually park there. If the proposed 228 apartment units are approved, my once peaceful area will become a busy road extension just like that of 166th Avenue and the quiet area that I walk my dog will be replaced with buzzing traffic. I would no longer feel safe during the day OR at night. If I wanted to live in a busy and noisy area, I would have chosen to live in downtown Portland instead of Beaverton.

I understand that more housing is desirable, but the infrastructure in my community cannot handle this new addition. The roads through my development allow only single lane traffic as there are cars parked on both sides. The narrow 5-foot sidewalks, which are flooded with trash cans and recycling bins around and after trash day, already cause me to have to walk my dog on the road itself, so adding in even more traffic is going to be hazardous. Last month there was an unfortunate accident involving a pedestrian crossing the street in our development that required ambulances, a firetruck, and police cars due to the narrow road and lack of visibility for both the pedestrian and driver. Additional traffic due to more units is only going to cause more congestion and safety concerns.

I believe it to be more beneficial for Beaverton to keep the current area of the Sunset Golf Range a green space. Whether it be a play/dog park, extending the tualitin parkway, making a walking/running track, or something else that would keep the Sunset Golf Range area an open space. I hope the fact that clearly the poor infrastructure is a reason to not move forward with this new addition. I would be deeply dissapointed if the Beaverton council moves forward with approving the Pedcor Co. proposal as it would be evident that even disregarding infrastructure issues, that safety is also not a priority in this area.

My contact information is below if you would like to follow up with me.

Thanks,

Katrina Grant | Emerging Markets | Nike Inc.
✉ Katrina.Grant@nike.com | ☎ 503-532-2279 | ☎ 503-686-3273



Jana Fox

From: angie sirianni <angieks21@gmail.com>
Sent: Thursday, January 16, 2014 7:14 PM
To: Jana Fox
Subject: Sunset Apartment Project - 2nd email

Hi Jana,

I'm sending a 2nd email about the Sunset Apartments that are in review...in hopes my voice and everyone else in my neighborhood is heard.

The traffic in this area has grown and become extremely congested since I moved here two years ago.

Within the past month, I have almost hit and been hit by way too many cars passing through my street (Gage Ln) and 162nd Ave. This is because people already have to park on both sides of the street, **allowing only one car to pass at a time**, as well as people parking on the corners of both streets, blocking the vision of oncoming traffic.

Building more apartments; bringing in more people to this neighborhood cannot happen. There's no more room in this neighborhood for more cars, and eventually someone will be hit in their cars, or while walking on the street.

It's too bad the buyers of this lot and the contractors can't see what they actually have here. I'm looking out my window right now, and the driving range is packed with people. It's one of the few green areas left in Beaverton. If they feel like it doesn't bring in enough money though, there are plenty of other options:

Keep the driving range as it is and remodel the building to be a restaurant/pub where people can hit a bucket of golf balls and grab something to eat afterward. There is nothing like that in this area, and it's in the perfect spot; being around such a big neighborhood where people could walk to.

Make it in to a fitness center and build a track outside for people to run on.

Make it in to a dog park...

We need someone to take in to consideration the safety of the families in this neighborhood, and maybe come up with a different plan for the driving range.

Thank you for listening,

Angie

16276 SW Gage Ln
Beaverton OR 97006

Jana Fox

From: Patricia Luebke
Sent: Wednesday, January 22, 2014 10:30 AM
To: Randy Ealy; Jana Fox
Subject: FW: Apartments on Sunset Driving Range site

This was received in the CEDD Web Mailbox.

Patricia

-----Original Message-----

From: Gingo, Mark [<mailto:mgingo@columbia.com>]
Sent: Wednesday, January 22, 2014 8:15 AM
To: Mailbox CEDD Web Mail
Subject: Apartments on Sunset Driving Range site

Dear Mr Ealy,

It has recently been brought to my attention that there are plans in 2014 to construct 228 low-income apartment units on the Sunset Driving Range site, at 16251 Jenkins Road. While currently living off 166th and Baseline I have a pretty good idea about how this addition to the community could affect surrounding area. I would like to point out some facts and voice my concern against this construction, because it would negatively impact the community of Beaverton.

- On a light traffic day (a weekend) it takes me 7 minutes to drive from my home to hwy 217 via Walker Road. Anytime after work until about 7:30 that exact same drive can easily take me 30 minutes.
- When I choose to travel to Cedar Hills through Jenkins Road I will need to plan for an additional 25 minutes on top of my normally 5 minute commute.
- When I am interested in going out to eat after coming home from work I will often drive the other direction toward Aloha and Hillsboro. This is money the city of Beaverton is already missing out on.
- Apartment complexes never plan sufficient parking, and it directly impacts the outlying neighborhoods. The apartment complex at the end of 166th is a prime example of this. There are cars constantly parked on the curb outside of my house every day that belong to the residence of the apartment complex. Take a drive down Baseline past the apartments on 162nd and 160th. You will notice cars parked along the side of Baseline which impedes the visibility of traffic traveling down Baseline. I have almost been t-boned, due to lack of visibility, multiple times by people pulling out of 162nd and 160th.
- The additional cars parked outside will also raise the crime rate of the area. With more cars being stored on the streets there are more opportunities for break ins and theft.

I could continue writing about how this proposed construction would lower the value of my home, and further congest an already struggling city infrastructure, but I would rather end here before this letter turns into a passion filled rant.

Please reconsider the implications of allowing 228 low-income apartment units be constructed on the Sunset Golf Center site, Mark Gingo
503-975-7510

Jana Fox

From: Patricia Luebke
Sent: Thursday, January 23, 2014 3:01 PM
To: Randy Ealy; Jana Fox
Subject: FW: Pedcor Co. - 228 Apartments replacing Sunset Golf Range

This was received in the CDD Web Mailbox.

Patricia

From: Russell, Bradford [<mailto:Bradford.Russell@bankofthewest.com>]
Sent: Thursday, January 23, 2014 2:00 PM
To: Mailbox Mayor Mail
Cc: Mailbox CEDD Web Mail
Subject: Pedcor Co. - 228 Apartments replacing Sunset Golf Range

Greetings,

As a homeowner on Mason Ln, I am concerned about the plans to develop 228 units of housing on the Sunset Golf Range.

Currently, Mason Ln & Gage Ln are not through streets. Vehicles park on both sides of the road due to limited parking for residents, which allows only a single lane for cars. I thoroughly enjoy my community. It is a quiet, calm, primarily owner-occupied, and generally well taken care of suburb. Converting Mason & Gage Ln to the new proposed development will not only create unnecessary congestion, but also more safety concerns for the amount of traffic in the area. Many children (10+) travel from these homes to the bus-stop on 158th each day. Adding 228 units would further clog the scarce amount of space and increase the risks of a vehicular incident for our already crowded neighborhood. Even an extra 50 cars in the morning would be a terrible danger to the residents in our community. Please keep in mind, a Costco less than 1/8th of a mile from us keeps traffic consistently busy a good portion of the day.

I understand that additional housing is needed for Beaverton. I don't understand how the council could conclude the Sunset Golf Range to be a good solution for that problem. As a resident, I would find the Beaverton council members supporting the full development of 228 units in the area and extending these streets to be irresponsible and reckless.

I appreciate you both for taking the time to read my concerns.

Brad Russell
 Financial Services Officer Lake Grove Branch NMLS # 911361
 T: (503) 207-1100 F: (503) 699-6985 | Bradford.Russell@bankofthewest.com
 16555 Boones Ferry Rd. Suite #100 Lake Oswego, OR 97035

Visit us online at www.bankofthewest.com

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Jana Fox

From: Patricia Luebke
Sent: Monday, February 03, 2014 8:40 AM
To: Randy Ealy; Jana Fox
Subject: FW: Attention: no apts

This was received in the CEDD Web Mailbox.

Patricia

From: MandAT [<mailto:mandat@comcast.net>]
Sent: Monday, February 03, 2014 12:42 AM
To: Mailbox Mayor Mail; Mailbox CDD Web Mail; nosunsetapts@gmail.com
Subject: Attention: no apts

As this awaits approval it is constantly on our minds as we continue to observe all the negativity of this project. We looked closely at the size of this piece of property and wondered where they are putting parking for 227 cars and the apartments.

I believe the board of decision making for Beaverton's government has so totally arrived on the decision that the light rail is the choice of transportation for anyone within walking distance they can not see beyond.

Lets put your head on straight. Who wants to take their date on a light rail train, who wants to limit themselves to a jaunt of pleasure or daily needs to go just where the rail takes you. Lets be serious, how many people don't have at least have one car, that includes low income families and where are the guests that come to visit these 227 units going to park.

We find the streets, 160th and 162nd(I believe 162nd is a private road) north of Costco where the existing apartments are have cars parked along both sides of their streets. Many times the cars are parked on the south side of Baseline Rd making it dangerous to make a left turn. If this doesn't make sense lets go back and talk about 166th. An influential person who lived north of Baseline put enough demands on the city to change the road on 166th onto Baseline Road.

This change affected the neighborhood as a whole. This changed allowed the Baseline Condominiums to squeak in a small piece of property. They have 4 parking spaces for 17 units. Guess where they park, 166th. The Strip Mall where the Biscuits Café is which is just south of the Baseline Condos employees park on 166th and walk to work because there is not enough parking in the mall area. The "Tow away Signs" on 166th are there for a good reason but it changed nothing. It just forced parking further down on 166th.

Street sweepers can not clean the streets on 166th because of the parked cars. The Street Sweepers just whiz by. When two cars pass it is often unsafe.

Remember parking on 166th and the parking on the street of the apartments north of Costco is already filled to the brim. Where are the folks from the 227 units going to park? Underground parking is expensive but if you insist on letting these many units be in our area have enough backbone to stand up and say, "Underground parking maybe the answer."

I voted for you Mayor Doyle because I trusted you could overpower the planning board when they were being unrealistic. This is your chance. I would bet it will be a challenge. Maybe the city is in such a tax bind because of stupid mistakes they can't see beyond what is good for our city. There has to be a reason. I hope someone can make it clear as to why. The Tuffli's at 16585 SW Baseline Road

Jana Fox

From: Mailbox CDD Web Mail
Sent: Monday, February 03, 2014 12:53 PM
To: Jana Fox
Subject: FW: Sunset Apartment Project - 2nd email

This was received in the CDD Web Mailbox. I didn't forward it to Randy because both he and the Mayor were copied.

Patricia

From: Mailbox Mayor Mail
Sent: Monday, February 03, 2014 11:54 AM
To: Mailbox CDD Web Mail
Cc: Dennis Doyle; Randy Ealy
Subject: FW: Sunset Apartment Project - 2nd email

From: angie sirianni [<mailto:angleks21@gmail.com>]
Sent: Monday, February 03, 2014 11:53 AM
To: Mailbox Mayor Mail
Subject: Fwd: Sunset Apartment Project - 2nd email

I'm sending a
3rd

email about the Sunset Apartments that are in review...in hopes my voice and everyone else in my neighborhood is heard.

The traffic in this area has grown and become extremely congested since I moved here two years ago. Within the past month, I have almost hit and been hit by way too many cars passing through my street (Gage Ln) and 162nd Ave. This is because people already have to park on both sides of the street, **allowing only one car to pass at a time**, as well as people parking on the corners of both streets, blocking the vision of oncoming traffic.

This is still a constant problem. Gage Ln only allows one car to pass at a time. So if I'm leaving my driveway, and someone else comes down at the same time, and could possibly be speeding...that's a safety hazard, and will impact lives, because we will most likely collide.

Building more apartments; bringing in more people to this neighborhood cannot happen. There's no more room in this neighborhood for more cars, and eventually someone will be hit in their cars, or while walking on the street.

It's too bad the buyers of this lot and the contractors can't see what they actually have here.

I'm looking out my window right now, and the driving range is packed with people.

It's one of the few green areas left in Beaverton. If they feel like it doesn't bring in enough money though, there are plenty of other options:

Keep the driving range as it is and remodel the building to be a restaurant/pub where people can hit a bucket of golf balls and grab something to eat afterward. There is nothing like that in this area, and it's in the perfect spot; being around such a big neighborhood where people could walk to.

Make it in to a fitness center and build a track outside for people to run on.

Make it in to a dog park...

We need someone to take in to consideration the safety of the families in this neighborhood, and maybe come up with a different plan for the driving range.

There are plenty of other lots in Hillsboro that aren't in use, that could actually accommodate 228 units, and not impact traffic of our Beaverton Community. We voted for a mayor that will listen to the residents. I expect our concerns...the people who currently live there and deal with traffic every day...to be respected and heard.

Thank you for listening,

Angie

16276 SW Gage Ln

Beaverton OR 97006

Jana Fox

From: dana talamo <dana_talamo@hotmail.com>
Sent: Tuesday, February 25, 2014 8:58 AM
To: Jana Fox
Subject: Neighbors say "no" to Pedcor's Sunset Driving Range apts!

Dear Miss Fox,

We're writing in regards to the Jenkins Road Sunset Apartments proposal. We live at the townhome community called Nicole Estates, located off of SW Jenkins Road and W Baseline Road on SW 162nd Avenue. We're incredibly concerned and upset about this proposal that was recently put forth by Pedcor Investments to purchase Sunset Golf Center, and to turn what is now a tranquil and beautiful green open space into a very dense, 228 unit, multi-family residential subdivision. This would be a very large project that would have a tremendous negative impact, not only on our lovely and quiet neighborhood, but also on the greater community of Beaverton.

The City of Beaverton is currently considered one of the finest and safest communities in Oregon. We don't think this new construction will contribute to our city's continued positive growth for several reasons. First, a project of this size would generate a great deal of traffic. Southwest Jenkins Road, W Baseline Road and SW Walker Road are already busy enough, most especially during peak commuting hours! As you know, we already have several housing communities in the area, Nike headquarters, and a Costco warehouse and gas station. Soon there will be even more available townhomes and apartments, all of which will continue to draw more residents into Beaverton. One of these new developments, 45 Central, is being built on 26 acres of land at the intersection of SW Murray Boulevard and SW Jenkins Road. Metropolitan Land Group has been in the process of building this high-density community for quite some time, and it appears that construction may be completed soon. In addition, there are several other new communities within a short five-minute drive from where we live-- on streets like SW 170th Avenue and SW 185th Avenue, for instance-- that are also already in the process of being built. Beaverton's major roads will not be able to handle the extra volume of vehicles! Pedcor's project would only further increase traffic congestion.

The safety of our neighborhood is a big concern and should be a priority. As you're probably already well aware, the Jenkins Road Sunset Apartments would require SW 163rd Avenue be extended North to South from W Baseline Road to SW Jenkins Road. In addition, several smaller roads, specifically SW Mason Lane and SW Gage Lane, would be opened up and connected to this unwelcome extension of SW 163rd Avenue. Southwest 160th Avenue, SW 162nd Avenue, SW Mason Lane and SW Gage Lane aren't wide roads. Residents and community members already struggle to share them! Since cars are always parked on both sides of these streets, there's only one lane for moving traffic. Besides being awkward for drivers, this situation is also unsafe.

Our neighbors tell us that there have been automobile collisions and accidents in this area due in part to these narrower roads. The parked cars that consume almost every foot of space on both sides of SW 162nd Avenue create blind spots that make it difficult for townhome owners who are exiting their driveways to see oncoming drivers or bicyclists. Drivers racing down W Baseline Road complicate the matter because they often make very fast turns onto SW 162nd Avenue—sometimes barely missing the vehicles that are parked dangerously close to the corners—and proceed to speed down the street.

Any additional traffic in this area would make these neighborhood streets even less safe for all of its "everyday users", and not just those on bicycles and in passenger-carrying cars. Increased traffic would also affect many pedestrians, including: mothers and grandmothers who are out during the day with their babies in strollers, animal guardians with their furry companions, and families out for an evening stroll around the block. These folks are sometimes forced onto the street because our sidewalks aren't very wide. Additionally, garbage and recycling cans congest them on Thursdays and Fridays, and often during other days of the week as well, making it increasingly difficult to use them for their intended purpose.

There are also many young children living in our community who like to play on the sidewalks in front of the townhomes. We've read that many towns in Oregon are actually trying to promote safety and minimize speeding by constructing narrower roads in residential neighborhoods. When we drive through our neighborhood using these congested roads, we're always on the lookout for children who could possibly dart into the street at any moment. However, many people aren't so careful and conscientious. It would be so easy to hit someone small if they suddenly ran onto the road. The parked cars would make it difficult, if not impossible, to see them. Narrow roads also leave little space to maneuver ones vehicle around an obstacle. Shouldn't we be protecting our town and its neighborhoods from traffic congestion, not causing it?

As homeowners who witness the daily traffic flow in our neighborhood, we struggle to understand how Cardno's architect compiled the numbers presented in their traffic report. They seem much too small, and we can't believe it's an accurate prediction of what future traffic flow in this neighborhood would look like if this high-density apartment complex were built. In reality, we think there would be a lot more cars using the roads in this area. We've also read that analysts have already determined that "the impact of future growth in Beaverton would be severe without significant investment in transportation improvements. Corridors would become unmanageably congested resulting in travel speeds below five miles per hour over long stretches of road. The duration of congestion is likely to increase as a result of 'peak spreading' and the additional demand on the transportation system that is already at or near capacity during the current peak periods." If the City of Beaverton allows Pedcor to build its high-density community in our neighborhood, it seems we'll be right on track for creating these "unmanageably congested" roads.

On the topic of traffic flow, Pedcor's proposed community would most definitely not connect to surrounding circulation systems in a safe, efficient and direct manner, as Beaverton city code specifies. Several residents in this area (including one who worked in the community development department of a large city) think an entrance/exit on SW Jenkins Road would be a bad idea due to current traffic flow, placement of traffic lights and crosswalks, etc. Apparently Pedcor and Cardno agree. We hear they'd still like to create an entrance/exit on SW Jenkins Road, but that it would only be available to emergency vehicles, probably for this exact reason. Another possible site for an entrance/exit would be W Baseline Road, which already receives a good amount of through-traffic. However, one entrance/exit wouldn't be enough to provide convenient circulation into and out of this proposed complex, which is why SW 163rd Avenue would need to be extended to help accommodate the travel and accessibility needs of more residential development. We understand that Cardno engineers would also like to connect SW Mason Lane and SW Gage Lane to this unwanted extension of SW 163rd Avenue, which would create two additional entrances/exits to Pedcor's high-density community. According to our measurements, SW Gage Lane and SW Mason Lane are only 27.5 feet wide, though, and vehicles are almost always parked on both sides of these streets. They will not be able to provide reasonable access to and from this proposed complex because they're simply not wide enough! Furthermore, creating entrances/exits at SW Mason Lane and SW Gage Lane would also be very disruptive to folks already living in this neighborhood and on those streets.

We also understand that structures and public facilities are supposed to be "designed so that they provide adequate fire protection, including, but not limited to, fire flow". We often wonder how emergency response teams—like firefighters, EMTs, and police—would be able to access townhomes in this neighborhood when the streets are so crowded with cars. They would barely be able to make it down our main street, SW 162nd Avenue, and would have a very challenging time accessing these smaller side streets and private driveways! Any additional vehicles, whether parked or passing thru the neighborhood, would only further complicate this issue.

On this note, Cardno has informed us that that their proposed complex would only be able to accommodate a relatively small number of vehicles—about one parking stall per unit. If new tenants own more than one vehicle per unit, or entertain guests, where will they park their vehicles? The current street design won't be able to sufficiently meet the expected demand of street parking.

Besides generating a significant amount of additional traffic and pollution, the proposed Sunset Apartments would create more noise. We understand that many hardworking professionals and homeowners with families would move out of the area if Sunset Driving Range's green space were converted into a busy complex.

Furthermore, we're wondering if a high-density apartment complex such as this would increase the incidence of crime in our area? Properties in our neighborhood, including the fence directly opposite our garage, have been defaced by graffiti on a couple of occasions over the past year. We wonder if the lack of light in our complex might make this a more appealing site to tag. According to Beaverton building code, structures and public facilities are supposed to be designed to "provide adequate street lighting for crime and accident prevention, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development". This makes us wonder how our community's design is "to code", since there's almost no lighting surrounding Nicole Estates townhomes. Does that mean an apartment complex next door could also be poorly lit, despite code specifications? Besides, even if an apartment complex next door were well lit, it would still be an unanticipated nuisance to current residents.

City code also requires that "active common open spaces shall be included in all developments, and shall include at least two of the following improvements: a bench or other seating with a pathway or other pedestrian way, a water feature such as a fountain, a children's play structure, a gazebo, a clubhouse, tennis courts, an indoor or outdoor sports court, an indoor or outdoor swimming/wading pool, or a plaza." How could Cardno's design possibly meet all of these requirements on such a small strip of land? We worry that their proposed landscaping, ground cover, recreation facilities and "common area improvements" (like the gazebo, the fountain, or the children's play structure) will either be condensed, or magically disappear, from their final site design in a last minute effort to create more room for larger apartment complexes and paved parking lots.

We're not convinced that Cardno is trustworthy, since they may already have provided inaccurate information about their application status while at the community meeting that took place at Elmonica Elementary School on November 12. If we heard Mr. Michael Cerbone (Cardno's project manager) correctly, he said that Pedcor's initial application had not yet been submitted to the city. However, shortly thereafter, while at a meeting with you and Mr. Luke Pelz, a few of us learned that Pedcor had in fact already submitted their application on November 6, 2013, one week prior to the community informational meeting. This misinformation makes us doubt them and wonder about their real intentions for this neighborhood space. Will some of the attractive features that they've promised really become a part of their complex's final design, or will they fail to meet some of our city's development code requirements but manage to get away with it? To the best of our knowledge, Nicole Estates has only one of the aforementioned "improvements"—a single bench with a small, uncovered pergola above it—despite the fact that it's supposed to incorporate two attractive components. It wouldn't be a big surprise if the same situation occurred next door.

Last, but not least, what will happen to the wildlife living in the many bushes and trees lining the Sunset Driving Range? There is a beautiful red-tailed hawk living on the property, as well as many different types of small birds. The border of the driving range is also dotted with beautiful, tall trees that have probably been living in this neighborhood for quite some time. It would be a real shame to destroy or displace these natural elements and living things. Besides being aesthetically pleasing, these trees probably help improve the quality of the air that we're all breathing. Beaverton needs more green and open space, not more steel structures and paved lots! Why not forget the Sunset Driving Range Residential Subdivision and use this lot for some of the aforementioned "community open space improvements"? We have a nice trail nearby that runs through Powerline Park, but no nearby public playgrounds or dog parks that we know of. If this green piece of land absolutely needs to be developed, this would be a much more welcome change.

We do realize that this land is zoned as a "high density station community". However, we were also told that this zone designation occurred long before Nicole Estates and Costco moved into the neighborhood. Perhaps the city could reassess whether another high-density community is still a good idea for this neighborhood, considering the size of our current network of roads, as well as these other recent developments that have changed the feel and flow of the space.

Ultimately, both ourselves and many of our neighbors are seriously concerned about the fast pace at which this project is already moving. We fear the appropriate amount of time will not be taken to seriously consider the detrimental effects that a development like this would cause. If the City of Beaverton approves this project, if YOU approve this project, we're told that groundbreaking would take place in July 2014. This is a terrifying realization. July 2014 is only five short months from now! Please think about how drastically Beaverton residents' lives would change for the worse! Everyone whom we've spoken with in this community is vehemently opposed to this project! This is our cherished home, one that we all carefully selected for one good reason or another. Personally, we were drawn to the open space behind our home and the distance between our townhome and the main

road. We feel a sense of calm, peace and safety when we stand at our back door and bedroom window, look out upon this piece of land, and see greenery, trees and birds. We know a few others who selected their townhome for this very same reason. I know these may seem like intangible values, but that shouldn't make them unimportant.

This project, this 228 unit, multi-family residential subdivision, wouldn't in any way contribute to our sense of community, our cozy neighborhood feeling, nor our perceptions of safety and comfort. Furthermore, this development would likely decrease the monetary value of so many properties in this area, which would greatly affect many residents' investments in both their home and in this community.

If this project is approved, W Baseline Rd would become an even busier thoroughfare, and a large road (SW 163rd Ave.) would run directly behind many houses, including ours. Because this is our home and because we pay hefty property taxes to contribute to the maintenance and positive improvement of this city and county, it's only fair that we have a right to help decide how this community that we all love should transform over time. Please realize that the decision YOU will make will affect so many people who've saved and worked so hard to live in this nice area and who genuinely love and respect this community. Please realize that if this development project is approved, a negative change like this would be very difficult to reverse. You are our only spokesperson! PLEASE don't allow Pedcor Investments, which already has over 10,000 apartment units scattered throughout the United States and no genuine interest or personal investment in this community, to build this subdivision and destroy this area.

Last but not least, we really think that this project deserves a thorough review and community input. Beaverton neighbors should have an opportunity to voice their thoughts at a public hearing! Please send this proposal to the City Planning Commission and help us to be heard.

Thank you for your consideration and patience as you've read our lengthy letter. We really hope that you'll understand our perspective and see the validity in our many concerns. We're praying that you don't approve this application and invite this large company, Pedcor, into our neighborhood. Please, don't pave our "paradise" and put up a parking lot in its place.

Sincerely,

Doctor and Mrs. Michael and Dana Jones

May 13, 2014

EXHIBIT 1.33

**Letter to Five Oaks Triple Creek Neighborhood Association and Pedcor Investments/Cardo regarding the Proposed Sunset Driving Range Residential Subdivision
Sunset View Multi-Family Residential – DR2013-0095/LD2013-0015/SDM2013-0009/TP2013-0012**

We are very concerned homeowners who live near the site of the proposed Sunset Driving Range Residential Subdivision. We have reviewed information on the new May, 2014 proposal. We are strongly opposed to the project for several reasons:

- The 236 apartment unit project is over scaled and far too dense for this area. It is incompatible with the surrounding community density. The density would overwhelm the neighborhood character.
- The traffic impact would be severe and hazardous. Area streets cannot handle the additional traffic volume even with the extension of 163rd Avenue. The nearby streets of SW Mason Lane and SW Gage Lane cannot take the additional traffic. These are narrow streets with cars parked on both sides leaving only one good traffic lane most times. Children typically play in the area and the increased traffic would make it unsafe for them. Existing nearby traffic from Costco already puts a severe strain on the roads. There is a need for traffic speed bumps already.
- The project design does not include adequate open green space for recreation and not enough design elements for pedestrians and bicyclists. Sidewalk areas and paths are way too narrow. The scale of the project would generate too much noise and reduce the privacy of nearby homes. There is not sufficient buffering walls or landscaping.
- Setbacks from the street are far too small and short. The buildings would tower over the nearby streets and not have enough green open space. Overall landscaping is not sufficient to make this an attractive addition to our community.
- Such a highly dense development would put a huge burden on nearby already overcrowded schools

Many residents of the area are very concerned and extremely unhappy about this project and share our feelings. We all feel a lower density design with ownership townhomes with would be far better for this site. Ownership housing would match the adjacent housing and the general character/style of the community. We read that Pedcor prides itself on being good neighbors so we hope they would change the project to ownership housing.

Thank you for this opportunity to present our concerns:

38 neighbors (listed below and addresses on following page) near the site of the project replied to an Email Survey sent out May 13, 2014 and they all state they remain opposed to this project. All these neighbors had received the summary pages of the revised May, 2014 Sunset apartment project.

Joe Lopez	Fabiola Lopez	Tyson Bendzak	Cameron Cuevas
Valerie Cuevas	Christie McGuire	Carson McGuire	Jack Huffstetler
Lauren McCartha	Whitney Harris	Chris Roll	Sid Sharma
Santoshi Dhakal	Douglas Griffith	Angela Griffith	Vasu Mullapudi
Aaron Smith	Bonnie Scott	Ryan Huff	Janet Hall
Marcellene Tuffi	Arthur Tuffi	Jason Hsu	Caroline Tse
Chris Jones	Dennis Healy	Christina Healy	Karl Schaedler
Rama Smrinaietty	Angie Sirianni	Craig Jones	Laura Schott
Mark Gingo	Bradford Russell	Jonathan Krane	Hiroshi Wantanbe
Maki Watanabe	Mike Harbaugh		

cc: Mayor Denny Doyle

Joe Lopez	1043 SW 162 nd Avenue Beaverton, OR 97006
Fabiola Lopez	1043 SW 162 nd Avenue Beaverton, OR 97006
Tyson Bendzak	1053 SW 162 nd Avenue Beaverton, OR 97006
Cameron Cuevas	16250 SW Mason Lane Beaverton, OR 97006
Valerie Cuevas	16250 SW Mason Lane Beaverton, OR 97006
Christie McGuire	16235 SW Mason Lane Beaverton, OR 97006
Carson McGuire	16235 SW Mason Lane Beaverton, OR 97006
Jack Huffstetler	15969 SW Kaylynn Lane Beaverton, OR 97006
Lauren McCartha	1071 SW 162 nd Avenue Beaverton, OR 97006
Whitney Harris	1077 SW 162 nd Avenue Beaverton, OR 97006
Chris Roll	1055 SW 162 nd Avenue Beaverton, OR 97006
Sid Sharma	1063 SW 162 nd Avenue Beaverton, OR 97006
Santoshi Dhakal	1063 SW 162 nd Avenue Beaverton, OR 97006
Douglas Griffith	1261 SW 160 th Avenue Beaverton, OR 97006
Angela Griffith	1261 SW 160 th Avenue Beaverton, OR 97006
Vasu Mullanpudi	16137 Mason Lane Beaverton, OR 97006
Aaron Smith	16265 SW Gage Lane Beaverton, OR 97006
Bonnie Scott	975 SW 166 th Avenue Beaverton, OR 97006
Ryan Huff	1073 162 nd Avenue Beaverton, OR 97006
Janet Hall	16059 Gage Lane Beaverton, OR 97006
Marcellene Tuffi	16585 SW Baseline Road Beaverton, OR 97006
Arthur Tuffi	16585 SW Baseline Road Beaverton, OR 97006
Jason Hu	16062 SW Mason Lane Beaverton, OR 97006
Caroline Tse	16062 SW Mason Lane Beaverton, OR 97006
Chris Jones	1059 SW 162 nd Avenue Beaverton, OR 97006
Dennis Healy	16035 SW Mason Lane Beaverton, OR 97006
Christina Healy	16035 SW Mason Lane Beaverton, OR 97006
Karl Schaedler	1049 SW 162 nd Avenue Beaverton, OR 97006
Rama Smrinaietty	1167 SW 162 nd Avenue Beaverton, OR 97006
Angie Sirianni	16276 SW Gage Lane Beaverton, OR 97006
Craig Jones	16270 SW Mason Lane Beaverton, OR 97006
Laura Schott	16296 SW Gage Lane Beaverton, OR 97006
Mark Gingo	855 SW 166 th Avenue Beaverton, OR 97006
Bradford Russell	16255 SW Mason Lane Beaverton, OR 97006
Jonathan Krane	16122 SW Gage Lane Beaverton, OR 97006
Hiroshi Wantanbe	1040 SW 162 nd Avenue Beaverton, OR 97006
Maki Wantanbe	1040 SW 162 nd Avenue Beaverton, OR 97006
Mike Harbaugh	905 SW 166 th Avenue Beaverton, OR 97006



Families for Independent Living (FFIL) is dedicated to promoting and advocating for the support of persons with developmental disabilities in a variety of housing settings that best suit their individual needs.

Memo: statement of support for the Sunset View Multi-Family Residential project
To: Jana Fox, Beaverton Planning Department
From: Gordon Teifel, FFIL president

June 18, 2014

The FFIL board of directors reviewed some of the public documents for the 236 unit Sunset View project. We are delighted with the addition of one, two and three bedroom apartments to the affordable housing portfolio in Beaverton and close to unincorporated areas of Washington County. The FFIL board supports the Sunset View project.

The FFIL directors acknowledge some neighborhood trade offs. The existing neighbors will have more traffic on their street grid. Yet the broader community benefits by creating 236 affordable apartments for lower income residents. The site itself has ideal features of wetland area, greenway under the powerlines and proximity to light rail, retail shopping and the Westside Bike Trail on the west edge of the property. The board noted that the exterior treatments are very compatible with other apartments and townhouse projects nearby.

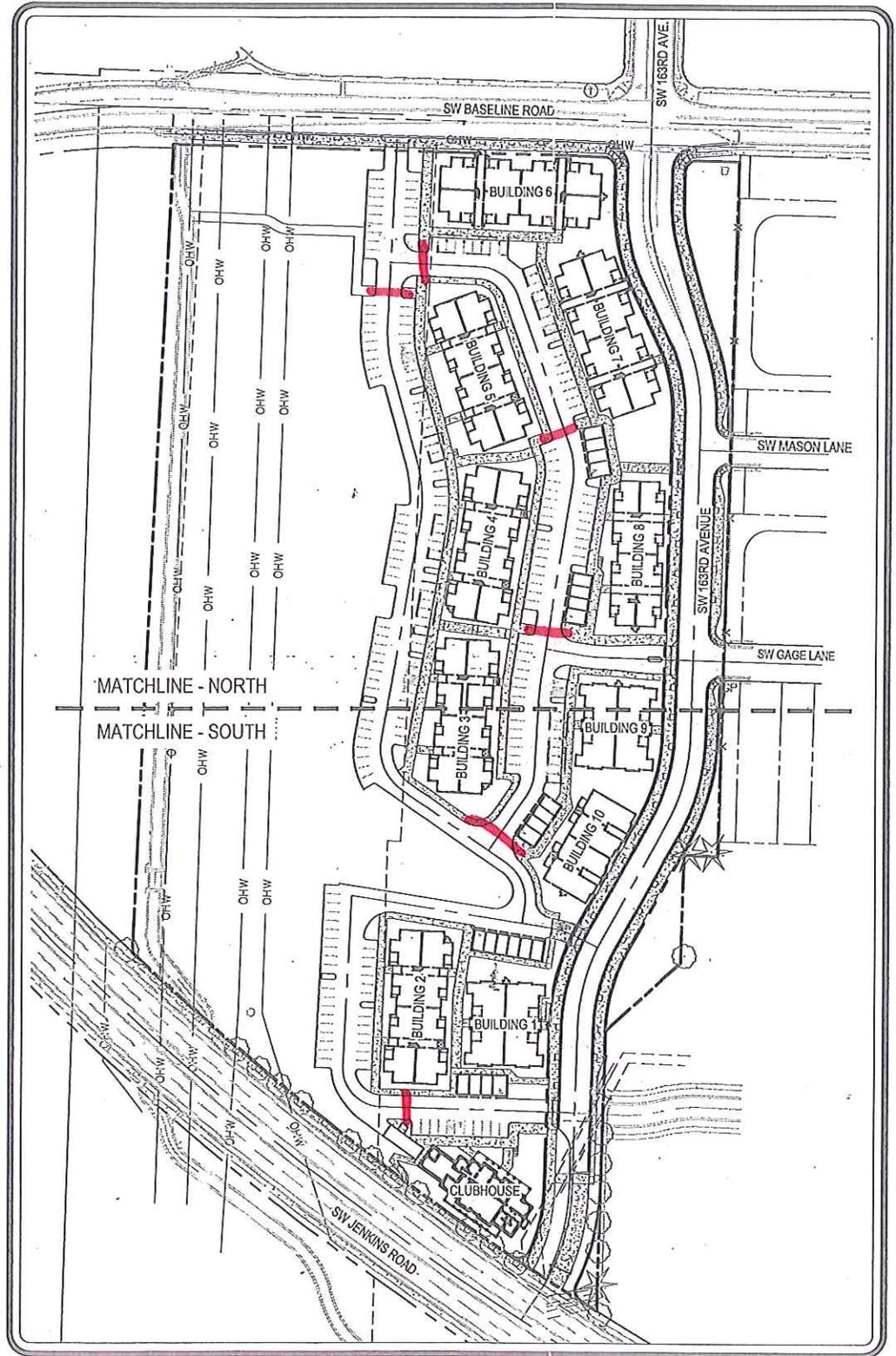
Families for Independent Living is in dialogue with Brandon Delk, vice president of development for Pedcor, the sponsoring community development corporation in Carmel, IN. The FFIL directors see Sunset View as a viable site for 20 adult residents with developmental disabilities. Our observations are deepened by fostering successful apartment programs at The Bridge in Beaverton since May 2005 and Merlo Station Apartment Homes in Aloha since June 2006. We helped spawn similar housing models at Springbrook (16 units) in Newberg in 2008 and 16 units of Willakenzie Crossing since January 2012 in Springfield. Springbrook was mentored by Families United for Independent Living in Yamhill County. Willakenzie Crossing is mentored by SAIL Housing in Lane County. Directors of FUFIL and SAIL Housing visited The Bridge and Merlo Station facilities while their conceptual planning was discovering best known practices. Another local facility is operated by Cedar Sinai Park in the Raleigh Hills neighborhood of Portland. Kehillah Housing, a HUD 811 project, has 14 single bedroom units for adults with DD. FFIL consulted with them during their concept stage.

I recently served three years on the Citizen Action Committee of the Aloha-Reedville Study and Livable Community Plan. This comprehensive study area is within one mile west of Sunset View. Many conclusions, action plans and citizen preferences transfer well to surrounding neighborhoods. I'm saying that everyone needs affordable housing that matches their income and resources. Communities need diversity in housing styles for livable neighborhoods. I think Sunset View adds to affordable housing to an otherwise expensive county to live in. Please add my personal emphatic blessing on Sunset View.

PO Box 5307
Aloha, OR 97006

Pedestrian Connections Diagram

EXHIBIT 2.3



SITE MAP

