

Exhibit 3.8

City of Beaverton
Community Development Department
Planning Division
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City of Beaverton
Planning Services

RE: SW 155th 3-Lot Partition # LD2016-0002/ TP2016-0003/ FS2016-0001.

The following comments are being submitted in response to your written notice dated August 18, 2016 pertaining to the above referenced project.

Issue 1: Land Use

When I first arrived in the Williamsburg/Murrayhill area in the early 1990s, SW 155th Ave was not a thru-street and did not connect the Williamsburg and Murrayhill area developments, because it did not extend through the area beneath the power lines (what is known today as Power Line Park). At that time, SW 155th Ave on the Williamsburg side ended in a cul-de-sac and Murrayhill Section No. 23 on SW Petrel Lane had not yet been developed. The original layout of the Williamsburg housing area showed that a future Williamsburg Lot 58 (10450 SW 155th Ave) was also to be located on this cul-de-sac. At that point in time, the house at that location had not been built (it was finally built in 1998).

In the early 1990s, public meetings were held concerning a proposal to extend SW 155th Ave beneath the power lines thus making it a thru-street. During these meetings, officials from the City of Beaverton, Williamsburg Owners Association, and Murrayhill Owners Association (MOA) were in attendance as well as many area home owners. Officials indicated that there existed City approved MOA documentation or construction drawings that prohibited any Murrayhill single family home driveways from entering directly onto SW 155th Ave. At that point in time, there were **NO** Murrayhill driveways opening directly onto SW 155th Ave anywhere in the

area. During these meetings, officials **assured** homeowners in attendance that there would be **NO** exceptions or exemptions granted allowing a Murrayhill single family home driveway to open directly onto SW 155th Ave.

Murrayhill No. 3 Plat Sheet 9 of 9 dated 1988 contains a note (note 4) which states "There shall be no direct single family driveway access to SW Teal Boulevard, SW 155th Ave, SW 160th Ave and SW Weir Road".

Murrayhill No. 3 Plat Sheet 6 of 9 dated 1988 contains a handwritten note which states " It is hereby acknowledged that Lot 108 does not have legal public access as required. Until such public access is provided Lot 108 shall be considered a part of Lot 113 and shall not be conveyed separately from Lot 113".

Yet here today, we sit with a Murrayhill section No. 3 Lot 108 single family home located at 10510 SW 155th Ave on the Williamsburg side of the power lines which was completed in late-1992 with a driveway opening directly onto SW 155th Ave. I have no knowledge nor can I find any documentation that an official exemption was ever granted to the above cited documents allowing development of Lot 108 for a single family home with a driveway opening directly onto SW 155th Ave right across the street from my own property.

ISSUE 2: Traffic and Pedestrian Safety

Another important concern pertaining to this Murrayhill 3-Lot Partition proposal is for the personal safety of both pedestrians and vehicle passengers traveling on 155th Ave in front of subject property. The traffic on SW 155th Ave has increased tremendously in the past few years which makes it critical that **NO** new driveway access be granted directly onto SW 155th Ave.

A review of drawings pertaining to this proposed Murrayhill 3-Lot Partition project, if interpreted correctly, indicates that the developer plans that the two newly proposed residences share the same existing 20 foot wide driveway apron to access SW 155th Ave as the current Murrayhill house

located on that property. Using this existing narrow driveway apron for all three proposed residences will greatly exacerbate the safety issues at this location since it will triple the activity at this driveway entrance/exit thus increasing the risks of vehicular or personal injury accidents.

In the 20 plus years I have lived in my home just across SW 155th Ave from the current residence involved in this proposed Partition, I have observed several vehicle accidents (see attached photos) and many more near misses involving pedestrians/children walking on the sidewalk while crossing this driveway entrance/exit and vehicles being struck while entering or exiting this driveway. I vividly recall two instances where small children riding small tricycles were almost hit by cars exiting this driveway since the drivers could not see them due to limited visibility.

The current house on this lot is situated well below the street level of SW 155th Ave as will be the two proposed new houses. This means that the occupants of these houses have to negotiate a steep uphill grade to exit onto SW 155th Ave. This steep grade continues up to the edge of the sidewalk. When exiting this driveway the driver's visibility of SW 155th Ave is severely restricted since the hood or trunk of the vehicle is extending up into the air making it impossible for a driver to see the sidewalk or street ahead over the hood or trunk. When exiting this driveway, the first time that the exiting vehicle levels off to street level is when the rearward wheels rest on the sidewalk at which point the front or rear of the vehicle is well out into the street. To negotiate this uphill grade drivers tend to proceed up the grade faster than normal especially when the driveway may happen to be slick. When this happens cars pop out of the driveway across the sidewalk and into the street without the driver realizing it has happened.

As stated above, I have observed several fender benders and numerous close calls where pedestrians or children walking on the sidewalk to/from school have been nearly missed by a vehicle popping out of this driveway. Vehicles entering this driveway tend to slow down to a near stop due to the street island and the steep driveway slope which has caused many near misses of rear-end crashes. This safety issue is compounded by the fact that most vehicles traveling this stretch of SW 155th Ave tend to be exceeding the posted speed limit and the fact that the visibility in this area is severely

degraded due to the steep driveway slope, the street island, and the curvature of SW 155th Ave. Adding two more residence's driveways to this existing access apron will further increase the safety risks at this location especially since vehicles traveling north on SW 155th Ave who plan to enter the existing driveway and then the private road proposed to the second and third rear houses will have to slow significantly to negotiate an almost 180 degree turn down a steep slope onto the new proposed road to the rear lots.

It appears from the documentation pertaining to this proposed Partition that **NO** Traffic Safety Impact Analysis of the traffic safety situation in the specific vicinity of this proposed project involving this driveway has been conducted to date. It is my opinion that a thorough Traffic Safety Impact Analysis should be conducted prior to any further consideration of this project. If a Traffic Safety Impact Analysis bears out the high safety risks discussed above, it is requested that this proposed Partition be denied. If approval is granted for these three proposed residences to use the single existing driveway exit, it will only be a matter of time before there will be a death or severe injury at this location due to the safety concerns discussed above.

ISSUE 3: Landscaping and Trees

The tree Plan and other landscaping items submitted by the applicant and ultimately deemed complete by the City was based on an Arborist Report from an Arborist who did not even visit the proposed site as stated in the Arborist's letter to applicant. This is unacceptable practice on the part of all those involved.

ISSUE 4: Housing Development in General

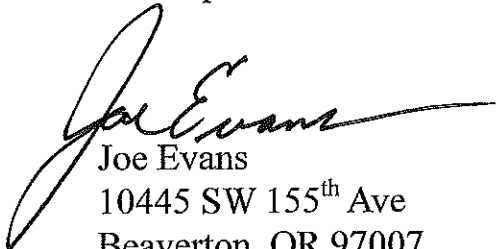
Another major concern I have deals with the high probability that increasing the density of houses by squeezing two additional much smaller houses onto a parcel most likely never even intended for housing will decrease the value of the existing larger homes surrounding this project. It appears from a review of drawings that the two proposed additional tiny houses will be less than half the average size of surrounding homes. They clearly will not match the style or spacing of existing houses in this area, thus each tiny

house's lower valuation will hurt surrounding home values.

Our SW Beaverton area is not SE or NE Portland suffering a house shortage and in need of in-fill housing development. Just look at all the new City of Beaverton's SW area housing development projects happening on nearby Scholls Ferry Road plus City of Tigard's adjacent large home development on Roy Rogers Road.

Approval of this partitioning request will be seen as setting a Portland-style precedent that will hurt many nice suburban mature neighborhoods and destroy beautiful and healthy old growth trees for the sake of a developer's profits. This proposal, if approved, will open the window for other nearby property owners to request further fill-in partitioning. The building of such additional tiny houses as proposed for this project within suburban developments which have already been built-out should not be allowed in any areas within the Metro area.

Based on the concerns from the issues discussed above, I strongly urge that this request for Partition be **DENIED**.



Joe Evans
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