

Lauren Russell

**From:** Jim Duggan <jim.kare.duggan@gmail.com>  
**Sent:** Tuesday, September 6, 2022 1:38 PM  
**To:** Lauren Russell  
**Subject:** [EXTERNAL] Cedar Hills Apartments Case File No.: DR2022-0030 / LD2022-0015

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Hi Lauren,

Please forward the following to the Planning Commission:

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Dear Planning Commissioners,

Thank you in advance for your consideration of the following comments.

First, please know that my family and I heartily support and concur with James Crawford (Exhibit 2.2) regarding the historical, landmark Cedar Hills sign. If a proper and thorough historic inventory had been performed upon annexation of this block by the City of Beaverton, the neighborhood and larger community may not be facing the loss of such a significant and treasured landmark.

Second, it is my experience and humble opinion that the comments from Peter Scott (Exhibit 2.1) represent a small minority concerning support for a residential-only redevelopment proposal within the Sunset Transit Center station-area community zone.

Two plus years ago there was great excitement in my neighborhood (part of the Cedar Hills Homeowners Association) that the previous redevelopment proposal for this block was attempting to include and accommodate many small businesses then operating in the old shopping center (those who wanted to remain and transfer to new spaces with as little closure and disruption as possible). Many of my neighbors and I have developed friendships with the long-established business owners and their employees in the Cedar Hills Shopping Center.

It appeared in the previous proposal that there would be plenty of shared parking and the first floor retail was balanced on the site with the new residential units above. The prior developer spoke about the need to retain 808 Grinds, NW Teriyaki House, Renaissance Coffee, the Mart and Mail, and potentially other small retailers within easy walking distance as both a community resource and an amenity for the hundreds of new residential units being proposed.

Fast forward to today, there is great angst in the neighborhood over the current proposal to redevelop a majority of the block (approximately 70%) leaving the Harbor Freight/DMV and former gas station (remaining 30%). There is real concern that the western part of the site will continue to deteriorate and the current proposal makes very little concession to accommodate a future redevelopment to complete the block. While there is some relief that two, small retail spaces have been added to the residential-only plans presented at the May CPO#1 meeting and required neighborhood meeting, there is still great disappointment and sadness that the small businesses' leases have been terminated without any hope of relocation within a reasonable distance.

It concerns both me and the neighbors I have spoken with that the residential buildings and screened parking areas proposed aren't activating the sidewalks except for a short segment along Park Way. The proposal offers very little to

the neighborhood as an amenity and takes away vital retail, restaurant, and entrepreneur square footage that has been long-enjoyed as a community resource.

A master plan for a feasible redevelopment of the entire block is lacking. The building massing and "cold shoulder" on the western side is especially troublesome. The pedestrian connection to the Harbor Freight building, directing peds on-site north and south to the public streets, seems like an afterthought and only provided as a "token" to pedestrian circulation. The proposed driveway spacing along the heavily traveled frontages appears to make the interim situation worse and an ultimate redevelopment of the other two tax lots on this block problematic.

It is very unfortunate that the City's Development Code does not require a redevelopment masterplan for an entire block with such a large proposal in a Light Rail Station Area leaving smaller remnants that may be made less feasible for more intense redevelopment in the future. The code should have mandated that this development proposal submit a feasible redevelopment plan for the Harbor Freight/DMV and former gas station tax lots.

It is unclear from the plans submitted for review (and recommendations from ODOT, Washington County, and THPRD along with the draft conditions of approval) whether or not the entire block's pedestrian circulation will adequately fit into the neighborhood in a functional way with only the frontages of the immediate redevelopment tax lot being proposed for improvements.

Adequate pedestrian connections need to be provided in the interim for the entire block if only the subject site's frontages are fully improved. If one has not been provided or required by staff already, a pedestrian connection plan is needed including the other two tax lots on this block. The existing Harbor Freight/DMV and former gas-station frontages along Park Way, Marlow, and Wilshire need to have interim improvements within the existing public right of ways so there are adequate pedestrian connections for future residents of the proposed development.

Those new neighbors must be able to safely walk to and from the Sunset Transit Center at minimum. The preliminary plans available online show an abrupt termination of street and sidewalk improvements just beyond the western face of the proposed buildings. There will be a large gap to get to the existing deteriorated sidewalk in front of the former gas station and to the street crossing that connects to the pedestrian and bike bridge over Highway 26 connecting to the Sunset Transit Center.

At a minimum, sidewalk improvements along the Park Way frontage of Tax Lot 2800, or at least a safe, paved transition connection, is needed for future residents to get to the corner of the Park Way/Marlow/Butner intersection. The existing curb-tight sidewalk along the gas station's (TL 2700) Park Way frontage is uneven and a good portion needs to be replaced, but that is a Washington County code-compliance problem.

Sincerely,

James J. Duggan, P.E., CFM  
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Thanks so much for all your help and great communication, Lauren!!

Best regards,

Jim