

## EXHIBIT 2.1

**From:** Phil Stambaugh <philstambaugh@comcast.net>  
**Sent:** Thursday, May 30, 2019 3:43 PM  
**To:** Elena Sasin  
**Subject:** Re: Kirkland Place, CU2018-0020/DR2018-0157/LD2018-0038/PD2018-005/TP2018-001

Thank you,  
Phil

Sent from my iPhone  
Phil

On May 30, 2019, at 2:42 PM, Elena Sasin <[esasin@beavertonoregon.gov](mailto:esasin@beavertonoregon.gov)> wrote:

Hello Phil –

Thank you for your thoughtful comments and suggestions. I will make sure to get your message to the applicant and incorporate it into the record. I will also make sure that our Facilities Review Committee, including our Transportation Engineer, has an opportunity to review your comments.

Please let me know if you have any questions.

Kind regards,

**Elena Sasin**

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<image001.png> <image002.png> <image003.png>

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**From:** PHILLIP STAMBAUGH <[philstambaugh@comcast.net](mailto:philstambaugh@comcast.net)>  
**Sent:** Thursday, May 30, 2019 2:26 PM  
**To:** Elena Sasin <[esasin@beavertonoregon.gov](mailto:esasin@beavertonoregon.gov)>  
**Subject:** Kirkland Place, CU2018-0020/DR2018-0157/LD2018-0038/PD2018-005/TP2018-001

Hi Elena,

We received the notice of Public Hearing scheduled for 7/10/2019, noting that comments were to be sent to you by 6/28/2019.

**Kirkland Place Comments** concerning the development plan for the vacant lot at 118th and Barnes for the Planning Commission.

I am a resident of Maple Leaf at Timberland, which abuts the lots under review. Maple Leaf is a community of 43 single family homes, with lots of toddlers as well as lots of elderly, and narrow streets. I have sent these comments to Jana Fox in the past as this development has dragged out. Just in case they have not been included in your file, here they are again. Please:

**-Reduce the impact on 117<sup>th</sup> Loop:** The south entrance/exit from the parking lot to NW 117<sup>th</sup> Loop should be removed. To further ensure minimum traffic impact on the very narrow and residential 117<sup>th</sup> Loop, could the remaining exit onto 117<sup>th</sup> Loop be "left-turn only"? This would direct drivers and delivery trucks to exit onto Cedar Falls Drive as much as possible. Secondly, perhaps the main Cedar Falls Drive entrance/exit needs to be extra wide to accommodate large trucks and fire apparatus as 117<sup>th</sup> Loop is only 17 ft wide.

**-Make the main Cedar Falls Drive entrance/exit a normal in and out:** Restricting it to "right in/right-out" will only encourage traffic to further penetrate the narrow streets of the Timberland residential and senior communities. This is especially concerning for the large delivery trucks servicing the commercial enterprises and fire apparatus exiting the development, but all vehicles should be allowed to get onto Cedar Falls Drive toward 118th St as directly as possible.

**-Screen and buffer along 117<sup>th</sup> Loop:** Add additional landscaping along 117<sup>th</sup> Loop to screen the parking lot (light, noise and glare impacts) from adjacent residences. Parking could be arranged so as not to shine into homes. Parking could be arranged so that idling car exhaust is not in close proximity to homes and children. There is one home that is immediately adjacent to the parking lot which deserves special consideration. Maybe add more landscape buffering near this residence and remove some parking spaces. This would reduce some of the light and noise impacts on single-family homes right next to the site.

**-Include Shared Parking and Community Space:** With the City's multiple use districts, there is a higher expectation for walkable, transit-supportive design. This site is directly served by Trimet's 62 Murray Blvd bus line, which stops at the site and immediately across NW Barnes Rd. Considering a design that supports walkable, transit-oriented development, some strategies such as shared parking and providing a covered public plaza with seating utilizing some of the excess parking spaces might be good. Our community and the businesses on this site would also benefit from having a covered place to wait at the bus stop. These ideas might tie well with the preserved green space, oak trees and transit amenities.

**-Make Connections to the adjacent THPRD trail:** Could there be a connection path from the site to the adjacent trail near the bus stop for better pedestrian access to the site. This would also help businesses and tenants on the site.

Thank you for all that you are doing to improve the City of Beaverton.

Phil Stambaugh

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