



WASHINGTON COUNTY, OREGON

Department of Land Use and Transportation, Operations & Maintenance Division
1400 SW Walnut Street, MS 51, Hillsboro, Oregon 97123-5625
(503) 846-7623 · FAX: (503) 846-7620

April 5, 2016

Jason Turinsky
City of Beaverton
PO Box 4755
Beaverton, OR 97076

RE: **Sunset Gardens Multi-Family**
City File Number: **DR2016-0032/LD2016-0005/TP2016-0005**
Tax Map and Lot Number: **1S1-05 CB 100, 200, 300, 400, 1800, & 1900**
Location: **SW 158th Avenue/W. Baseline Road**



Washington County Department of Land Use and Transportation has reviewed the above noted development application for 210 multi-family dwelling units and parking structure with access to SW 160th Avenue and SW 158th Avenue, a County-maintained Arterial.

CONDITIONS OF APPROVAL

1. Direct access to a street classified an arterial must be from collector or other arterial street. Additionally, if access is unavailable other than access to an arterial, it shall meet the minimum access spacing standard of **600** feet, measured between access points on each side of the road as required by Resolution and Order 86-95 (R&O 86-95) and Section 501-8.5.B of Washington County's Community Development Code (CDC). The minimum access spacing standard for SW 158th Avenue is **600** feet, measured between access points on each side of the road as required by Resolution and Order 86-95 (R&O 86-95) and Section 501-8.5.B of the CDC.

The proposed right-in/right-out only access to SW 158th Avenue does not meet the access spacing standard for access to an Arterial. The applicant has submitted a Design Exception (February 4, 2016) request to the access standards indicated above for the proposed private access to SW 158th Avenue. Based on the analysis included in the Traffic Impact Analysis and Design Exception request, the access can be approved as a right-in/right-out only access by Washington County. The applicant will be required to record an access restriction for the remainder of the frontage of the subject site as part of the plat recordation.

2. Resolution and Order 86-95 requires a minimum sight distance (measured in feet) equal to ten times the vehicular speed of the road(s) at proposed access location(s). This requirement applies to sight distance in both directions at each access.

Before the County will permit the construction of the approved RI/RO only access to SW 158th Avenue, the applicant will be required to provide certification from a registered professional engineer that adequate sight distance exists in both directions (or can be obtained pursuant to specific improvements) prior commencing any grading and construction activities.

3. Consistent with statewide pedestrian circulation/linkage goals of the Transportation Planning Rule and the County's R&O 86-95 (road safety requirements), the County normally requires sidewalk installation as a minimum road safety improvement along site frontage of all County-maintained roads. Sidewalks further establish future street profiles, demarcate County or City right-of-way, and address drainage issues. Sidewalk requirements are not generally waived, even when sidewalk is not currently present on neighboring properties. Rather, even non-contiguous sidewalk is considered to provide some measure of pedestrian refuge and ideally, makes possible eventual connection of sidewalks (as surrounding development takes place and is likewise conditioned to provide sidewalk). Additionally, the Washington County Road Design and Construction Standards require provision of adequate drainage along a site's frontage of a county road.

Construction of a half-street (including continuous illumination) to an A-2 County standard is required along the subject site's frontage of SW 158th Avenue. The County will defer to City standards for the sidewalk and planter strip widths. Staff notes as part of the MSTIP 3c-158th Avenue Capital Improvement Project, construction of a half-street improvement (gutter/curb/sidewalk/planter strip and illumination) is proposed along the subject site's frontage of SW 158th Avenue. The applicant should coordinate with the Project Manager (Matt Costigan 503.846.7825) to determine the timing of those improvements.

Note: For half street improvements, an applicant shall provide street lighting consistent with County engineering standards and procedures and the requirements of the electrical utility company providing service to the area. The applicant shall ensure the construction, maintenance and power costs of street light facilities through the annexation and petition for service to an existing County service district for lighting or other funding method approved by the County Engineer.

4. The statewide Transportation Planning Rule requires provision for adequate transportation facilities in order for development to occur. Accordingly, the County has

classified roads and road segments within the County system based upon their function. The current Transportation Plan (regularly updated) contains adequate right-of-way, road width and lane provision standards based upon each roadway's classification. Subject right of way is considered deficient if half-width of the existing right of way does not meet that determined necessary within the County's current transportation plan.

The applicant is required to dedicate additional right-of-way to provide 51 feet from the centerline of SW 158th Avenue, including adequate corner radius.

Note: All private signage and improvements are required to be located outside of the dedicated ROW.

5. ILLUMINATION- Resolution and Order No. 86-95 requires access points on collectors and arterials to be adequately illuminated.

The RI/RO only access on SW 158th Avenue shall be illuminated to County standards unless constructed as part of the MSTIP 3c-158th Avenue (Walker Road to Merlo Station) Capital Improvement Project.

6. ***Washington County Traffic engineering staff reviewed the Traffic Impact Analysis (Mackenzie – February 2016) submitted for this development proposal as required by R&O 86-95. Based on the results included in the report, additional traffic mitigation on County-maintained roads is not warranted at this time.***

I. PRIOR TO APPROVAL OF THE PLAT BY THE CITY OF BEAVERTON AND WASHINGTON COUNTY:

A. The following shall be recorded with Washington County Survey Division:

1. Dedication of additional right-of-way to provide 51 feet from centerline of SW 158th Avenue.
2. Dedication of additional right-of-way to provide adequate corner radius at the intersection of SW 158th Avenue/W. Baseline Road.
3. Provision of a non-access reservation along the site's 158th Avenue frontage with the exception of the right-in/right-out only access.

B. Obtain a Right-of-Way Permit (Operations 503.846.7623) for all work within the right-of-way of SW 158th Avenue, including the following public improvements:

1. Closure all existing driveways to SW 158th Avenue to County standards.
2. Construct a RI/RO only access on SW 158th Avenue to County standards (refer to the approved Design Exception March 29, 2016) unless constructed as part of the MSTIP road project (coordination is required).

3. Installation of illumination to County standards at the RI/RO only access to SW 158th Avenue (unless included as part of the SW 158th Avenue MSTIP road project).
4. Coordinate all utility connections with the MSTIP Project Manager (Matt Costigan 503.846.7825).
5. Construction of a half-street (including continuous illumination) to an A-2 County standard along the subject site's frontage of SW 158th Avenue unless constructed by the MSTIP road project.

NOTE: A County Facility Permit will be required if the above noted public improvements are not constructed by the MSTIP Capital Improvement Project (Assurances Division 503.846.3842).

II. PRIOR TO OCCUPANCY:

Obtain a Finaled Washington County **Right-of-Way Permit**, contingent upon the following:

- A. The road improvements required in condition I.B. above shall be completed and accepted by Washington County.
- B. Upon completion of necessary improvements, submit **final** certification of adequate sight distance in accordance with County Code, prepared and stamped by a registered professional engineer.

Thank you for the opportunity to comment. If you have any questions, please contact me at 503-846-7639.

Naomi Vogel
Associate Planner

Attachment – Washington County Design Exception Approval and Analysis

Cc: Aaron Clodfelter P.E. – Operations Division
Matt Costigan, Senior Project Manager – Capital Project Management
Transportation File



**WASHINGTON COUNTY
OREGON**

Date Signed: 29 Mar 16

RE: Sunset Gardens—Request for Access Spacing Design Exception
CDA #: N/A (Through City of Beaverton)

WASHINGTON COUNTY ROAD DESIGN AND CONSTRUCTION STANDARDS
REQUEST FOR EXCEPTION

The following is in response to your February 4, 2016 request for exception to the county road standards, Section 340.070 & CDC Section 501-8.5, Driveways and Access to County and Public Road respectively. (Exhibit "A" To Ordinance No. 738 February, 2011)

The Sunset Gardens project site is located south of W. Baseline Road and between SW 158th and SW 160th avenue in Beaverton Oregon. The request is for a right in/out driveway onto SW 158th located approximately 290 feet south of W. Baseline Road.

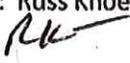
X Your request is approved as proposed.

This design exception is only relevant to the Sunset Gardens development and attached site plan (See sheet MGA 1). This design exception is non-transferrable.

Please be advised that all exceptions granted to the WASHINGTON COUNTY ROAD DESIGN AND CONSTRUCTION STANDARDS are considered unique and are not uniformly applicable.


Gary A. Stockhoff, PE
County Engineer

Reviewed By: Robert Saxton, PE, GE 

Checked By: Russ Knoebel, PE 

cc: Plan Review Project File w/attachment
Road Standards File w/attachment
Naomi Vogel

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

February 4, 2016

Washington County, Department of Land Use & Transportation
Attention: Gary Stockhoff, County Engineer
1400 SW Walnut Street, Suite 212, MS 17A
Hillsboro, OR 97123

Re: **Sunset Gardens – Request for Access Spacing Design Exception**
Project Number 2140343.01

WASHINGTON COUNTY ROAD DESIGN AND CONSTRUCTION STANDARDS REQUEST FOR EXCEPTION

Dear Mr. Stockhoff:

The following is a request for an access spacing exception as per Section 220 to the Washington County Road Design and Construction Standards, Section 340.070, Driveways, which references Section 501-8.5, Access to county and public road, in the Community Development Code (CDC). This letter supports the design exception request for a right-in/right-out access onto 158th Avenue for the Sunset Gardens development located immediately south of W Baseline Road and between SW 160th Avenue and SW 158th Avenue.

REASON FOR EXCEPTION

The Sunset Gardens project site is located south of W Baseline Road and between SW 158th and SW 160th Avenue in Beaverton, Oregon (see Figure 1 in Attachment B). Comprising six Washington County tax lots (1S105CB0 100, 200, 300, 400, 1800, 1900), the site has a consolidated area of approximately 2.9 acres. The site will contain 218 multi-family housing units and a structured parking garage with 338 parking spaces. Both the parking garage and the apartments will be five stories in height.

As shown in the site plan (Attachment A), two accesses are planned for the site:

- A full access on SW 160th Avenue will be located on the west side of the site, connecting approximately 185 feet south of W Baseline Road. SW 160th Avenue is classified as a local street. The planned access meets the requirements of CDC Section 501-8.5 B (1) for local streets.
- A limited access on SW 158th Avenue is proposed on the east side of the site, connecting approximately 290 feet south of W Baseline Road. A raised median on SW 158th Avenue will limit turning movements at this access to right-in and right-out only; no left-turn movements will be allowed. SW 158th Avenue is an arterial street with an access spacing requirement of 600 feet as specified in CDC Section 501-8.5 B (4) (a). **The planned access to SW 158th Avenue will require an exception to the 600-foot spacing standard.**

The planned layout, with the full access on SW 160th Avenue and right-in/right-out access on SW 158th Avenue provides for efficient internal traffic circulation and meets the requirements for emergency vehicles. The continuous site drive aisle created will allow fire trucks and other emergency vehicles to travel through the site without turning around.



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Having access from both sides of the site would permit all emergency vehicles to enter from either roadway and would eliminate the need to provide a gated exit. Other trucks, such as trash collectors and moving vans, will also benefit from the ability to travel through the site. Lastly, two site accesses provide options in case part of the site access road is blocked by an emergency or oversized vehicle, such as a moving van or a disabled vehicle.

COMPARISON WITH STANDARD

As an arterial street, the access spacing standard for SW 158th Avenue is 600 feet. Current driveway spacing does not meet this standard and the 158th Avenue (Walker to Merlo Station) project scheduled for construction this spring will close the two northernmost accesses but otherwise not change the spacing in the segment between W Baseline Road and SW Jay Street. The existing driveway inventory on the west side of SW 158th Avenue includes:

- 15830 W Baseline Road – Single-Family Residence (unoccupied) – approximately 55 feet south of intersection
- 1085 SW 158th Avenue – Single-Family Residence (unoccupied) – approximately 130 feet south of #15830
- 1115 SW 158th Avenue – Single-Family Residence – approximately 15 feet south of #1085
- 1145 SW 158th Avenue – Single-Family Residence – approximately 75 feet south of #1115
- 1205 SW 158th Avenue – Single-Family Residence – approximately 80 feet south of #1145
- 1245 SW 158th Avenue – Office/Commercial – approximately 130 feet south of #1205
- 1275 SW 158th Avenue – Office/Commercial – approximately 70 feet south of #1205
- SW Jay Street – approximately 240 feet south of #1275

The access from the site onto 158th Avenue would be located midway between W Baseline Road and the driveway at 1245 SW 158th Avenue with approximately 280 feet to the north and south (see attached site plan). Three residences (#15830, #1085, and #1115) would be eliminated with redevelopment of the project site. The two remaining single-family residential parcels (#1145 and #1205) between the proposed access and the office building are zoned for Station Community – High Density in the City of Beaverton Zoning. When redeveloped, these parcels will be required to take access from 160th Avenue via Mortondale Lane according to County traffic staff.

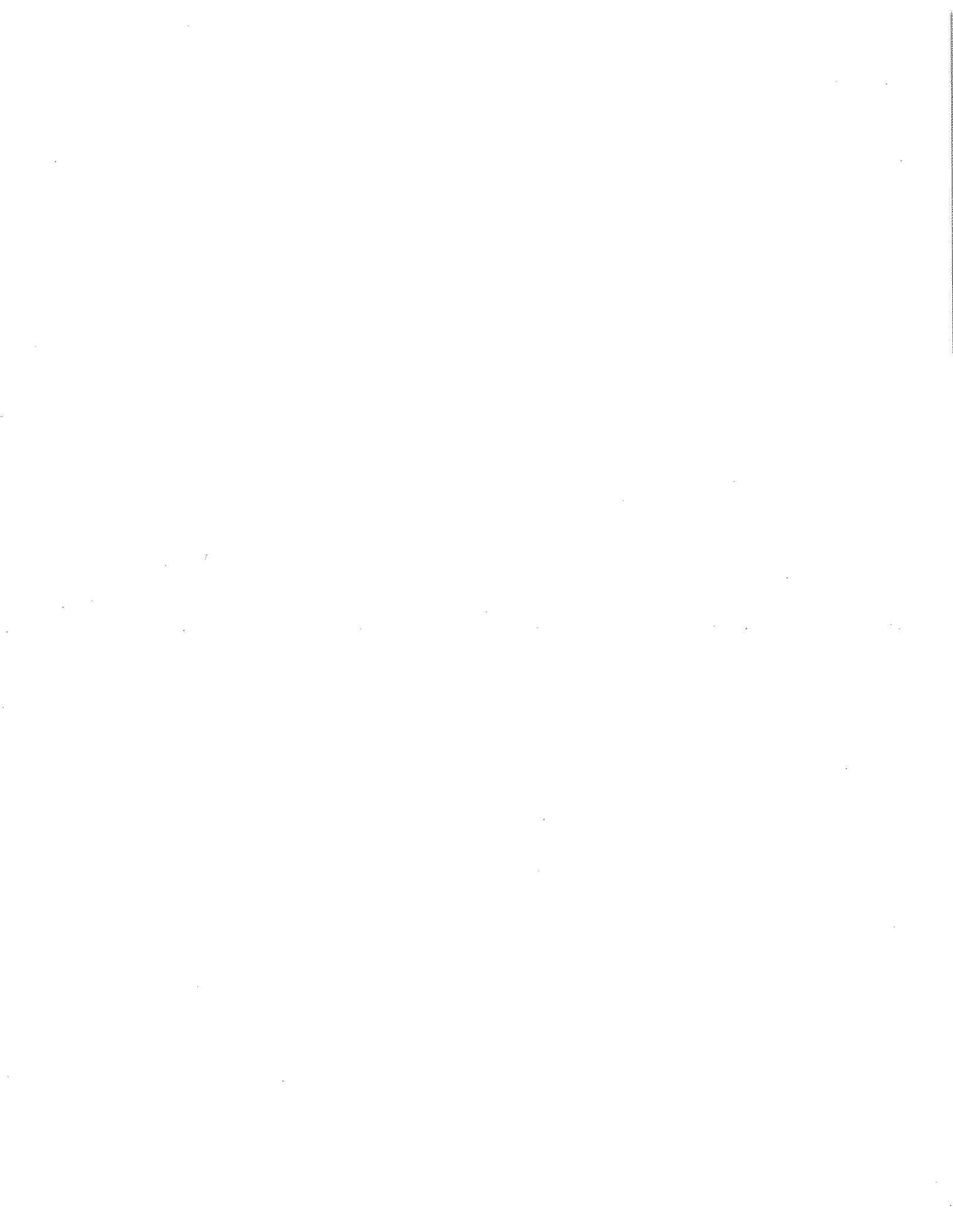
The proposed access spacing is similar to spacing on other sections of SW 158th Avenue near the site. To the north, a hotel (Extended Stay America) driveway is located approximately 300 feet from W Baseline Road. To the south, a discount club (Costco) driveway is located approximately 330 feet from SW Jay Street.

The proposed access onto SW 158th Avenue would be limited to right-in and right-out turning movements by a raised center median constructed as part of the 158th Avenue (Walker to Merlo Station) project. Consistent with other driveways in the corridor, such as the Costco driveway to the south, no right-turn lane is recommended with the proposed access. The corridor has several signalized intersections as well as unsignalized driveway connections, and drivers in the corridor are expecting conditions with varying travel speeds and turning movements.

PUBLIC SAFETY

The proposed right-in/right-out access is also anticipated to have a minimal impact on traffic safety on SW 158th Avenue and would reduce higher conflict traffic movements on other roadways. By permitting the direct right-in movement from SW 158th Avenue into the site, most left-turn movements will be eliminated from W Baseline Road to SW 160th Avenue, as will many of those from SW 160th Avenue into the site. While these others are lower volume roadways, right-turn movements have significantly fewer conflict points than left-turn movements. Additionally, by permitting the

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direct right-out movement onto SW 158th Avenue from the site, left-turns from the site onto SW 160th Avenue and then onto SW Jay Street would be nearly eliminated.

An additional benefit of the proposed access on SW 158th Avenue would be a reduction in the conflict between vehicles turning right and pedestrians in crosswalks at the signalized intersection with W Baseline Road. The proposed access would improve the following conflict conditions:

- Southbound right-turning vehicles conflict with pedestrians crossing W Baseline Road (the west leg of the intersection). The proposed access would reduce the number of vehicles turning right through the crosswalk.
- When making a right-turn-on-red movement, many drivers fail to look out for pedestrians in the crosswalk. The proposed access would reduce the number of vehicles potentially making either a southbound or eastbound right-turn-on-red movement; thus a reduction in pedestrian conflicts could be expected.
- Traffic counts show a high volume of pedestrians using the south leg crosswalk (see Attachment C). The proposed access would reduce the number of vehicles turning right from W Baseline Road through this crosswalk.

PERFORMANCE

Total site trip generation for the 218-unit apartment building is estimated at 111 AM peak hour trips and 138 PM peak hour trips. The majority of these trips are expected to take access from SW 160th Avenue. With the proposed site plan, only 35 vehicles (8 in/27 out) would access 158th Avenue in the AM peak hour and only 50 vehicles (36 in/14 out) would access 158th Avenue in the PM peak hour. All of these movements would be right turns. (See Figures 4 through 11 in Attachment B for traffic volumes.)

Traffic operations have been analyzed for an opening year of 2017 and the design year of the 158th Avenue improvement project, 2035, for the AM and PM peak hours in preparation for submitting a Transportation Impact Analysis to the City of Beaverton. Analysis results (see Attachment D) show that all intersections would meet City of Beaverton and Washington County operational standards with or without the access on SW 158th Avenue. The design exception to permit the right-in/right-out access would improve operations at the intersections of SW 158th Avenue/SW Jay Street and SW 160th Avenue/W Baseline Road. It would have no measurable effect on operational conditions at SW 158th Avenue/W Baseline Road intersection.

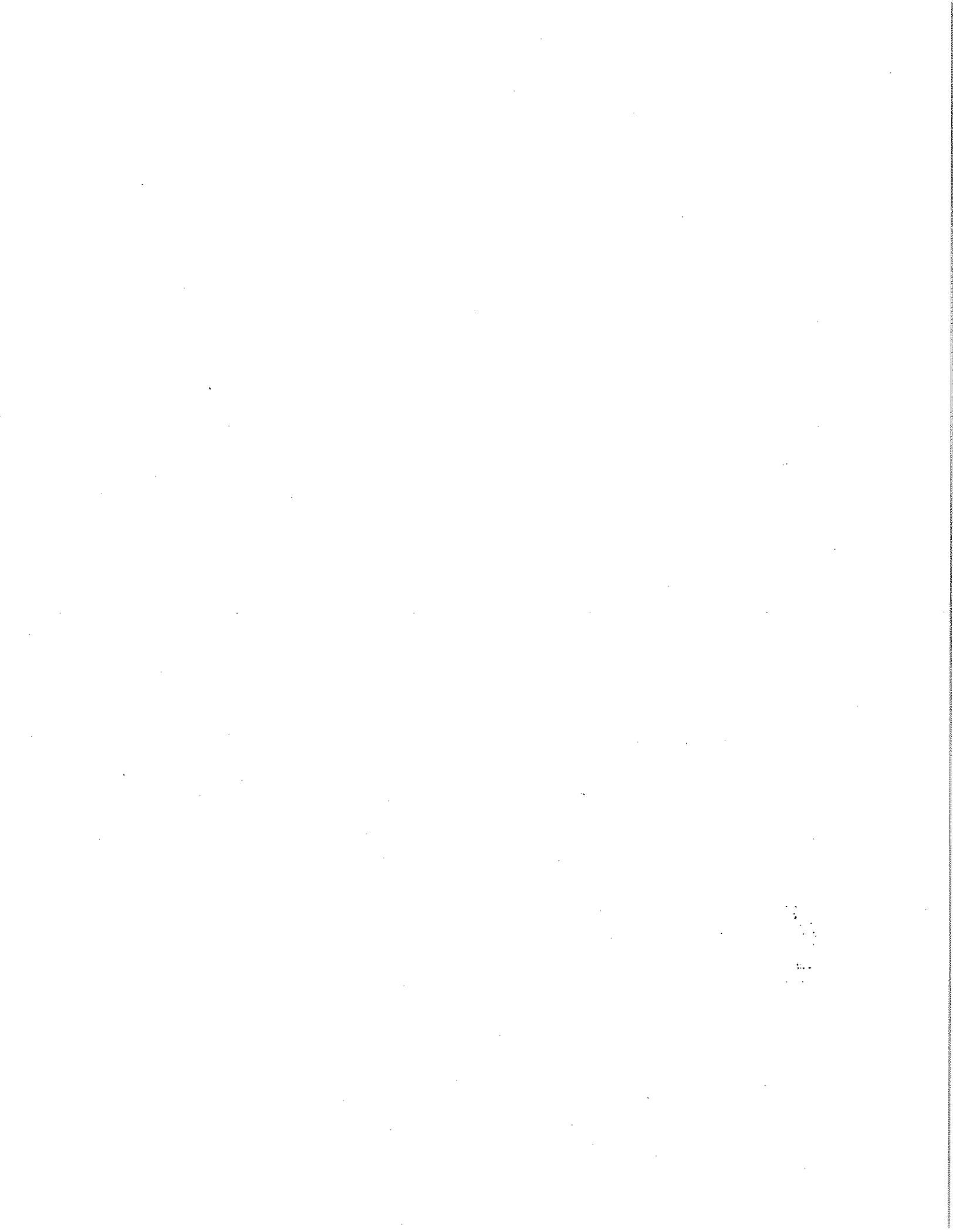
The proposed right-in/right-out access is anticipated to have a minimal impact on traffic operations on SW 158th Avenue. Forecast traffic demand at the access is estimated at 32% to 36% of total site traffic. The right turns to/from the site would be less than 5% of the southbound traffic on SW 158th Avenue. Furthermore, at the site driveway, more traffic is likely to be in the inner travel lane than the curb lane based on the turning patterns at the signalized intersections to the north and south of the proposed access. Thus, the effects of the turning movements on traffic flow are likely to be even lower.

CONCLUSION

In summary, benefits of the proposed right-in/right-out access onto SW 158th Avenue include:

- Two site accesses will enhance emergency vehicle access to, from, and within the site.

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- Site circulation is improved by providing a route through the site for larger vehicles.
- Two site entry/exit options are available in case part of the site access road is blocked by an emergency, oversized vehicle, or disabled vehicle.
- The changes in site trip assignment would improve operations at the SW 160th Avenue/W Baseline Road intersection and the SW 158th Avenue/SW Jay Street intersections.
- The changes in site trip assignment would reduce the potential conflicts between pedestrians and vehicles at the SW 158th Avenue/W Baseline Road intersection.
- The proposed right-in/right-out access would reduce the number of higher conflict left-turn traffic movements on some roadways in exchange for right-turn movements on SW 158th Avenue.

Please let us know if you need additional information to support the design exception request.

Sincerely,


Jennifer Danziger
Transportation Engineer

Enclosure(s): Attachment A: Site Plan
Attachment B: Figures from Traffic Impact Analysis
Attachment C: Existing Bicycle and Pedestrian Counts
Attachment D: Summary of Future Traffic Operations

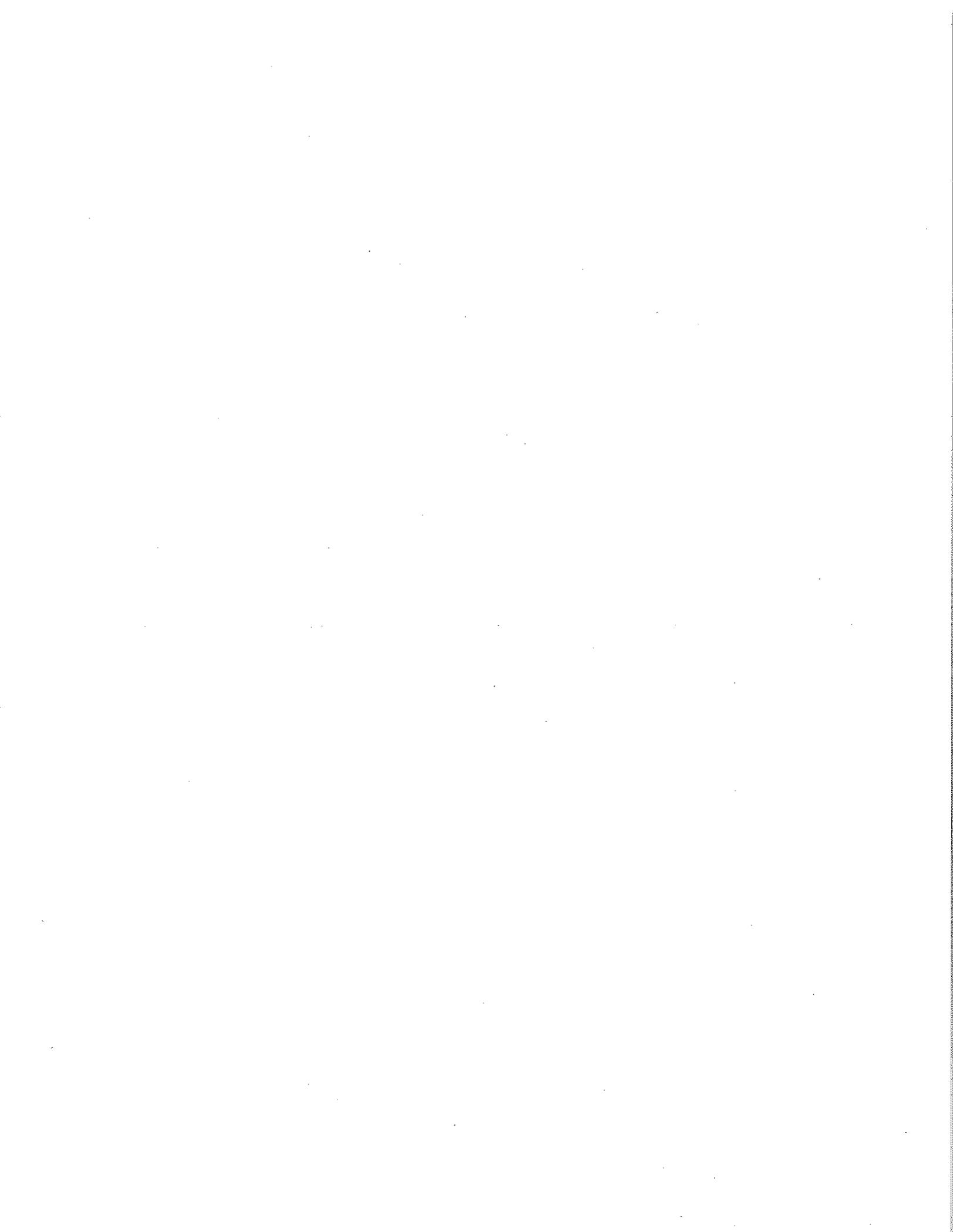
c: Jeff Morgan, Alexandros Economou – The Spanos Corporation
Darin Honn – Sussman Shank
Philip Stewart – Myhre Group Architects
Ralph Henderson, Brian Varricchione – Mackenzie



Expires: 12/31/2017

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ATTACHMENT A
SITE PLAN



ATTACHEMENT B
FIGURES



M **Architecte - Interiors
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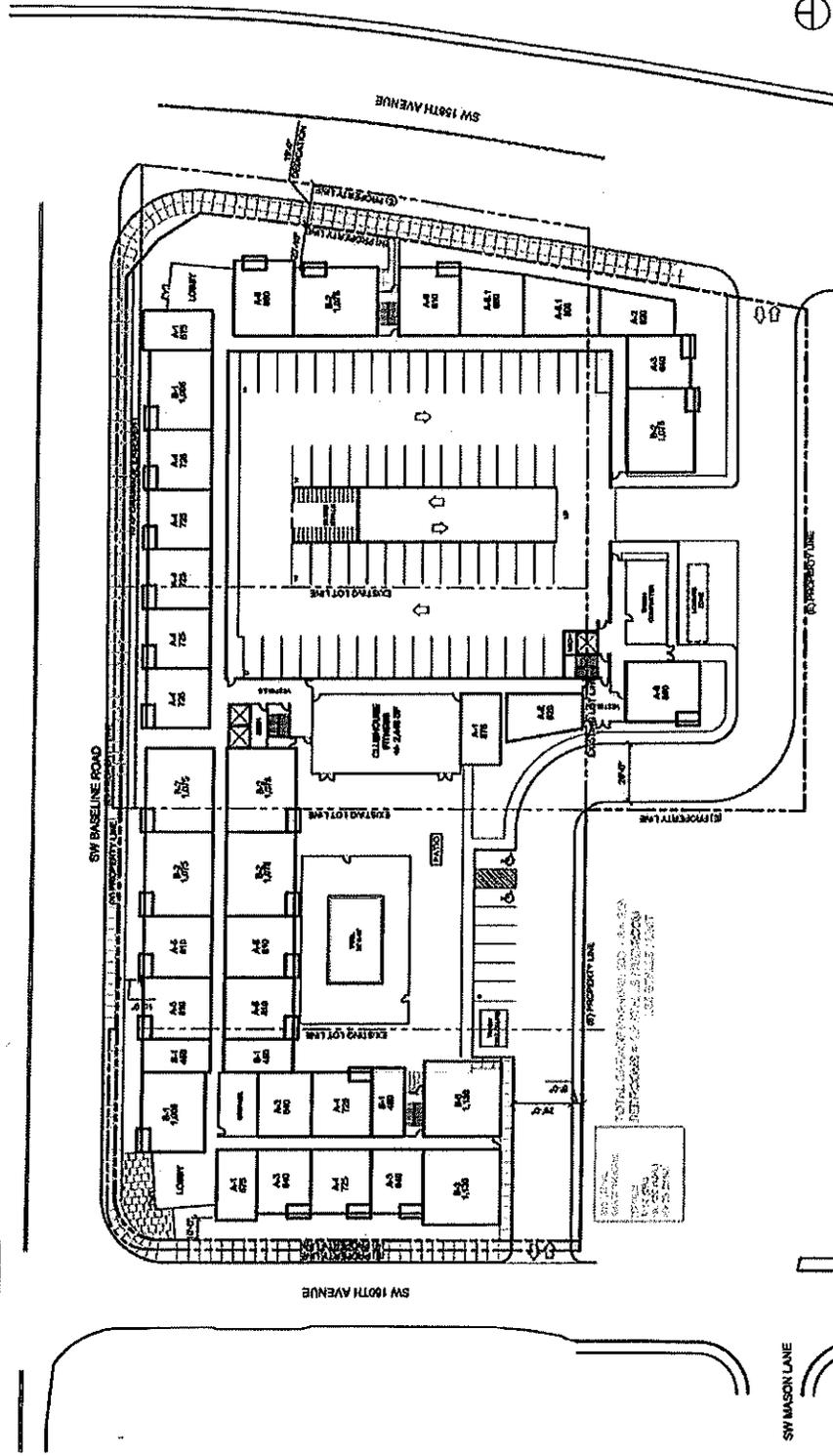
VICINITY MAP

**SUNSET GARDENS APARTMENTS
BEAVERTON, OREGON**

FIGURE
1



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MGA 1

SUNSET GARDENS - Conceptual Site Plan

Geometric, Inc.
1100 SW 10th Ave.
Beaverton, OR 97005

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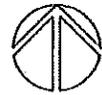
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SITE PLAN

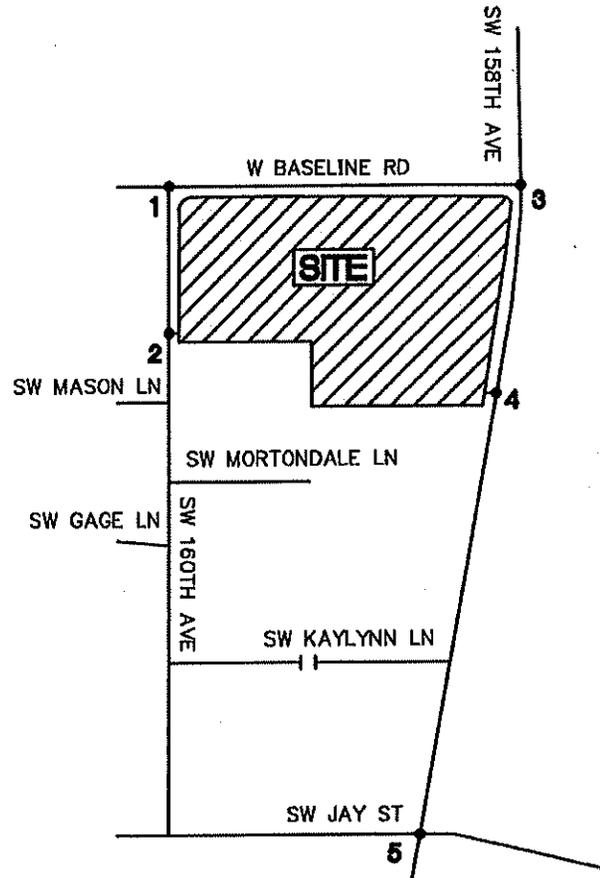
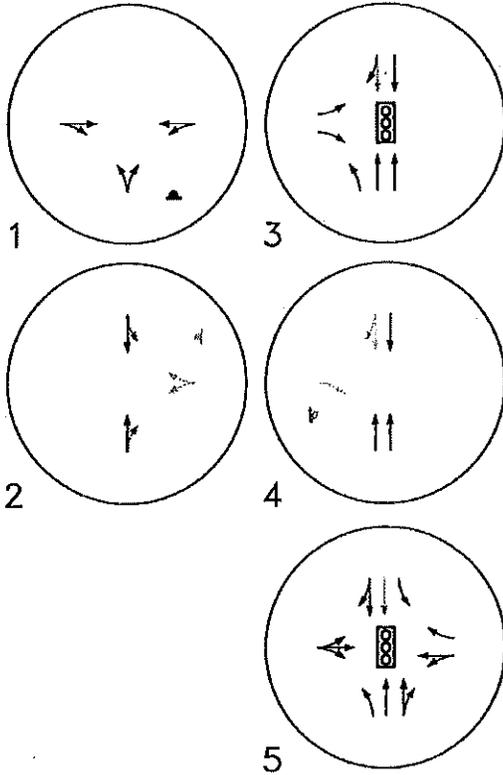
**SUNSET GARDENS APARTMENTS
BEAVERTON, OREGON**

FIGURE
2

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LEGEND

- EXISTING
- PLANNED *
- STOP SIGN
- SIGNAL

* Planned improvements presented on SW 158th Avenue reflect Washington County's SW 158th Avenue (Walker to Merlo Station) design.

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EXISTING + PLANNED TRAFFIC CONTROL DEVICES AND LANE CONFIGURATIONS

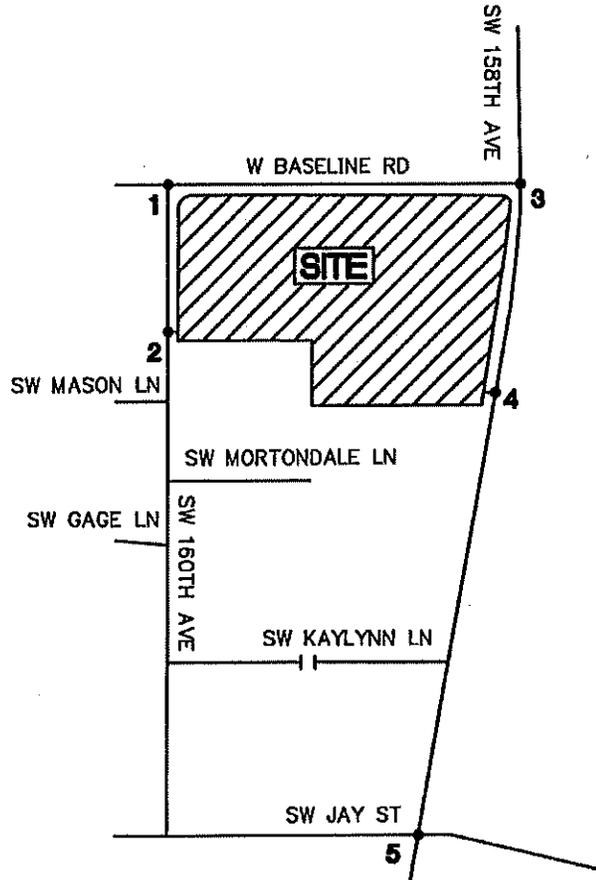
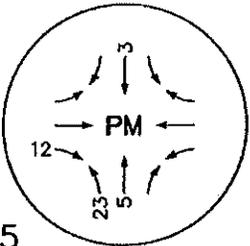
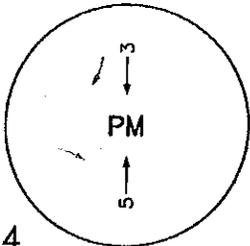
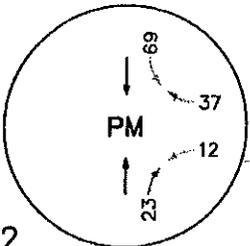
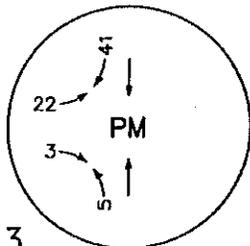
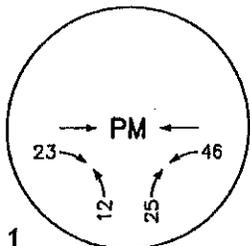
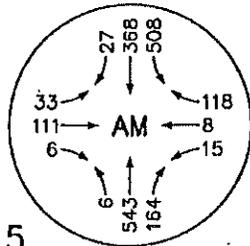
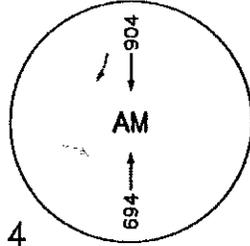
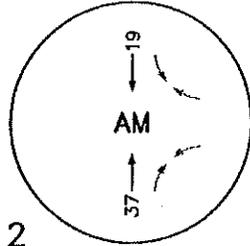
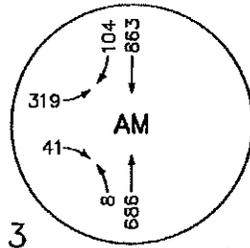
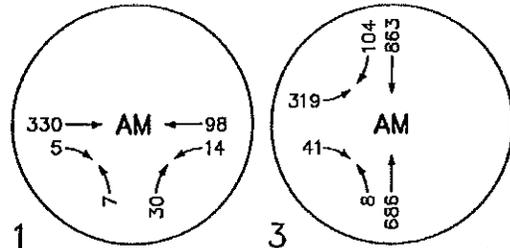
**SUNSET GARDENS APARTMENTS
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**FIGURE
3**

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2015 EXISTING TRAFFIC
 AM AND PM PEAK HOURS

SUNSET GARDENS APARTMENTS
 BEAVERTON, OREGON

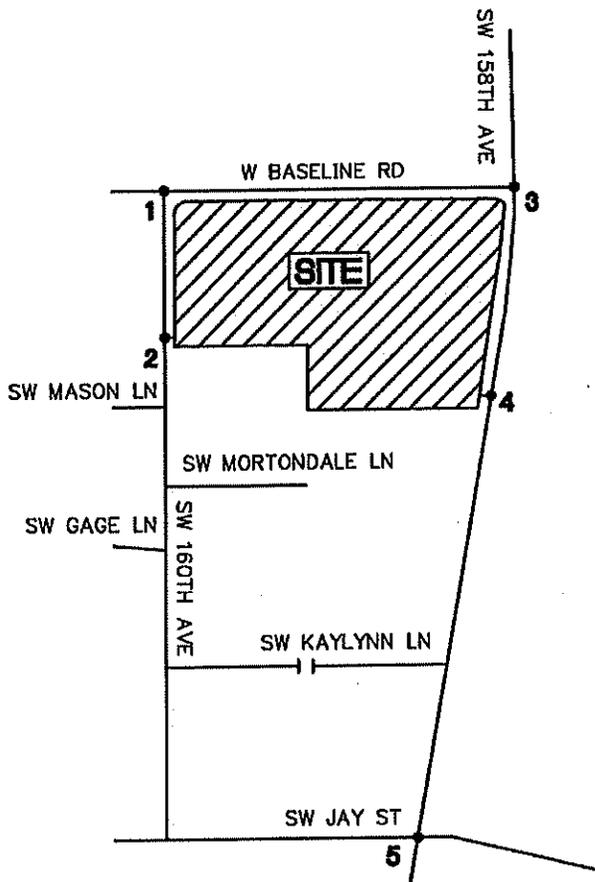
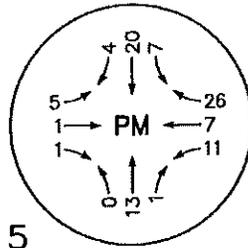
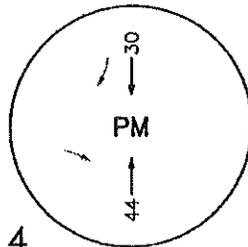
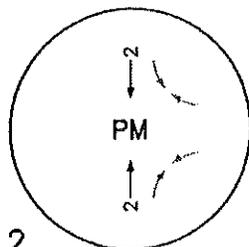
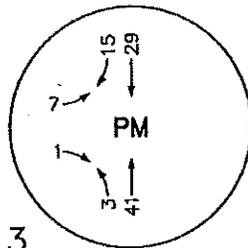
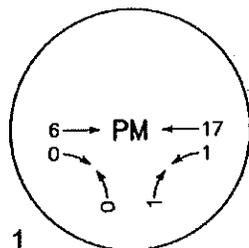
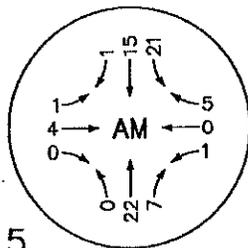
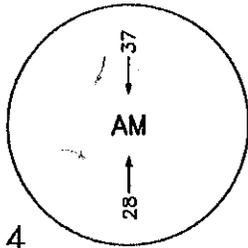
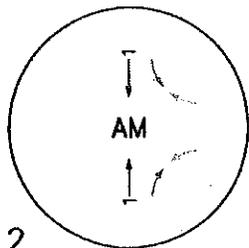
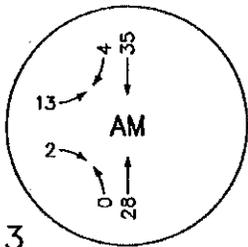
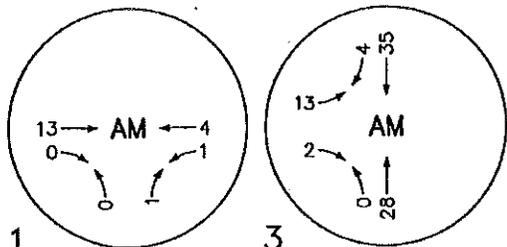
FIGURE

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2017 BACKGROUND GROWTH
 2-YEARS AT 2% PER YEAR
 COMPOUNDED ANNUALLY

SUNSET GARDENS APARTMENTS
 BEAVERTON, OREGON

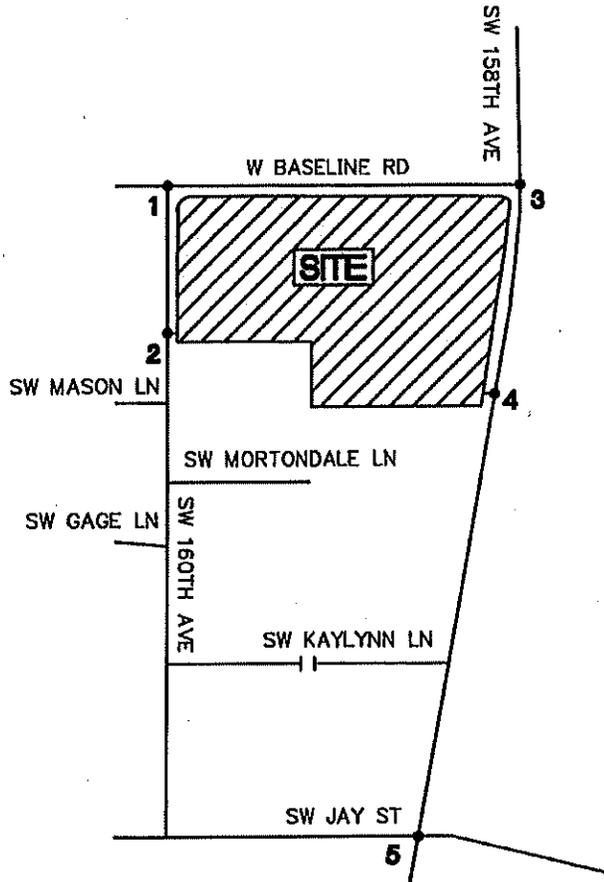
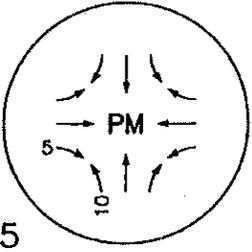
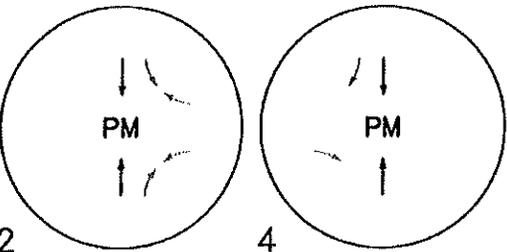
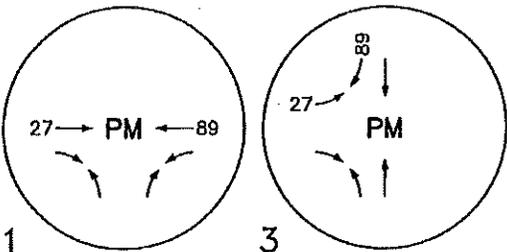
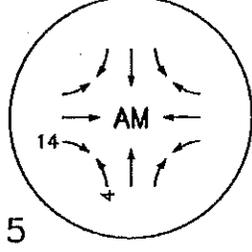
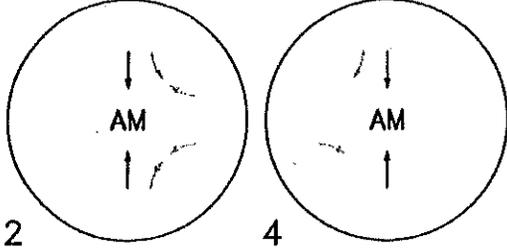
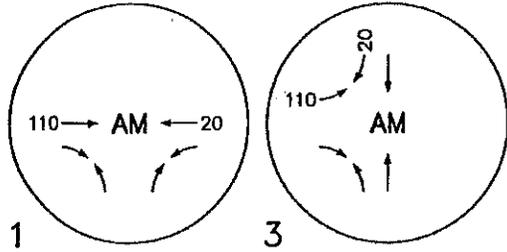
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**IN-PROCESS TRIPS
AM AND PM PEAK HOURS**

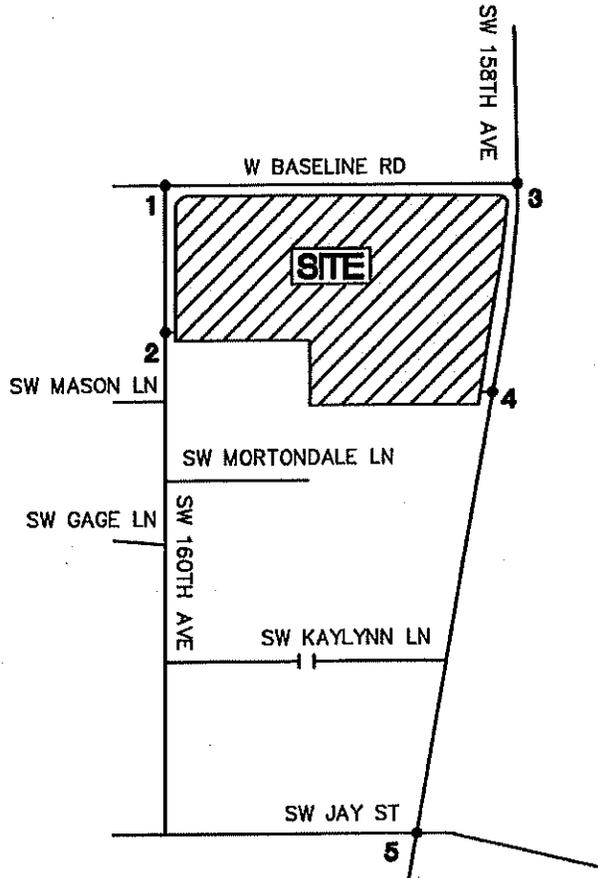
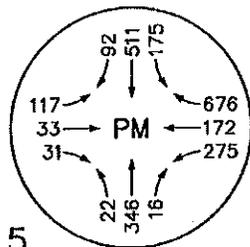
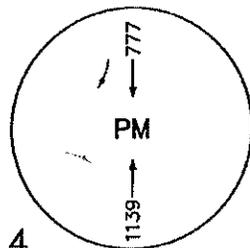
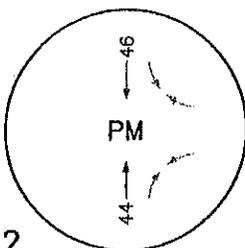
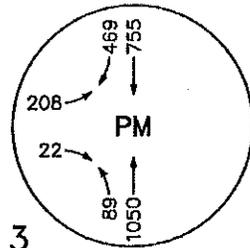
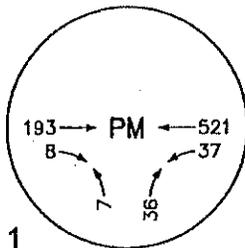
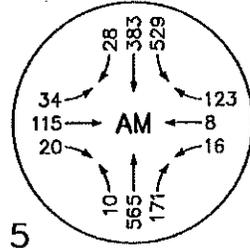
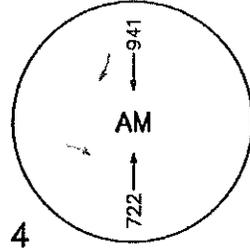
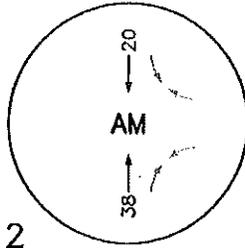
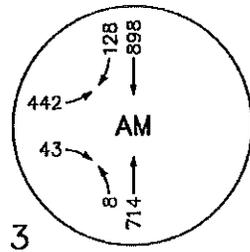
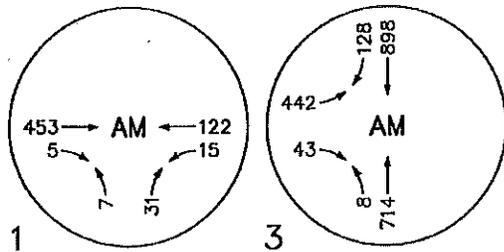
**SUNSET GARDENS APARTMENTS
BEAVERTON, OREGON**

**FIGURE
6**

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 TRAFFIC VOLUMES -
 AM AND PM PEAK HOURS

SUNSET GARDENS APARTMENTS
 BEAVERTON, OREGON

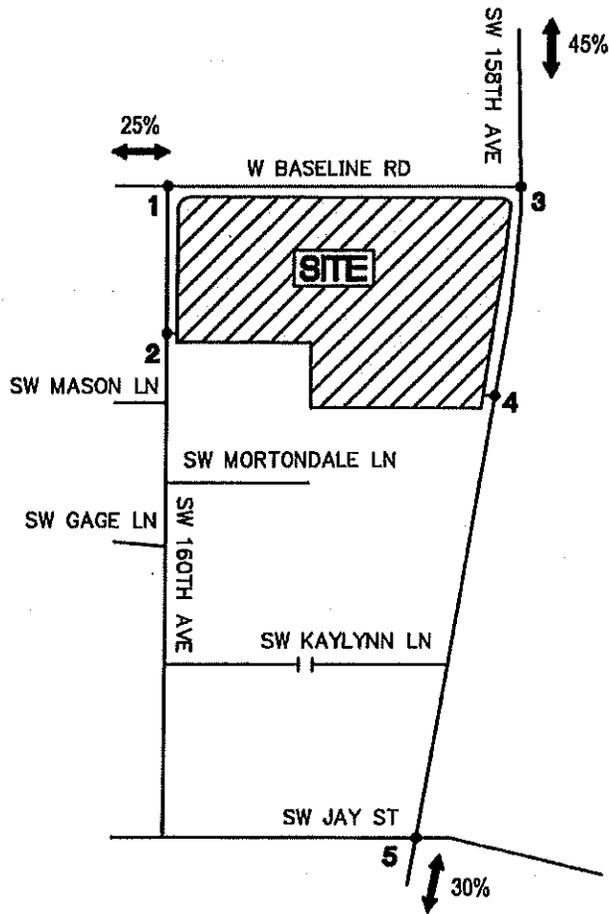
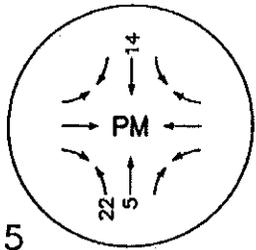
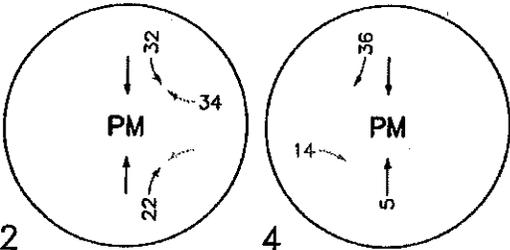
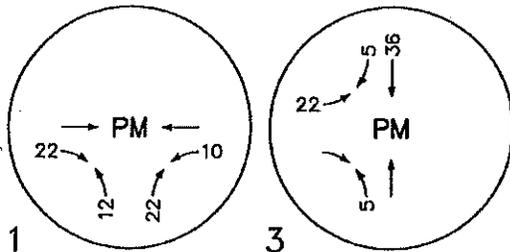
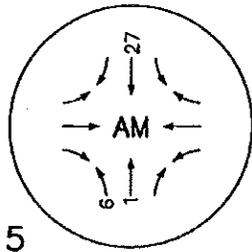
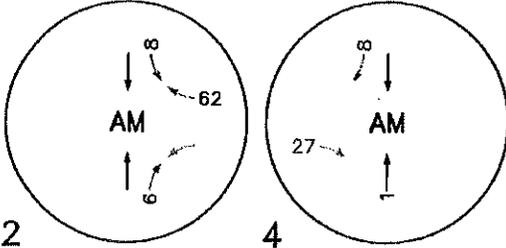
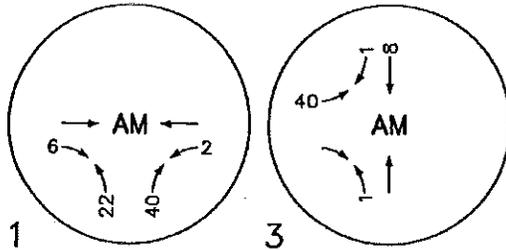
FIGURE

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AM Peak Hour

Entering - 22
 Exiting - 89
 Total - 111

PM Peak Hour

Entering - 90
 Exiting - 48
 Total - 138

**SITE TRIP ASSIGNMENT +
DISTRIBUTION**

**SUNSET GARDENS APARTMENTS
BEAVERTON, OREGON**

FIGURE

8

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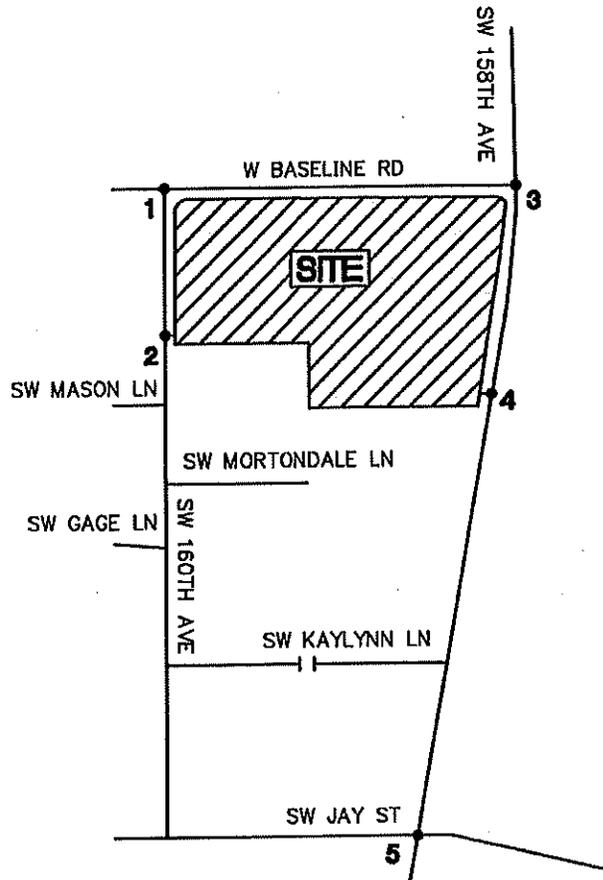
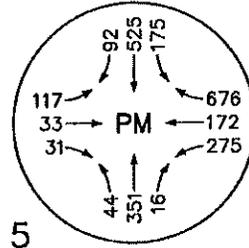
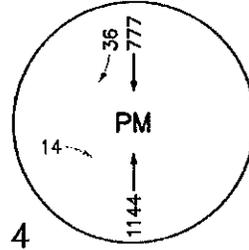
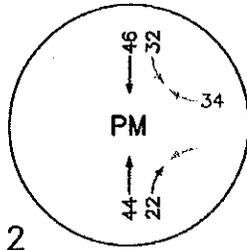
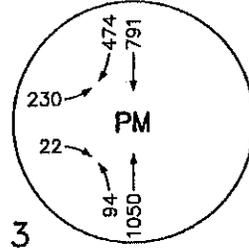
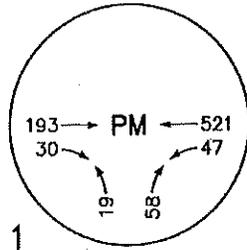
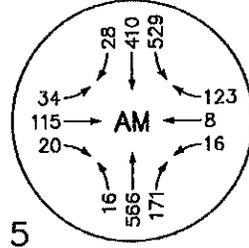
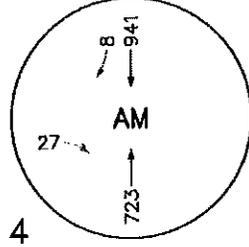
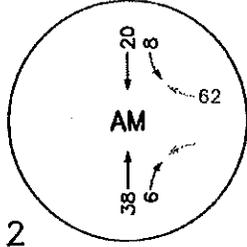
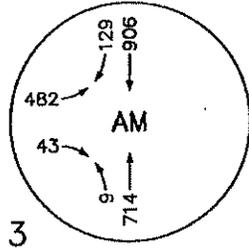
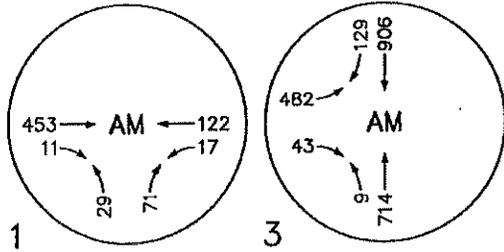
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2017 POST-DEVELOPMENT
 TRAFFIC VOLUMES -
 AM AND PM PEAK HOURS

SUNSET GARDENS APARTMENTS
 BEAVERTON, OREGON

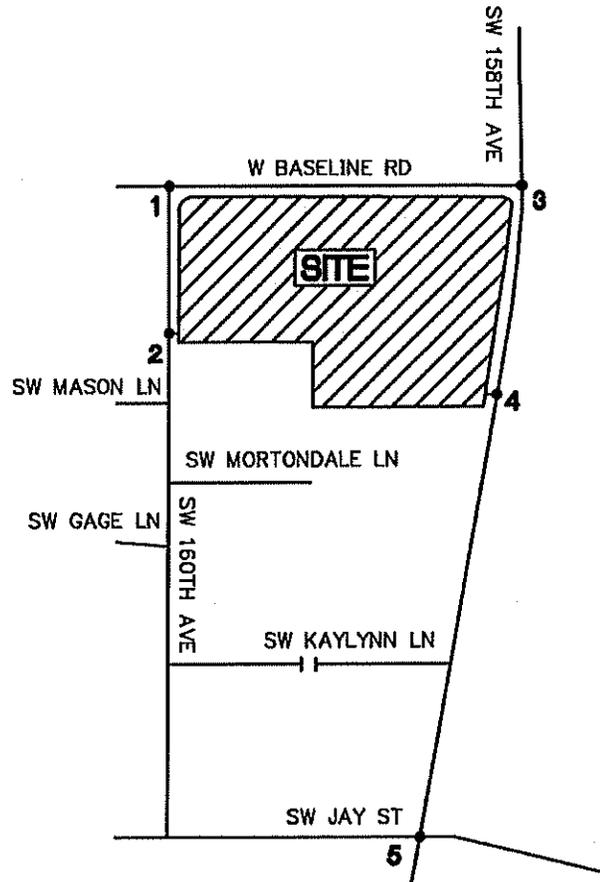
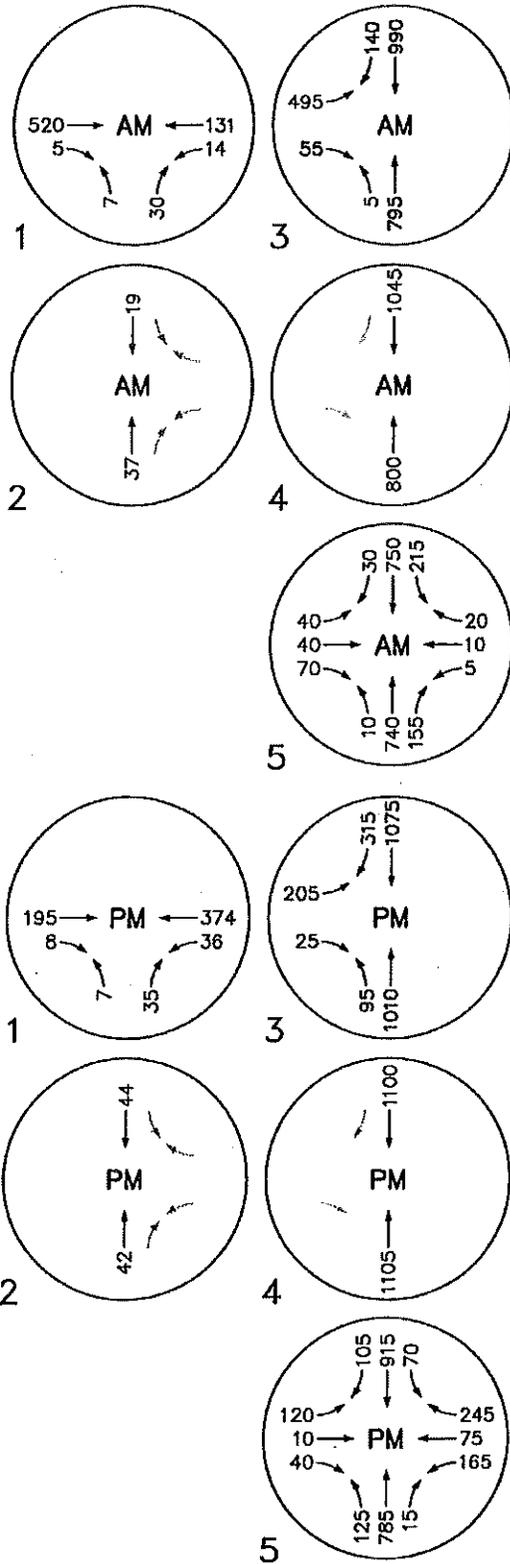
FIGURE

9

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**2035 DESIGN BACKGROUND
TRAFFIC VOLUMES -
AM AND PM PEAK HOURS**

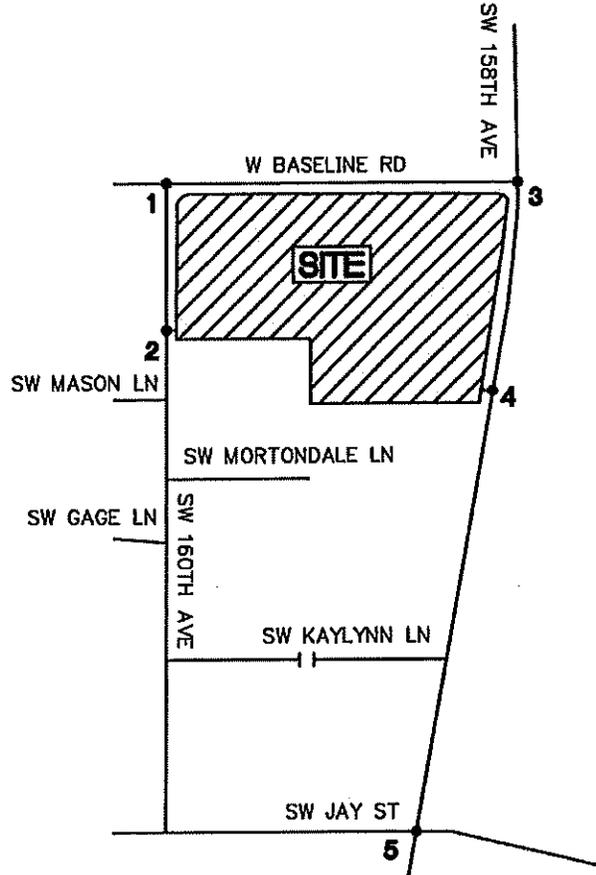
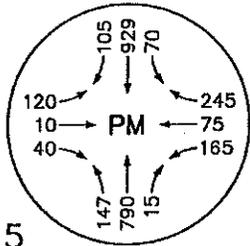
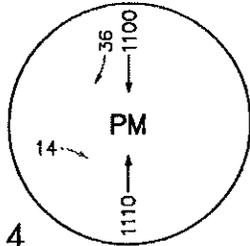
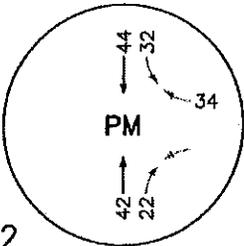
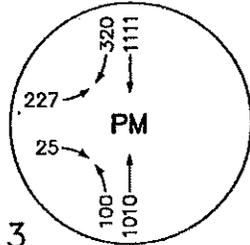
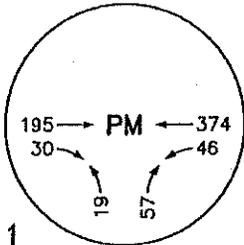
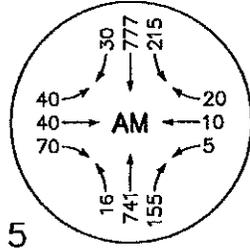
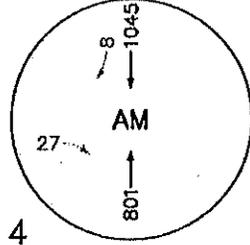
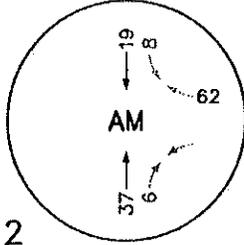
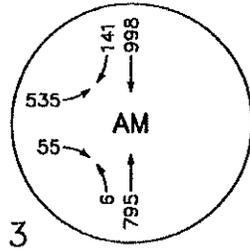
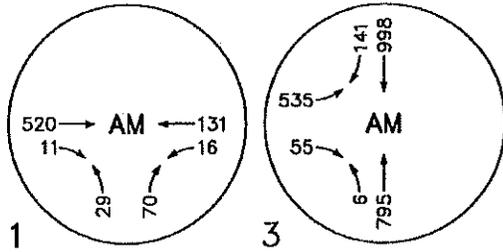
SUNSET GARDENS APARTMENTS
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**FIGURE
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2035 POST-DEVELOPMENT
 TRAFFIC VOLUMES -
 AM AND PM PEAK HOURS

SUNSET GARDENS APARTMENTS
 BEAVERTON, OREGON

FIGURE

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**ATTACHMENT C
EXISTING BICYCLE
AND PEDESTRIAN
COUNTS**

Sunset Gardens Apartments Existing Bicycle and Pedestrian Inventory													
Intersection	Approach / Conflicting Movement	2015 Existing - Peak Hour											
		AM Peak Hour						PM Peak Hour					
		Conflicting Bicycles			Conflicting Pedestrians			Conflicting Bicycles			Conflicting Pedestrians		
		Day 1	Day 2	Day 3	Day 1	Day 2	Day 3	Day 1	Day 2	Day 3	Day 1	Day 2	Day 3
Baseline Road / 158th Avenue	EB (West Leg)	0	0	2	16	12	11	0	0	0	34	23	19
	NB (South Leg)	7	3	8	16	30	17	4	3	0	34	20	21
	SB (North Leg)	5	3	2	0	0	0	4	7	0	0	0	0
158th Avenue / Site Access	SB (North Leg)	5	3	3	N/A	N/A	N/A	4	7	0	N/A	N/A	N/A
Jay Street / 158th Avenue	EB (West Leg)	2	1	1	1	3	0	1	1	0	3	0	0
	WB (East Leg)	0	0	1	23	28	42	1	6	1	22	22	3
	NB (South Leg)	3	3	12	0	2	2	2	5	0	5	0	1
	SB (North Leg)	6	3	4	0	0	1	13	16	6	0	0	0

Notes:

1. Inventory is based on existing counts conducted over three days in 2015.
2. Peak hour counts for each day are reported.

Sunset Gardens Apartments Existing Bicycle and Pedestrian Inventory													
Intersection	Approach / Conflicting Movement	2015 Existing - 2-Hour Peak Period											
		AM Peak Hour						PM Peak Hour					
		Conflicting Bicycles			Conflicting Pedestrians			Conflicting Bicycles			Conflicting Pedestrians		
		Day 1	Day 2	Day 3	Day 1	Day 2	Day 3	Day 1	Day 2	Day 3	Day 1	Day 2	Day 3
Baseline Road / 158th Avenue	EB (West Leg)	2	1	2	30	30	24	1	2	0	53	32	23
	NB (South Leg)	10	5	11	28	48	34	6	10	3	49	29	30
	SB (North Leg)	10	6	6	1	0	0	7	12	6	0	0	1
158th Avenue / Site Access	SB (North Leg)	12	6	7	N/A	N/A	N/A	60	44	29	N/A	N/A	N/A
Jay Street / 158th Avenue	EB (West Leg)	3	1	1	7	6	3	0	2	1	42	0	1
	WB (East Leg)	0	0	1	38	54	65	2	9	1	8	53	25
	NB (South Leg)	4	7	21	4	3	2	6	6	0	7	2	4
	SB (North Leg)	10	7	10	2	4	4	15	21	15	2	0	1

Notes:

1. Inventory is based on existing counts conducted over three days in 2015.
2. Two-hour peak period counts for each day are reported.

**ATTACHMENT D
SUMMARY OF
FUTURE TRAFFIC
OPERATIONS**

Sunset Gardens Apartments Intersection Capacity Analysis					
Intersection	Approach/ Movement	2017 Post-Development			
		AM Peak Hour		PM Peak Hour	
		Without Access	With Access	Without Access	With Access
Baseline Road / 160th Avenue	EB Th+Rt	0.32-A-0.0	0.32-A-0.0	0.14-A-0.0	0.14-A-0.0
	WB Th+Lt	0.03-A-1.8	0.02-A-1.2	0.07-A-1.8	0.04-A-1.1
	NB Rt+Lt	0.27-C-15.4	0.25-C-15.0	0.16-B-13.0	0.15-B-12.4
Access Driveway / 160th Avenue	WB Lt+Rt	0.11-A-9.1	0.07-A-8.8	0.06-A-9.2	0.04-A-8.7
	NB Th+Rt	0.03-A-0.0	0.03-A-0.0	0.04-A-0.0	0.04-A-0.0
	SB Lt+Th	0.01-A-3.4	0.01-A-2.1	0.05-A-4.6	0.02-A-3.1
Baseline Road / 158th Avenue	Intersection	0.76-C-20.7	0.76-C-20.3	0.65-B-11.2	0.66-B-11.2
	EB Lt	0.88-D-38.3	0.88-D-38.5	0.69-D-35.5	0.69-D-35.5
	EB Rt	0.03-B-17.8	0.03-B-18.8	0.02-C-26.1	0.01-C-26.1
	NB Lt	0.50-D-36.1	0.50-C-34.1	0.35-A-8.0	0.35-A-7.9
	NB Th	0.42-B-11.7	0.42-A-10.0	0.45-A-3.4	0.45-A-3.3
	SB Th+Rt	0.69-B-18.7	0.65-B-17.0	0.64-B-13.1	0.65-B-13.3
158th Avenue / Site Access	EB Rt	N/A	0.03-A-9.4	N/A	0.02-A-9.2
	SB Th+Rt	N/A	0.21-A-0.0	N/A	0.19-A-0.0
Jay Street / 158th Avenue	Intersection	0.92-C-22.0	0.91-C-20.5	0.68-C-21.2	0.68-C-21.2
	EB Lt+Th+Rt	0.70-D-37.8	0.69-D-37.7	0.65-C-23.1	0.66-C-24.0
	WB Lt+Th	0.11-C-27.5	0.12-C-28.3	0.84-C-31.5	0.85-C-32.2
	WB Rt	0.09-C-27.4	0.09-C-28.1	0.67-C-20.8	0.67-C-21.4
	NB Lt	0.03-A-9.2	0.02-B-11.5	0.21-C-24.9	0.20-C-24.7
	NB Th+Rt	0.58-B-19.6	0.57-B-19.6	0.40-C-24.9	0.39-C-24.5
	SB Lt	0.92-C-31.4	0.90-C-26.3	0.33-A-6.7	0.32-A-6.0
SB Th+Rt	0.25-A-5.6	0.26-A-5.2	0.48-B-15.0	0.48-B-14.2	

Notes:

1. Capacity results are reported as v/c-LOS-Delay
2. Results in BOLD font exceed capacity standards.
3. Includes two years of background growth and In-process trips consistent with the 2005 "Brooklyn Apartments" TIA.
4. Post-development roadway network was modeled after Washington County's "SW 158th Ave. Improvement Project" Strip Plot.

Sunset Gardens Apartments 95th Percentile Queuing Analysis at Locations affected by Access						
Intersection	Approach/ Movement	Available Storage (feet)	2017 Post-Development			
			AM Peak Hour		PM Peak Hour	
			Without Access	With Access	Without Access	With Access
Baseline Road / 160th Avenue	WB Th+Lt	485	50	25	50	50
Baseline Road / 158th Avenue	EB Lt	485	325	350	200	200
	EB Rt	175	50	50	25	25
Jay Street / 158th Avenue	EB Lt+Th+Rt	325	200	175	150	150
	SB Th	935	575	500	150	150
	SB Th+Rt	935	325	275	150	175

Notes:

1. Available storage length is measured to the nearest public street intersection.

Sunset Gardens Apartments Intersection Capacity Analysis					
Intersection	Approach/ Movement	2035 Post-Development			
		AM Peak Hour		PM Peak Hour	
		Without Access	With Access	Without Access	With Access
Baseline Road / 160th Avenue	EB Th+Rt	0.33-A-0.0	0.33-A-0.0	0.15-A-0.0	0.14-A-0.0
	WB Th+Lt	0.03-A-1.6	0.02-A-1.1	0.07-A-2.0	0.04-A-1.2
	NB Rt+Lt	0.24-C-15.1	0.23-B-14.8	0.15-B-12.1	0.13-B-11.4
Access Driveway / 160th Avenue	WB Lt+Rt	0.10-A-9.0	0.07-A-8.7	0.06-A-9.2	0.04-A-8.7
	NB Th+Rt	0.03-A-0.0	0.03-A-0.0	0.04-A-0.0	0.04-A-0.0
	SB Lt+Th	0.01-A-3.5	0.01-A-2.2	0.05-A-4.7	0.02-A-3.2
Baseline Road / 158th Avenue	Intersection	0.81-C-20.6	0.81-C-20.5	0.71-B-12.5	0.72-B-12.7
	EB Lt	0.91-D-41.5	0.91-D-41.3	0.69-D-35.2	0.69-D-35.4
	EB Rt	0.04-B-17.2	0.04-B-17.2	0.02-C-26.2	0.02-C-26.1
	NB Lt	0.30-C-27.3	0.30-C-27.9	0.46-B-11.2	0.46-B-11.2
	NB Th	0.47-A-6.3	0.47-A-6.0	0.43-A-4.0	0.43-A-3.9
	SB Th+Rt	0.75-C-21.0	0.75-C-21.0	0.74-B-14.7	0.75-B-15.1
158th Avenue / Site Access	EB Rt	N/A	0.04-A-9.8	N/A	0.02-A-9.9
	SB Th+Rt	N/A	0.22-A-0.0	N/A	0.25-A-0.0
Jay Street / 158th Avenue	Intersection	0.53-B-11.9	0.52-B-11.4	0.68-B-19.8	0.66-B-18.7
	EB Lt+Th+Rt	0.62-D-37.0	0.59-D-36.2	0.86-E-58.2	0.84-D-54.8
	WB Lt+Th	0.07-C-29.6	0.07-C-29.9	0.76-D-36.3	0.75-D-35.4
	WB Rt	0.01-C-29.3	0.01-C-29.6	0.16-C-23.4	0.16-C-23.5
	NB Lt	0.05-A-9.7	0.05-A-9.7	0.49-C-21.9	0.50-C-22.3
	NB Th+Rt	0.54-B-13.7	0.53-B-13.5	0.51-B-15.6	0.51-B-15.6
	SB Lt	0.40-A-5.5	0.40-A-5.3	0.17-A-3.8	0.17-A-1.5
SB Th+Rt	0.38-A-5.4	0.38-A-5.4	0.63-B-12.3	0.64-B-10.9	

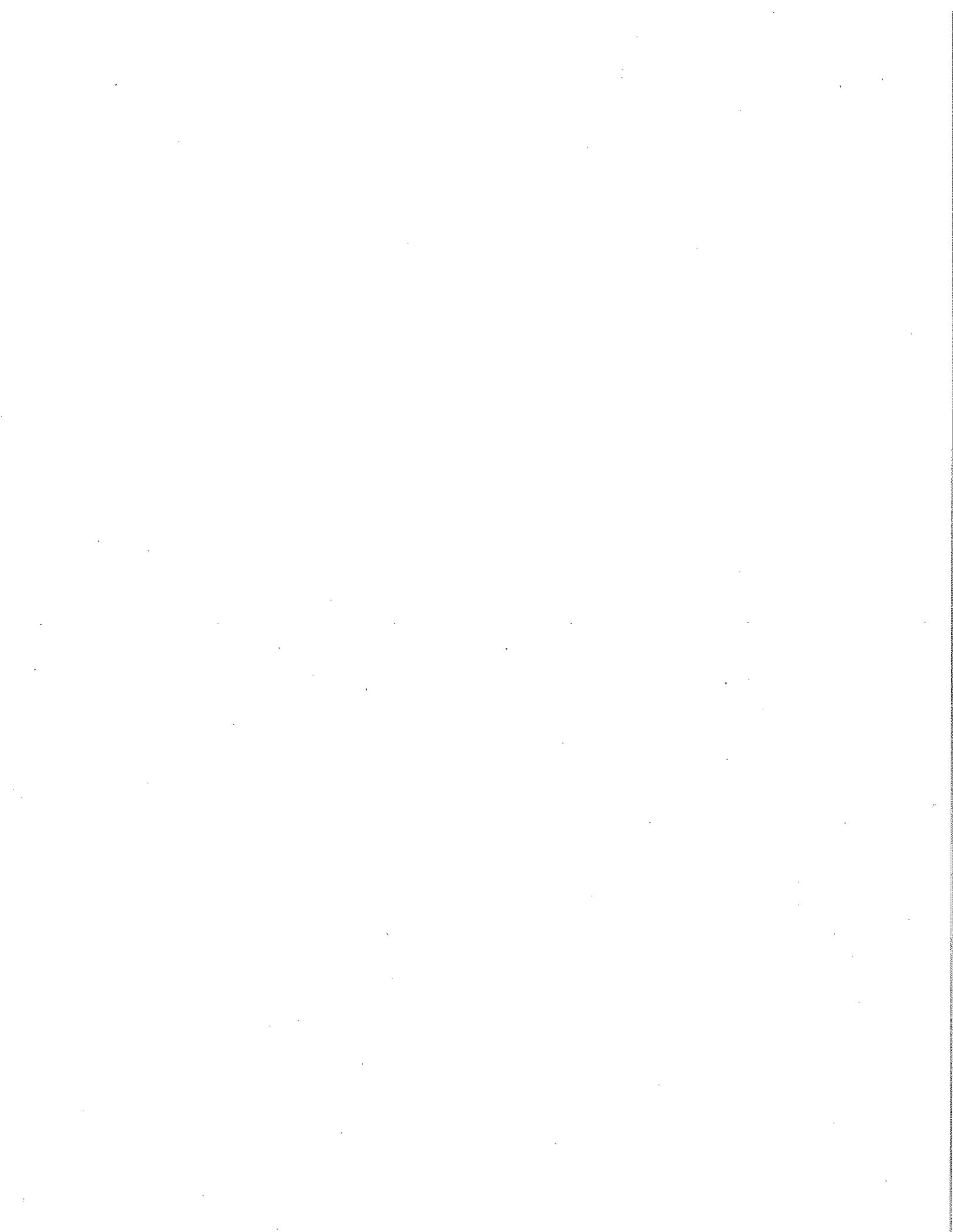
Notes:

1. Capacity results are reported as v/c-LOS-Delay
2. Results in BOLD font exceed capacity standards.
3. 2035 background traffic was obtained from Washington County's "SW 158th Avenue (Merlo Station to Walker Road) Future Traffic Volumes".

Sunset Gardens Apartments 95th Percentile Queuing Analysis at Locations affected by Access						
Intersection	Approach/ Movement	Available Storage (feet)	2035 Post-Development			
			AM Peak Hour		PM Peak Hour	
			Without Access	With Access	Without Access	With Access
Baseline Road / 160th Avenue	WB Th+Lt	485	50	50	50	50
Baseline Road / 158th Avenue	EB Lt	485	375	375	175	175
	EB Rt	175	100	50	50	50
Jay Street / 158th Avenue	EB Lt+Th+Rt	325	175	150	150	150
	SB Th	935	125	125	200	200
	SB Th+Rt	935	125	125	225	225

Notes:

1. Available storage length is measured to the nearest public street intersection.



built), or a bond guaranteeing the as-builts shall be submitted and accepted by the Agency.

II. PRIOR TO SUBMITTAL OF THE PROPOSED FINAL SUBDIVISION PLAT TO THE COUNTY SURVEY DIVISION:

Submit two (2) copies of the proposed final plat to the Unified Sewerage Agency (846-8621), the Engineering Division (846-4563), and Land Development Services (846-8761). Contact the County Surveyor's Office (846-8723) for information regarding submittal and review procedures.

III. PRIOR TO FINAL APPROVAL AND SUBDIVISION PLAT RECORDATION:

A. Submit to the County Survey Division (846-8723):

Fifteen copies of the proposed final plat (with each of the above mentioned agencies redlines) which shall comply with Oregon Revised Statutes, Chapter 92 and Section 605 of the Washington County Community Development Code.

The following shall be shown on the plat:

1. Dedication of necessary right of way and easements for all public streets or portions thereof (including adequate corner radii) within the subdivision as required by the Sunset West Community Plan, Community Development Code and the Washington County Road Improvement Design Standards. (The applicant shall be permitted to relocate the required east/west Special Area Local Street as shown on the preliminary plans.)
2. A public road stub to the site's east property line (as shown on the preliminary plans).
3. A Special Area Local Street (or portion thereof), other than an alternate street, extending the length of the site's western property line (as approved by the Engineering Division).
4. Public bicycle and pedestrian access easements across the common open space areas stubbing to the adjacent properties to the north and the south.
5. Use, ownership and maintenance rights for all easements and Tracts.



April 5, 2016

Jason Turinsky
Assistant Planner
City of Beaverton
12725 SW Millikan Way
Beaverton, OR 97076

RE: DR2016-0032 SUNSET GARDENS MULTI-FAMILY

Dear Jason Turinsky,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

1. **AERIAL APPARATUS OPERATIONS:** At least one of the required aerial access routes 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. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4) ***Overhead utilities are not allowed at the designated aerial access location.***
2. **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 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) ***The internal fire lane must meet these requirements.***
3. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) ***Provide fire flow calculations prior to the issuance of the site development permit.***
4. **FIRE DEPARTMENT CONNECTIONS:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC) or as approved. Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle. (OFC 912 & NFPA 13) ***The fire department connection must***

be remote from the building. Also, specify the location of the FDC for the dry standpipe in the parking garage. This FDC must be within 100 feet of a fire hydrant and on the same side of the fire department access roadway.

5. **KNOX BOX:** A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) **A Knox box is required for the building.**

6. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1; OFC 510.1) **Emergency responder radio system testing and/or system installation is required for this building. Please contact DFM Jeremy Foster at 503.259.1414 for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.**

If you have questions or need further clarification, please feel free to contact me at (503) 259-1414.

Sincerely,

Jeremy Foster

Jeremy Foster
Deputy Fire Marshal II



July 6, 2016

Mr. Jason Turinsky
Assistant Planner
Community Development Department
City of Beaverton
PO Box 4755
Beaverton, OR 97076

**Sunset Gardens Multi-Family - DR2016-0032, TP2016-0005, LD2016-0006
Beaverton, Oregon**

Dear Jason,

This office represents Mr. Jack Lee, the owner of the property located at 1145 SW 158th Avenue. Our Client's property is located immediately south of the Sunset Gardens Multi-Family project, along SW 158th Avenue. Our Client has reviewed the proposed development of the Sunset Gardens Multi-family development over the subject property and has expressed concerns regarding the availability of access to any future development on his property. This letter has been prepared in order to express our concerns and in order to establish standing in this matter.

Sections F and G of the City's Facilities Review Criteria (Chapter 40) apply to this application and require applicants to create safe and efficient vehicular patterns within the boundaries of the development which consider and connect to surrounding circulation systems in a direct manner. Subsections 2 and 3 of Section 60.55.25 of the City's Community Development Code also apply and require the Applicant to prepare a future connection plan where properties abutting a project site have development potential and where future street connections are not prescribed within the City's Comprehensive Plan's Transportation Elements. The future connection plan is required to consider abutting undeveloped properties and to identify where street, bicycle, and pedestrian connections are necessary to enable reasonably direct access between and among neighboring properties.

These sections are applicable to the subject Land Use Applications as our Client's property has redevelopment potential, the City's Transportation Plan Elements do not address future connectivity within this area, and because access to arterial roadways are specifically limited by the County's Roadway Standards and Community Development Codes.

Our Client's property is zoned for Station Community-High Density Residential Uses (SC- HDR) and has the potential to redevelop without restrictions upon density. Access to our Client's property is currently provided via a driveway along SW 158th Avenue, a County Arterial. SW Mortondale Lane abuts the property along the southwestern corner of the site however this frontage is only four (4) feet in width. Our Client's property has approximately 100 feet of frontage along SW 158th Avenue.

Access for new developments along Arterial roadways are subject to the County's intersection and driveway spacing requirements in Section 501 of the County's Community Development Code. These regulations seek to limit access points to at least 600 feet for new developments along arterials. The Applicant for the proposed Sunset Gardens Application has proposed a new driveway to provide access to the proposed development along the property's southern boundary, immediately adjacent to our Client's northern property line and approximately 300 feet from the intersection to the north with Baseline Road. Approval of this intersection has been granted through an exception to the County's typical access spacing standards.

The County has indicated that if our Client's property were to redevelop, an access point to SW 158th would be permitted but that it would be temporary in nature. The County has indicated that if the property to the south were ever to develop, our Client's access to 158th would be closed and the site

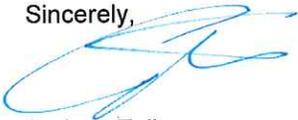
would be required to reroute primary access to connect to SW Mortondale. This requirement has both short term and long term impacts upon our Client's property and development potential. The short term impacts would include concerns about safety and functionality as intersection spacing of less than 600 feet would require an exception to the County's intersection spacing standards. To achieve a temporary intersection to support a development on our Client's property, the County may find that a deceleration lane may be necessary along SW 158th which may be precluded by the placement of the buildings and frontage improvements along the Sunset Gardens property.

The longer term impacts would be realized as our client develops and is required to consider a connection to a point along the neighbor's property to the south without knowing if any proposed access point would be adequate or would be required to be redesigned once the neighboring property to the south develops. This requirement effectively requires our Client to plan for a second access along the southern edge of the property without any information about the precise plan for how access may be eventually configured.

Because our Client's property will effectively lose the opportunity for a permanent individual access to SW 158th through the establishment of the Sunset Garden's driveway and because access to Mortondale is not possible without the redevelopment of the properties located to the south, we would specifically request that the City of Beaverton apply a condition of approval to the aforementioned land use application requiring an access easement be provided to our Client's property from the Sunset Garden's proposed southern access drive. Any decision which does not consider the future ability of our Client's property to be afforded with safe, direct, and efficient access would represent a failure of the application to comply with the City's Applicable approval criteria.

We sincerely appreciate both the City and County's review of the issues discussed within this letter. Our office is available to discuss this matter at your nearest convenience.

Sincerely,



Andrew Tull
Principal Land Use Planner
3J Consulting, Inc.

copy: Mr. Jack Lee
Mr. Gregg Weston, PE, 3J Consulting, Inc.
Ms. Naomi Vogel, Washington County Department of Land Use and Transportation
Mr. Gary Stockhoff, County Engineer, Washington County
File - 16353

