



Community Development Department / Planning Division  
12725 SW Millikan Way / PO Box 4755  
Beaverton, OR 97076  
General Information: 503-526-2222 V/TDD  
[www.BeavertonOregon.gov](http://www.BeavertonOregon.gov)

## MEMORANDUM

TO: Planning Commission  
FROM: Steve Regner, Senior Planner  
DATE: November 2, 2022  
SUBJECT: Scholls Ferry Apartments – Supplemental Memo

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This memo is intended to amend the staff report dated October 26 and convey public comment received by the City after publication of the staff report.

### **Modifying Staff Report Narrative**

Page 37 – Staff's response to Design Review Three approval criterion 9 (BDC40.20.45.3.C) incorrectly identifies the accompanying land use applications. Staff recommends the response to the approval criterion to be revised as follows:

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

Pages 12, 20 and 24 – Staff narrative refer to proposed traffic mitigation measures as "speed humps." The correct term utilized in the City's Engineering Design Manual refers to these mitigation tools as "speed cushions." Staff recommends applying the term "speed cushions" in place of "speed humps."

Page 44 – Staff's response to Design Standard 60.05.20.1.A errantly implies that full vehicle and pedestrian access can be taken from the subject site east across the Trillium Woods Apartment complex. The recorded easement connecting to SW Bunting only grants access for official public vehicles and utility vehicles. Staff recommends the Design Standard finding be replaced with the language below. Staff still finds that this Design Standard is met.

60.05.20.1.A: A new intersection directly east of SW Winterhawk Lane stub street will be constructed to provide vehicle access to the development for the general public. This intersection will also connect to the Trillium Woods Apartment complex to east, providing vehicle access for official public vehicles and utility vehicles. Proposed pedestrian and

bicycle amenities will connect the development to SW Winterhawk Lane and SW Scholls Ferry Road.

Page 45 – Staff's response to Design Standards 60.05.20.3.A, B & C errantly imply that full vehicle and pedestrian access can be taken from the subject site east across the Trillium Woods Apartment complex. The recorded easement connecting to SW Bunting only grants access for official public vehicles and utility vehicles. Staff recommends the Design Standard findings be replaced with the language below. Staff still finds that these Design Standards are met.

60.05.20.3.A: The Comprehensive Plan does not show a street system through the site; however, the street stub of SW Winterhawk Lane is signed for future extension, and the new intersection provides vehicle and pedestrian access from the site to SW Winterhawk Lane. Pedestrian access from the development to SW Scholls Ferry Road is provided through the flagpole portion of the site.

60.05.20.3.B: Reasonably direct walkways will connect the primary building entrances to parking areas, residential amenities, and SW Winterhawk Lane and SW Scholls Ferry Road.

60.05.20.3.C: The subject site's SW Scholls Ferry Road frontage is approximately 35 feet long. A reasonably direct walkway is provided to SW Scholls Ferry Road, as well as to SW Winterhawk Lane. Pedestrian access from the development to SW Scholls Ferry Road is provided through the flagpole portion of the site

### **Modifying Conditions of Approval**

Page 81 – Condition of approval 6 for the Design Review Three application in the October 26, 2022 staff report provides a broad reference to requiring the submittal and recordation of easements related to the project. The applicant has requested the condition note more specifically the purpose for such easements. Staff has provided the following language to replace condition of approval 6 to address this request.

6. Submit public sanitary sewer and water utility easements, executed and ready for recording when required, to the City. City will require approval of legal description and form prior to execution. (Site Development Div. / SAS)

Page 82 – Condition of approval 12 for the Design Review Three application in the October 26, 2022 staff report provides requirements for finished floor elevation height in relation to the 100-year flood height for emergency overflow of the storm water management facility. The applicant has requested the condition of approval be modified in to clarify this provision does not apply to garages, but only habitable spaces. Staff has provided the following language to replace condition of approval 12 to address this request.

12. Submit a grading plan showing building pad elevation and minimum finished floor elevation (FFE). The finished floor elevation shall be the lowest enclosed and habitable floor. Pad elevation shall be at least one foot higher and FFE shall be at least three feet higher than the 100 year/ emergency overflow of the storm water management facility. Grading shall direct storm water to a conveyance system or existing natural drainage. (Site Development Div. / SAS)

### **Public Comment Received Following Staff Report Publication**

Exhibit 2.27 E-mail from Eric Springsted, no mailing address provided, requesting consideration of additional traffic mitigation measures, including a second speed cushion on SW Sheldrake, a speed cushion on SW Winterhawk, and converting the northern intersection of SW Sheldrake and Winterhawk to a full stop on all three legs.

**Staff response:** The applicant has provided a memo dated November 2, 2022 from Kittelson & Associates responding to this request. The applicant states that the currently proposed speed cushion would have a negligible impact on travel time, so it is not projected that trips would be shifted to SW Winterhawk, and a three-way stop is not warranted. Beaverton Transportation staff have reviewed the memo from Kittelson and concur that additional traffic mitigation is not warranted.

Exhibit 2.28 E-mail from Jennifer Boesche, 16291 SW Oniell Ct, Tigard, raising awareness of an ongoing effort to improve the safety of SW Barrows Road, and requesting that SW Barrows Road be included in the applicant's TIA.

**Staff response:** The applicant has provided a memo dated November 2, 2022 from Kittelson & Associates responding to this issue. The applicant states that the Beaverton Development Code requires that a Traffic Impact Analysis must analyze the "Area of Influence" from the development. The Development Code defines Area of Influence is defined as "all points of access onto the public street system, all intersections of regional significance (Arterials, Collectors, and Neighborhood Routes) within 1000 linear feet from all points of access onto the public street system, and all intersections where the traffic generated by the proposed development exceeds five (5) percent of existing a.m. or p.m. peak hour total intersection traffic volumes based on City-approved trip generation, assignment, and distribution calculations."

The applicant notes that SW Barrow Road is well beyond 1,000 feet from the project site. Staff concurs, measuring the shortest travel distance from the proposal's vehicle access site to the closest intersection with SW Barrows Road is approximately 2,800 feet. The applicant also notes that the modeling projects no greater than 6 trips per PM peak hour. Current estimates for SW Barrows Road PM peak hour is 804 trips, a 0.7% increase, well below the 5% threshold for inclusion in a TIA. Staff concur with the applicant's response.

Exhibit 2.29 E-mail from Ron and Joyce Phelps, 12560 SW Sheldrake Way, expressing concerns about livability, including overflow parking and increased traffic.

**Staff response:** Staff notes that the applicant has proposed 129 parking spaces where only 96 spaces are required, exceeding the minimum requirement by 34%. Additionally, the applicant has also provided a Traffic Impact Analysis and companion memo demonstrating the public road network can support the projected traffic (Exhibit 3.J.1 and 3.J.2), as well as a Traffic Management Plan (Exhibit 3.X) providing an analysis of vehicle volume impacts on neighboring local residential streets, and the proposed mitigation measures in the form of two speed cushions along the projected primary travel route.

Exhibit 2.30 E-mail from Liz Balderston, no mailing address provided, identifying concerns regarding the TIA, concerns about lack parking, and comments on building height.

**Staff response:** Staff acknowledges questions about whether conditions of approval regarding access for the Trillium Woods Apartment complex were properly implemented. Staff notes that implementation of the conditions of approval for a separate project are not the responsibility of the applicant for the current proposal and should not be considered in whether the proposal meets the applicable conditions of approval.

Staff notes that the original TIA (Exhibit 3.J.1) was developed with the assumption that full access across Trillium Woods Apartments was available to the subject site. The companion memo (Exhibit 3.J.2) was prepared in response to the discovery that access easement was limited to official public vehicles, providing updated analysis where vehicles only utilize the SW Winterhawk access point. Staff presumes this is where the apparent conflict is seen, however, the companion memo is intended to replace the trip generation numbers for this proposal.

Staff refers to the response to comment Exhibit 2.28 regarding Barrows Road concerns.

Staff concurs with the Traffic Management Plan as provided by the applicant, and that no additional mitigation measures are warranted.

Staff notes that the applicant has proposed 129 parking spaces where only 96 spaces are required, exceeding the minimum requirement by 34%. The city cannot compel the applicant to provide additional parking for the proposal.

Regarding building height, staff notes that both buildings, when measured from the average grade plane, do not exceed 50 feet in height, excepting the elevator penthouses. Staff cites BDC 60.50.10, which permits certain appurtenances, including elevator housing, to exceed the maximum building height. The structures as proposed comply with the height regulations of the TC-HDR zone.

**Exhibits**

Exhibit 2.27 – Email from Eric Springsted dated October 27, 2022

Exhibit 2.28 – Email from Jennifer Boesche dated October 31, 2022

Exhibit 2.29 – Email from Ron and Joyce Phelps dated October 31, 2022

Exhibit 2.30 – Email from Liz Balderston dated October 31, 2022

Exhibit 3.Y – Applicant Response Memo

**From:** [Eric Springsted](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Re: Scholls Ferry Apartment Continuance to November 2nd  
**Date:** Thursday, October 27, 2022 2:03:38 PM  
**Attachments:** [image.png](#)

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**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hi Steven,

Thank you for publishing the report. I can't say I'm happy with the proposed recommendations but did want to ask if additional mitigations could be added to the proposed traffic management plan (exhibit X)?

Is it possible to consider an additional speed cushion to Sheldrake? One seems pretty minimal. In addition, is it also possible to add speed cushions to Winterhawk? It seems like quite an assumption that cars would just travel on Sheldrake and not make the full Winterhawk loop. If Sheldrake has speed cushions, it seems like fast moving cars could avoid them by taking Winterhawk.

Given all the children that live in the neighborhood, additional stop signs should also be considered at intersections. Specifically the intersection of Sheldrake and Winterhawk which currently just has a stop sign for cars traveling north up Sheldrake. Adding signs from both directions on Winterhawk to make it a 3 way stop would help with speed here. See my image below.

image.png



I'm not sure if i'll be able to make the hearing next week so at least wanted to send you these questions.

Thanks you,  
Eric

On Thu, Oct 13, 2022 at 2:01 PM Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)> wrote:

Good Afternoon,

You are receiving this email because you have provided written public comment in regards to the Scholls Ferry Apartments proposal (casefile DR2022-0046 / TP2022-0007 / VAR2022-0001).

The applicant has requested to continue the Planning Commission hearing from the previously continued date of of October 19, 2022 to a date certain of **November 2, 2022**.

The staff report was not published yesterday as originally planned. It is now scheduled to be published on October 26th, one week before the new requested hearing date.

On October 19, Planning Commission will vote on continuing the hearing to November 2nd, but there is no plan on opening the hearing to provide any evidence. It is not anticipated that public comment will be taken on this date.

Any written testimony provided to staff will be conveyed with the October 26th staff report, and the oral comments will be able to be given at the November 2<sup>nd</sup> hearing.

Please let me know if you have any questions.

Thank you,

**Steve Regner**

**Working Remotely M, W, Th, F: 7:30a-4:30p. – In Office Tu: 7:30a-4:30p**

**Email [sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov) or call 503-319-4427**

Senior Planner | Community Development Department

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

C: 503-319-4427 | O: 503-526-2675 | [sregner@BeavertonOregon.gov](mailto:sregner@BeavertonOregon.gov)

**From:** [Jennifer Boesche](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments City File Number: DR2022-0046 / TP2022-0007 / VAR2022-0001 County File Number: CP 21-906 Tax Map and Lot Number: 2S105BA00200 Location: 15584 SW Scholls Ferry Road  
**Date:** Sunday, October 30, 2022 4:57:54 PM  
**Attachments:** [Accidents 2020-22.pdf](#)  
[Emails with David Donaldson 2018.pdf](#)  
[City Traffic Engineer's Report on TC 831 -155th Snowy Owl and Scholls.pdf](#)  
[City Traffic Engineer's Report 837 \(PDF\) Barrows Rumble Strips.pdf](#)  
[City Traffic Engineer's Report 833 - City Traffic Engineer's Report 833 \(PDF\) Speed Zone Barrows.pdf](#)  
[Gmail - Barrows Rd - Update Sep-Oct 2022.pdf](#)  
[Traffic Volume and Speed on Barrows Road between 157th Avenue and the Roshak - Feb 2022.pdf](#)  
[Speed BoxTabular Report 1.11.21.pdf](#)

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hello Steve -

I am writing to submit a public comment for the City Of Beaverton Planning Meeting - on 11/2/2022 @ 6:30 pm.

I am writing to you to bring awareness to the current major safety issues on SW Barrows Rd that will be greatly impacted/worsened by this development and the additional traffic it will bring to Barrows Rd.

I have been working with the city of Beaverton since October 2020 to make necessary improvements to Barrows Rd. Neighbors of mine have also been coming to the city with safety concerns and attempts at traffic calming since at least 2017.

Beaverton has approved the budget this year for a Road Safety Audit (3-4 months) to be performed by an outside engineering company, they are currently in the process of choosing the engineering firm to complete the audit.

I have been working with Jenny Haruyama (City Manager), Jocelyn Blake (CIP Program Manager) and Jabra Kasho (City Transportation Engineer).

I have attached supporting documentation to show the safety concern support from local residents (petition signed by 942 neighbors) and my email correspondence with the city.

Petition Link:

<https://www.change.org/p/help-advocate-for-safety-measures-to-be-implemented-on-sw-barrows-and-the-barrows-roshak-roundabout?redirect=false>

It is imperative that the safety issues on Barrows be considered and the below analyzed in the TIA.

1. Expand the impacted area to include Harlequin to Barrows
2. Complete a new traffic count analysis for 2022 (I attached traffic volume analysis done in 2020 and 2022, as you can see even in those time frames volume has greatly increased)
3. Include traffic volume that will come through to new Winterhawk access from Trillium apartments also since there is a new access road for them to utilize as well.
4. Address safety concerns for pedestrians - report specifically notes Scholls Ferry is not a pedestrian route. Where do pedestrians have safe access for walking/biking?

 [SW Barrows & SW Roshak Rd Roundabout - SAFETY I...](#)

 [SW Barrows Issues Emails 10.30.22.pdf](#)

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**Jennifer Boesche**  
[JenniferBoesche@gmail.com](mailto:JenniferBoesche@gmail.com)  
(714) 907-7237  
16291 SW Oneill Ct  
Tigard, OR 97223

1. 4/5/20 – Drunk driver, ruined brick wall 16323 SW Oneill Ct (house backing to roundabout). Owner had to replace with different brick, and fence due to brick not being available (old brick) and did not replace neighborhood lettering (name)
2. 7/26/20 – 3:30 am Accident, reckless driving (16 y/o driver), damage to brick wall, street signs and Ziply Telephone box to 16291 SW Oneill property
3. Sep/Early Oct 2020 sign crashed into, laying on ground, tire marks, no witnesses.
4. 10/15/20 – 1:40 pm Woman with brake issue, almost hit townhome at 12805 SW Night Heron Lane. Section of fence knocked down.
5. 1/1/21 – 1/2am – City bus drove through the middle of roundabout. Knocked down flag pole and damaged property in adjacent shopping center. It is believed driver fell asleep based on police information later reported (Officer Shaw). Bus was at 55 mph when it hit the roundabout.
6. 2/8/21 – Around 10pm – Vehicle exited Casa Lola parking lot, left turn into roundabout (right way only), hit sign. Fled scene
7. July 2022 – Around 11:30 am Residents (live on Oneill Ct) Husband, Wife, teenage son and dog were struck by vehicle while crossing the street at 160<sup>th</sup> and SW Barrows. All sustaining injuries. Driver was NOT intoxicated driver was coming from 160 and turning onto Barrows, raced out to beat cars and hit pedestrians.
8. 10/11/21 – 11:01 pm Young male driver hit two signs in traffic circle. Had vodka in the car, left when police called – unsure if he was caught. Drove straight thru roundabout going west, landed in center, backed car out and parked on right of roundabout attempting to change tire. 16291 Oneill owner called police.
9. 10/22/21 - 1:18am - Two cars were racing on Barrows. Drivers appeared to be in their late teens/early 20s. One car ended up backwards in roundabout with a flat tire. Police were called and citation was given to one person for a suspended license. Dirt from planting in the middle of the traffic circle was strewn about the road.
10. 12/11/21 – 7pm – drunk driver drove through circle, hit flagpole and signs. Allegedly threw containers of marijuana out of the car prior to driving into Casa Lola parking lot. (Witnessed and found by a neighbor.) Driver was taken into custody.
11. 1/22/22 – 1:45am – Drunk driver hit and knocked down brick fence at 15668 SW Sora Ct. (crashed from SW Barrows heading towards roundabout) Driver took belongings out of car and fled the scene. Was found sleeping on sidewalk a few blocks away. Was taken into custody. No insurance.
12. 1/23/22 – 6pm – Woman pulled out of Big Al's parking lot in a black SUV, narrowly missing hitting children in the crosswalk, hit the street light pole and drove away. No information about driver. (not in roundabout however occurred on SW Barrows)
13. 1/30/22 – 2:30pm – Drunk driver made a right turn from SW Roshak onto SW Barrows and crashed into the backyard of 16291 SW Oneill Ct continuing into the 16269 SW Oneill Ct. Driver was taken into custody.
14. 2/20/22 – 4:44 am 20 Year old driver with 22 y/o passenger. Driver taken away by police on DUI (incident #22-0510103). Speeding west on Barrows and hit the median where the crosswalk is before entering the circle. She then hit and broke the curb in the center of the circle, which launched her over the middle landing on the other side. She took a delineator and small tree out on the way.
15. 4/11/22 6 pm Hit and Run female driver, hit pedestrian (adult male) walking 2 dogs on sidewalk at SW Barrows and 157th. Pedestrian succumbed to his injuries on the scene and lost his life. Allegedly driver was apprehended after being stopped by civilians on nearby road and held for police to come. Suspected intoxicated.
16. 5/4/22 – Single car accident/incident Barrows and 154<sup>th</sup>, near park. Front end damage. Heading east.
17. 10/28/22 – Damage to tree and city roundabout warning sign with beacon. Bumper parts left on roadway.

# CITY TRAFFIC ENGINEER'S REPORT

## ISSUE NO. TC 833

### Speed Zoning on SW Barrows Road

March 22, 2022

#### **Background Information**

Several residents on SW Barrows Road near the roundabout at Roshak requested lowering the posted speed limit on SW Barrows Road. They are concerned about their safety and the safety of pedestrians as several crashes occurred at and near the roundabout that involved vehicles leaving the roadway and crashing into the backyards of homes and on the roundabout.

To lower the posted speed limit, it is necessary for the Oregon Department of Transportation (ODOT) to investigate the speed zone and issue a new speed zone order. Per Oregon Administrative Rules, inside urban city limits, the measured 50th percentile speed (median speed), the functional classification of the roadway, the context and land use and density in the area, crash history, the presence, type and kind of pedestrian and bicycle facilities, roadway geometry, sight distance, design speed, and the amount of direct access are considered by ODOT in conducting the engineering study to set the speed limit. The engineering study must recommend a speed for a roadway that falls within the range of recommended speeds listed by context and functional class. For Collector streets, the list includes the following:

- Urban Core / Collector 20 mph – 25 mph
- Urban Mix / Collector 25 mph – 30 mph
- Suburban Commercial or Residential / Collector 25 mph – 35 mph
- Suburban Fringe / Collector 30 mph – 40 mph

Currently the posted speed limit on SW Barrows Road is 35 mph. The street is classified as a 3-lane Collector Street. There are sidewalks on both sides of the street except at the east end where sidewalks are only on one side with some gaps, and on the west end near the roundabout. There are bike lanes on both sides between Murray Boulevard and 154<sup>th</sup> Avenue. The area surrounding Barrows Road is mainly residential except between Horizon Boulevard and Mallard Drive where it is mixed use commercial and residential.

In February 2022, traffic and speed surveys were conducted on SW Barrows Road. The average daily traffic ranged between 3,600 and 11,750 vehicles per day. The measured 50<sup>th</sup> percentile speed ranged between 29 and 37 mph. The 85<sup>th</sup> percentile speed ranged between 34 and 41 mph.

Pre-COVID traffic and speed surveys from September 2018 showed that the average daily traffic on SW Barrows Road ranged between 4,000 and 14,600 vehicles per day. The 85<sup>th</sup> percentile speed ranged between 34 mph. and 42 mph.

During the most recent 3 years of available crash data (January 1, 2019 – December 31, 2021), 33 crashes were reported on SW Barrows Road. Six of these crashes occurred at or near the roundabout at Roshak Road.

It appears the functional class and the context of SW Barrows Road falls between Urban Mix and Suburban Residential with a recommended speed of 25 mph to 35 mph.

Based on the measured 50<sup>th</sup> percentile speed, the functional classification of the street and the context of the land use, staff is proposing to forward to the State a request for a speed zone investigation on SW Barrows Road with a recommended speed limit of 30 mph.

### **Applicable Criteria**

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians);
- 1h (comply with Federal and State regulations).

### **Conclusions:**

1. Forwarding to the State a request for a speed zone investigation on SW Barrows Road with a recommended speed of 30 mph would comply with State regulations, satisfying Criterion 1h.
2. If the recommended speed is approved by the State, it would provide safe and orderly movements of vehicles, bicycles and pedestrians, satisfying Criteria 1a, and 1b.

### **Recommendation:**

Approve the staff recommendation to forward to the State a request for a speed zone investigation on SW Barrows Road with a recommended speed of 30 mph.

Barrows Speed Study



ADT = Average Daily Traffic (traffic volume both ways)

85% speed (means 85 percent of drivers drive at or below this speed)

1,100 550 0 1,100 Feet

## Jabra Khasho

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**From:** Kent Utterback [REDACTED]  
**Sent:** Thursday, March 24, 2022 10:02 PM  
**To:** Jabra Khasho  
**Subject:** [EXTERNAL] ISSUE TC 833

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Jabra,

What is the reason for lowering the speed limit?

I assume this has nothing to do with the speed capability of the road as no major road changes have occurred and this is to encourage slower traffic. I think lowering the speed limit would be a terribly ineffective idea alone if the goal is reducing the speed of traffic. People are already traveling at 40+ mph on that road at the currently posted speed limit and lowering the speed limit will not change that in my opinion and will be a waste of time and money to make that change. Introducing traffic calming devices either solely from or jointly with the speed limit reduction would be far more effective given the pedestrian and bicyclist populations for the area. I think raised intersections or raised crosswalks, and/or protected bike lanes would be a far more effective speed deterrent than a speed limit reduction.

Thanks,

Kent Utterback  
[REDACTED]

## Jabra Khasho

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**From:** Peg Chinburg [REDACTED]  
**Sent:** Monday, March 28, 2022 7:48 AM  
**To:** Jabra Khasho  
**Subject:** [EXTERNAL] Speed change on Barrows

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Good Morning. I'm not able to attend the public hearing but wanted to express my opinion.

I live off of Barrows, near the roundabout, and can hear the cars speed coming up to and leaving the roundabout.

As I support the reduced speed, unfortunately, this will not stop the speeders. I walk on Barrows and have witnessed the solar speed indicator clocking one car going 52 miles an hour during the day. I can hear the cars speed on Barrows daily. The speeders will continue to speed.

I'm hoping that the Beaverton Police photo radar van be on Barrows for a time period in addition to the reduced speed.

Thank you for your time.

Peg Chinburg  
[REDACTED]

# **CITY TRAFFIC ENGINEER'S REPORT**

## **ISSUE NO. TC 837**

### **Rumble Strips on SW Barrows Road Near the Roundabout at Roshak Road.**

**July 15, 2022**

#### **Background Information**

At the April 7, 2022, Traffic Commission meeting, during deliberation on TC 833 Speed Zoning on SW Barrows Road, there was suggestions to install rumble strips to alert drivers approaching the roundabout. Staff also received several suggestions from residents in the area to consider the installation of rumble strips to supplement the safety improvements that will be implemented by the city. These improvements include the installation of flashing beacons on the roundabout warning signs, enhanced marked crosswalk at the roundabout and redoing all the pavement markings at or near the roundabout. Last year the city installed a speed feedback sign to alert drivers approaching the roundabout of their speed.

Per City Code, rumble strips can be installed under the authority of the City Traffic Engineer. Due to concerns of noise associated with the rumble strips, staff is bringing this issue before the Traffic Commission for review.

In general, rumble strips are installed on roadways within rural areas. It is very seldom used in dense urban areas due to increase in noise. The Manual on Uniform Traffic Control Devices (MUTCD) indicates that transverse rumble strips that extends across the travel lanes, are intended to notify road users through noise and vibration of upcoming hazard, or change in roadway features, such as unexpected changes in alignment and conditions requiring a reduction in speed and/or stop.

Transverse rumble strips can be two types. One type is ground strips in the pavement like the type used on the edge or centerline of highways. The other type is applied thermoplastic on the surface of the pavement. The rumble strips to be considered for Barrows Road are the surface applied thermoplastic strips as there is more control over the application and the finish height of the strips. Research and samples of sound measurements of regular traffic flow showed that the ambient noise associated with a passenger vehicle or a sedan (without rumble strips) at 30 mph is approximately 68.01 decibels compared to between 77 and 84 decibels with rumble strips (surface applied type). Some research says the impact is diminished and nominal beyond 650 feet, this distance will vary depending on the shape, height or depth depending on the type, and the type and speed of vehicles.

In July 2022, a survey was conducted by the city to gauge opinions on the installation of rumble strips on Barrows Road near the roundabout. The survey was mailed to all residents and businesses within 300 feet to the north and south of Barrows Road between Scholls Ferry Road and 157<sup>th</sup> Avenue. Out of the 120 survey cards that were delivered 19 were returned in favor of the installation of rumble strips and 12 were returned against the installation of the rumble strips.

### **Applicable Criteria**

The applicable criterion from Beaverton Code 6.02.060A is:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1g (carry anticipated traffic volume safely);

### **Conclusions:**

1. The installation of rumble strips for westbound traffic on SW Barrows Road near the roundabout at Roshak Road will supplement the safety improvements that will be implemented this summer. It may alert distracted drivers approaching the roundabout of the change in roadway features and conditions, satisfying Criteria 1a and 1g.

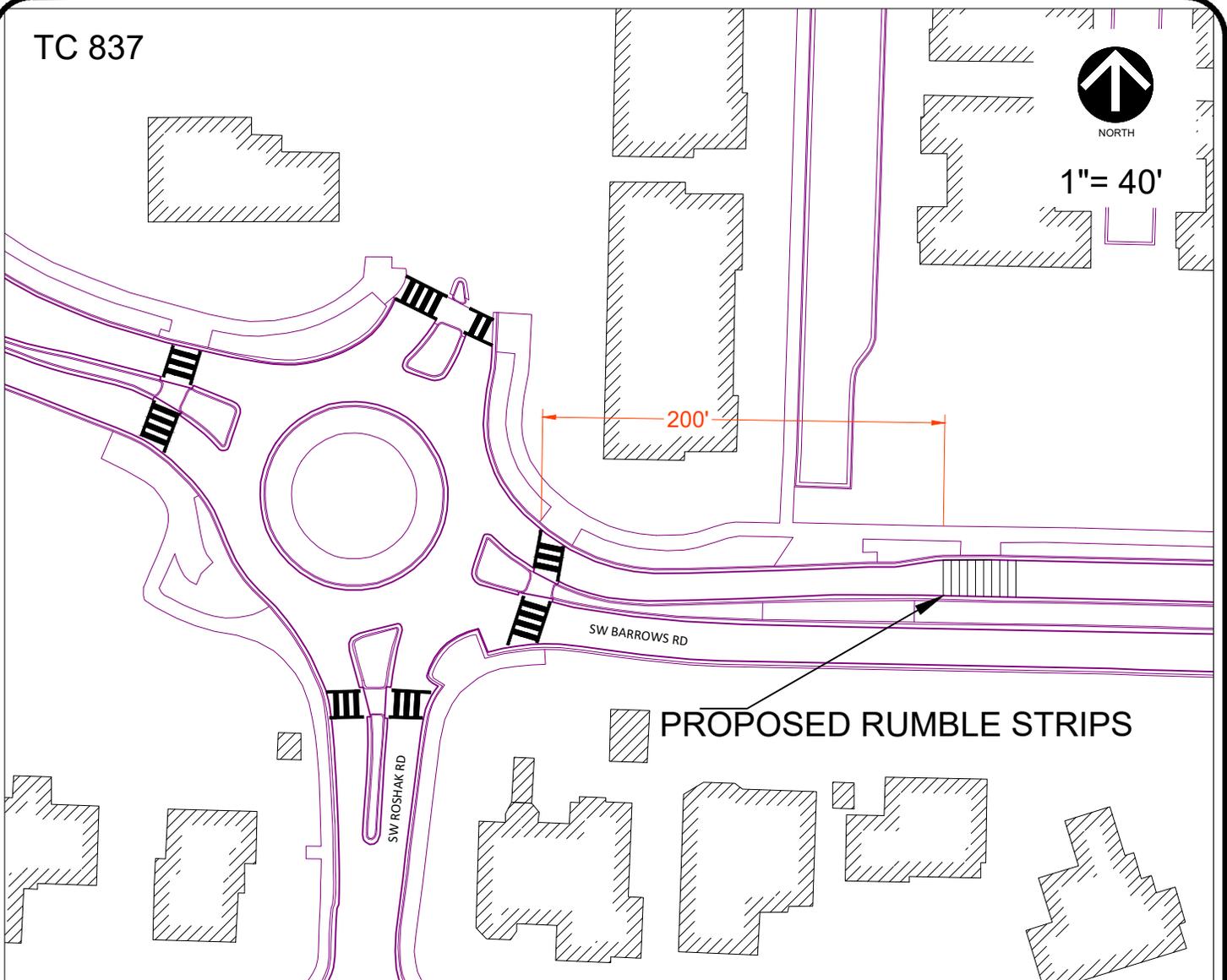
### **Recommendation:**

1. The installation of rumble strips for westbound traffic on SW Barrows Road near the roundabout at Roshak Road should be based on public testimony received at the hearing and the conclusion of the Traffic Commission.

TC 837



1" = 40'



Y:\TRANSPORTATION\Drawings\2022\2022-76 Barrows Road Rumble Strips.dwg



Rumble Strips on  
SW Barrows Road

**ENGINEERING DEPARTMENT**  
**TRANSPORTATION DIVISION**

Drawn By: TC Date: 7/15/2022

Reviewed By: \_\_\_\_\_ Date: \_\_\_\_\_

Approved By: \_\_\_\_\_ Date: \_\_\_\_\_

## Jabra Khasho

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**From:** Foster, Jeremy L. <Jeremy.Foster@tvfr.com>  
**Sent:** Sunday, July 17, 2022 12:21 PM  
**To:** Jabra Khasho  
**Subject:** [EXTERNAL] RE: Traffic Commission Issues 836 - 837

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hello Jabra- Hope you are doing well. Both items are acceptable to TVF&R.

Thank you,

### Jeremy Foster | Deputy Fire Marshal

Tualatin Valley Fire & Rescue

Direct: 503-259-1414

[www.tvfr.com](http://www.tvfr.com)

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**From:** Jabra Khasho <jkhasho@beavertonoregon.gov>  
**Sent:** Sunday, July 17, 2022 12:06 PM  
**To:** Jeremy Shaw <jshaw@beavertonoregon.gov>; Foster, Jeremy L. <Jeremy.Foster@tvfr.com>; Steve Brennan <sbrennan@beavertonoregon.gov>  
**Subject:** Traffic Commission Issues 836 - 837

**\*\*\*The sender is from outside TVF&R – Do not click on links or attachments unless you are sure they are safe\*\*\***

Hi all,

For your review, attached is the City Traffic Engineer's reports on Traffic Commission Issues 836 – 837. Please provide any comments you may have by the end of the day on Monday July 25, 2022

Thanks  
Jabra

# **CITY TRAFFIC ENGINEER'S REPORT**

## **ISSUE NO. TC 831**

### **Traffic Calming Plan for SW 155<sup>th</sup> Terrace between SW Snowy Owl Lane and SW Scholls Ferry Road**

**January 19, 2022**

#### **Background Information**

Project design for the traffic calming plans on SW 155<sup>th</sup> Terrace was accomplished in accordance with the adopted Neighborhood Traffic Calming Program procedures. City staff held virtual neighborhood meetings with residents of the SW 155<sup>th</sup> Terrace project area. City staff and the residents assessed the various types of traffic calming devices feasible on SW 155<sup>th</sup> Terrace and solutions were developed for selection and placement of traffic calming devices along the project area. A proposed traffic calming plan was selected by the residents in the project area.

The City held a virtual open house to show the proposed traffic calming plan and to receive feedback from the neighborhood. The proposed plan received high approval from the residents who attended the open house.

A support survey was conducted by the City to determine support for the proposed traffic calming plan. In October 2021, a copy of the proposed plan and a response card were mailed to the homes within the project area in accordance with the Neighborhood Traffic Calming Program.

Out of the 25 response cards that were delivered to the project area, 17 response cards were returned with a "Yes" response. 1 response card was returned with a "No" response and the remaining 7 cards were not returned.

The proposed plans for 155<sup>th</sup> Terrace received an approval rate of 68%. This rate exceeds the 67 percent majority approval required by the Neighborhood Traffic Calming Program.

The estimated construction cost for the proposed plan is approximately \$30,000. This cost estimate is within the amount budgeted for traffic calming in the Capital Improvement Plan for fiscal year 2021-2022.

#### **Applicable Criteria**

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians).

*Issue No. TC 831*

*City Traffic Engineer's Report*

*Page 1*

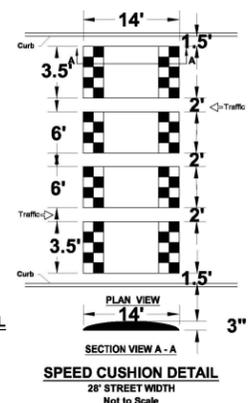
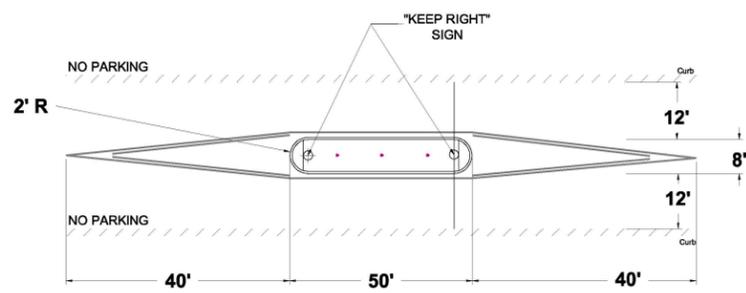
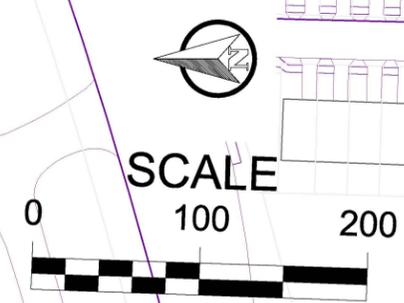
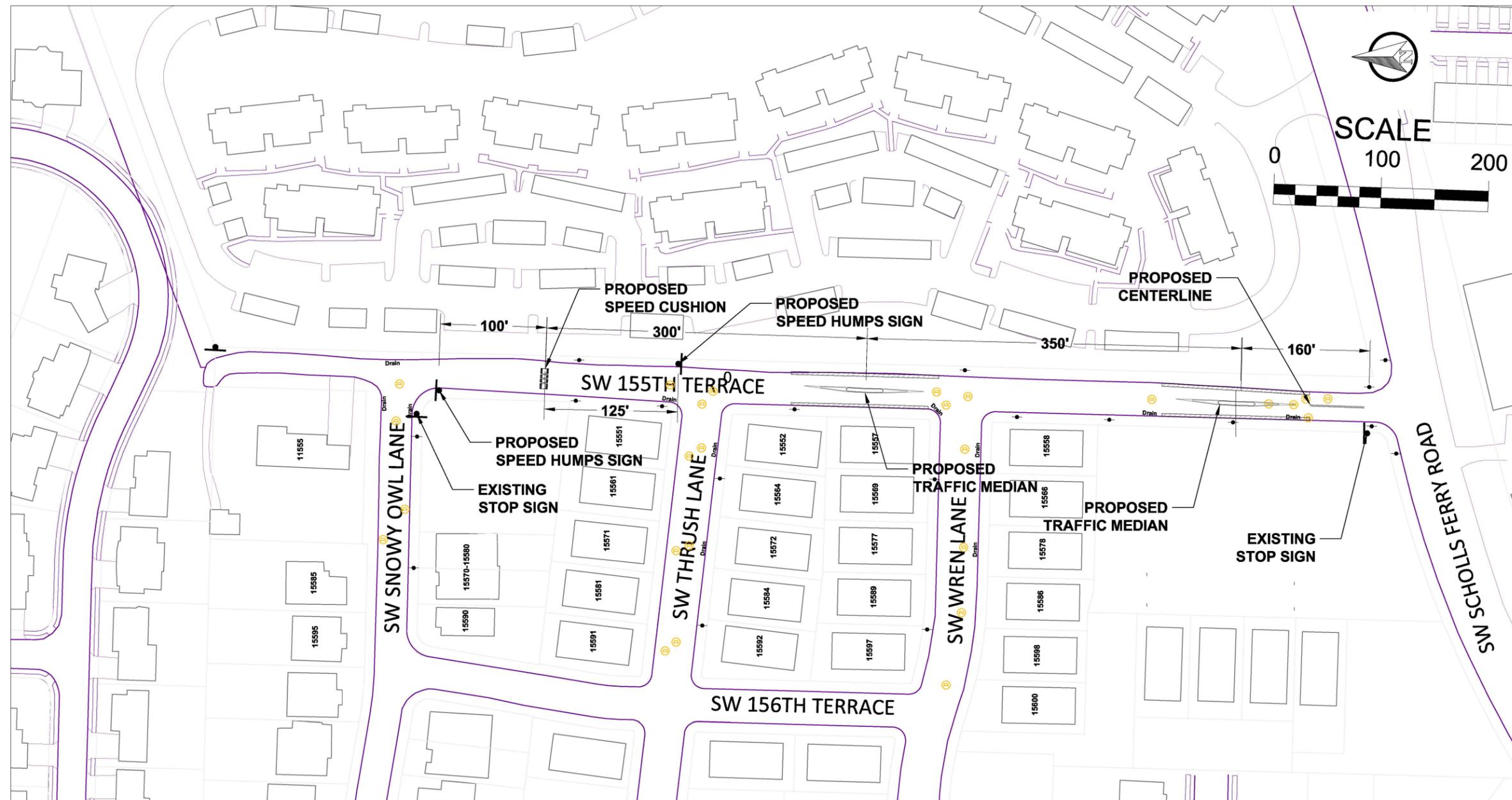
- 3 (all decisions shall comply with officially approved policies of the City Council). Specifically, the Neighborhood Traffic Calming Program procedures adopted in July 1998 and revised in December 2000.

**Conclusions:**

1. Implementing the proposed traffic calming plan for SW 155<sup>th</sup> Terrace would provide safe and orderly movement of vehicles, bicycles, and pedestrians, satisfying Criteria 1a and 1b.
2. The procedures and processes used in developing and selecting a traffic calming plan for SW 155<sup>th</sup> Terrace comply with the Neighborhood Traffic Calming Program procedures, satisfying Criterion 3.

**Recommendation:**

1. Approve the proposed traffic calming plan for SW 155<sup>th</sup> Terrace between SW Snowy Owl Lane and SW Scholls Ferry Road for construction as shown on the attached plans.



**LEGEND**



Jennifer Boesche <jenniferboesche@gmail.com>

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## Fwd: follow up on email to Ask the Mayor regarding Barrows rd

1 message

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**Colette Rudishauser** <colette.rudishauser@gmail.com>  
To: jenniferboesche@gmail.com

Wed, Jul 29, 2020 at 6:58 AM

Sent from my iPhone

Begin forwarded message:

**From:** David Donaldson <ddonaldson@beavertonoregon.gov>  
**Date:** March 19, 2018 at 10:26:40 AM PDT  
**To:** Colette Rudishauser <colette.rudishauser@gmail.com>  
**Cc:** Joyce Barnard <jbarnard@beavertonoregon.gov>, Dennis Doyle <didoyle@beavertonoregon.gov>, Jim Monger <jmonger@beavertonoregon.gov>, Jabra Khasho <jkhasho@beavertonoregon.gov>, Steve Brennan <sbrennan@beavertonoregon.gov>  
**Subject:** RE: follow up on email to Ask the Mayor regarding Barrows rd

Colette:

It was good to talk to you last week and as promised I am getting back to you regarding the concerns you have raised below regarding the safety of Barrows rd. As I mentioned to you we do not install cameras but we do have some ideas on how to improve the safety.

Last week I went out and visited the roundabout and parked, walked around it, and took some pictures to get a better sense of the concerns. I could see where cars have run into the curb and the relatively short transition into the traffic circle.

Our staff is in agreement with you that there have been too many accidents and we need to take some action to reduce them.

Our traffic engineer met with our signs and marking staff on site on Friday and tried to look at ways we could improve the safety of the area.

I discussed with the traffic engineer the number and types of accidents we have experienced and the root causes. He says it mostly relates to speed, driving from east to west. He said some younger drivers actually see it as a challenge to drive around the circle at a higher speed while we also get some distracted drivers who aren't paying attention to the sudden drop in speed as well as drivers under the influence who do not have the judgement or ability to maneuver through the circle.

Action we are taking

- Installing LED lights in immediate area to provide better visibility
- Putting flexible guideposts that are reflective on the island in middle of road to provide greater visibility to let drivers know the road is changing as they approach the roundabout.
- New striping and pavement marking.

- New and better signage.

These changes should take place in the next month as weather condittons allow.

I will revisit with traffic engineer in about six months to see if they are helping.

David

**From:** Colette Rudishauser [mailto:[colette.rudishauser@gmail.com](mailto:colette.rudishauser@gmail.com)]  
**Sent:** Tuesday, March 13, 2018 3:38 PM  
**To:** David Donaldson <[ddonaldson@beavertonoregon.gov](mailto:ddonaldson@beavertonoregon.gov)>  
**Cc:** Jim Monger <[jmonger@beavertonoregon.gov](mailto:jmonger@beavertonoregon.gov)>; Joyce Barnard <[jbarnard@beavertonoregon.gov](mailto:jbarnard@beavertonoregon.gov)>  
**Subject:** Re: follow up on email to Ask the Mayor

Hi David,

Our concern is actually about the number of accidents and reckless driving that occur at the roundabout where SW Roshak and SW Barrows meet. We have lived in a home that's back yard is next to the roundabout for almost 5 years now and the things we have seen have been alarming, from school buses filled with high school kids joyriding to several accidents and at least one casualty. The flag pole is still leaning from an accident back in December:

<https://twitter.com/BeavertonPolice/status/938670680614232065>

<https://twitter.com/BeavertonPolice/status/938686356728848385>

Another accident occurred the day I sent my initial inquiry, it was about 11pm and the vehicle sheared off the yield sign while tearing off a good chunk from their vehicle. The sound woke me up immediately and I went out, phone at the ready to call non-emergency or 911 depending on the severity. I ended up calling non-emergency as the person had fled the scene leaving the chunk of their car and the yield sign laying on the Y shaped divider for entry/exit to the roundabout.

This caused me to discuss with my husband the idea of having a camera or cameras installed at the roundabout to 1. deter individuals from driving recklessly and 2. for evidence/investigation purposes when these incidences occur. Is there a way to petition for this?

All the Best

Colette Rudishauser

On Mon, Mar 12, 2018 at 10:25 AM, David Donaldson <[ddonaldson@beavertonoregon.gov](mailto:ddonaldson@beavertonoregon.gov)> wrote:

Colette:

I just left a voice message for you but wanted to follow up by email as well. I understand that you have a concern about the traffic at the roundabout on SW Barrows. I have copied the Police Chief in the event the concern is about speeding.

**DAVID DONALDSON**

PUBLIC WORKS DIRECTOR

CITY OF BEAVERTON | [9600 SW ALLEN BLVD](#)

P.O. BOX 4755 | BEAVERTON, OR 97076-4755

P. [503.526-2340](#) | C. [971.330.0831](#)

[DDONALDSON@BEAVERTONOREGON.GOV](mailto:DDONALDSON@BEAVERTONOREGON.GOV)



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Jennifer Boesche <jenniferboesche@gmail.com>

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## Barrows Rd - Update

4 messages

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**Jennifer Boesche** <jenniferboesche@gmail.com>  
To: Jocelyn Blake <jblake@beavertonoregon.gov>  
Cc: Jenny Haruyama <citymail@beavertonoregon.gov>

Tue, Sep 13, 2022 at 9:35 AM

Hello Jocelyn,

I wanted to touch base and see how the progress regarding the outside engineering company performing the road safety audit is going. Last we spoke the city was in the process of choosing an engineering company to perform an audit. Then the audit could take up to 4 months.

The new pavement markings look very good. Also the movement of the roundabout warning sign to the corner was a great idea, even after the trees were pruned it was still very difficult to see the sign and the sign was placed close to the roundabout. Visibility has been greatly improved. Hoping the flashing beacon is coming soon.

I did attend the Traffic Commission meeting regarding the transverse rumble strips. I did not support them being implemented. I wanted to share with you why. I did not feel that there was adequate information provided to support the impact they could have. I think that potentially offering Traffic Commission and the public statistical studies that showed crash reduction and other benefits may have been helpful. The report focus seemed to be on the noise impact and specifically mentioned they aren't typically used in suburban areas. I also felt that while I greatly appreciate the action taken thus far in the last few months to make changes now while we wait for a road safety audit, this may be better to wait on considering there may be other changes recommended.

--

**Jennifer Boesche**  
[JenniferBoesche@gmail.com](mailto:JenniferBoesche@gmail.com)  
(714) 907-7237  
16291 SW Oneill Ct  
Tigard, OR 97223

---

**Jocelyn Blake** <jblake@beavertonoregon.gov>  
To: Jennifer Boesche <jenniferboesche@gmail.com>  
Cc: Mailbox Citymail <citymail@beavertonoregon.gov>

Thu, Sep 15, 2022 at 4:57 PM

Hello Jennifer,

Thank you for reaching out and your feedback on the existing improvements to the roundabout and the rumble strip conversation. Our team is still in the process of hiring a consultant to do the traffic study but expects to have them onboard early October. We recently received the parts for the flashing beacon and plan to have them installed tomorrow. Please let me know if you have additional questions.

Thank you,

**Jocelyn Blake**

CIP Program Manager | Public Works

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

P:503-526-2531 | C:503-713-9169 |



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**From:** Jennifer Boesche <jenniferboesche@gmail.com>  
**Sent:** Tuesday, September 13, 2022 9:36 AM  
**To:** Jocelyn Blake <jblake@beavertonoregon.gov>  
**Cc:** Mailbox Citymail <citymail@beavertonoregon.gov>  
**Subject:** [EXTERNAL] Barrows Rd - Update

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

[Quoted text hidden]

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**Jennifer Boesche** <jenniferboesche@gmail.com>  
To: Jocelyn Blake <jblake@beavertonoregon.gov>  
Cc: Mailbox Citymail <citymail@beavertonoregon.gov>

Wed, Oct 12, 2022 at 9:16 AM

Good Morning -

The flashing beacons and movement of the warning on the westbound approach were great changes.

Now that school has started back up last month and we have a lot more pedestrian activity. The high school track team was running behind my home on the street. I was able to share my worry for their safety to the track coach and high school. They responded quickly rerouted them to utilize the sidewalk access on my stress SW Oneill. They do all run through the roundabout and on SW Barrows still as part of their course, hoping we can make this road as safe as possible for our kids and pedestrians.

I wanted to touch base and see if you could provide an update on the progress of hiring the consultant? I noticed yesterday that there are some ropes out on SW Barrows and wondered if that is ODOT doing a speed study?

[Quoted text hidden]

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**Jocelyn Blake** <jblake@beavertonoregon.gov>  
To: Jennifer Boesche <jenniferboesche@gmail.com>  
Cc: Mailbox Citymail <citymail@beavertonoregon.gov>, Geoff Hunsaker <ghunsaker@beavertonoregon.gov>, Jabra Khasho <jkhasho@beavertonoregon.gov>

Mon, Oct 17, 2022 at 2:37 PM

Hello Jennifer,

Thank you for the feedback and updates. Staff is working through the process and expects to have a consultant selected shortly. I will reach back out when we finalize the selection. The ropes on Barrows were the City's for our annual traffic counting. They should be removed now.

[Quoted text hidden]

**From:** [Karen Wolfe](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Planning Commission DR2022-0046/ TP2022-0027/VAR2022-0001  
**Date:** Monday, August 15, 2022 5:10:35 PM

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**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hello from Heights At Progress Ridge Owner

Specific concerns to limit the project to 85 units per space provided. How are the bald eagles that nest in the redwood trees for the last 10 years going to be protected? They fish in the lake and teach their young how to fly and fish at Progress Lake. Is there an entrance from Scholls Ferry Road? If there isn't, there needs to be. The one way streets of Sparrow Loop can't handle the traffic. How is the lack of street parking going to be addressed? There isn't enough street parking to handle growth of a 96 unit building. Thank you, Karen Wolfe 15205 SW Sparrow Loop, Beaverton OR 97007. Resident since 2005

**From:** Terry Rabot  
**To:** Steven Regner  
**Subject:** Re: [EXTERNAL] Scholls Ferry Apartments  
**Date:** Wednesday, August 17, 2022 8:34:19 AM

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Thanks, I have a lot of questions, but I'll include them in my comments.

What's a major pedestrian walkway? The application states that Scholls ferry road isn't one, is that designation already been made? Does the construction of the project preclude that designation from happening in the future?

I'm mostly concerned with traffic and parking. Beaverton is working with the neighborhoods off Barrows, including Windsor park to address significant traffic issues along Barrows road. A study is being done on ways to improve safety, given the multiple accidents, including a pedestrian death on Barrows. Does the proposed development acknowledge the safety issues and the study that will be conducted? This development will provide access through the neighborhood to Barrows, significantly increasing the traffic burden there. Also, what measures will the developers take to prohibit/restrict parking in the adjacent neighborhood? There won't be adequate parking for the residents in the apartment complex, so where is the overflow expected to go?

If you can point me to the relevant sections I would greatly appreciate it.

I'll provide more detailed comments later.

Thanks

Sent from my iPad

> On Aug 16, 2022, at 10:07 AM, Steven Regner <sregner@beavertonoregon.gov> wrote:  
 >  
 > Good Morning Terry,  
 >  
 > Thank you for reaching out regarding the Scholls Ferry Apartments proposal.  
 >  
 > You can download the applicant's full submittal from this link:  
 > [https://urldefense.com/v3/https://studio.bluebeam.com/share/wgoz2d\\_!MSPUwJmwYBEz8l4\\_sQ!uaYE0banZtxXWPu1RTauwZyHXclAX5utGsTo8n2\\_MJBaocZs6JU5N17SdMjcV5l-FnB\\_pld\\_l3Nej5jNukWYY7o8S](https://urldefense.com/v3/https://studio.bluebeam.com/share/wgoz2d_!MSPUwJmwYBEz8l4_sQ!uaYE0banZtxXWPu1RTauwZyHXclAX5utGsTo8n2_MJBaocZs6JU5N17SdMjcV5l-FnB_pld_l3Nej5jNukWYY7o8S)  
 >  
 > It's a large file, but the narrative and project description is at the front of the document, and the site plans and other drawings start at page 163.  
 >  
 > Please feel free to reach out with any questions you have.  
 >  
 > Have a great day.  
 >  
 > Steve Regner  
 > Working Remotely M, W, Th, F: 7:30a-4:30p. – In Office Tu: 7:30a-4:30p  
 > Email sregner@beavertonoregon.gov or call 503-319-4427  
 > Senior Planner | Community Development Department  
 > City of Beaverton | PO Box 4755 | Beaverton OR 97076-4755  
 > C: 503-319-4427 | O: 503-526-2675 | sregner@BeavertonOregon.gov  
 >  
 >  
 >  
 > -----Original Message-----  
 > From: Terry Rabot <terryrabot@me.com>  
 > Sent: Tuesday, August 16, 2022 9:57 AM  
 > To: Steven Regner <sregner@beavertonoregon.gov>  
 > Subject: [EXTERNAL] Scholls Ferry Apartments  
 >  
 > CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.  
 >  
 > I recently received a mailer for a public hearing on the proposed Scholls Ferry Apartments. Is there any additional information available to review, i.e., a permit application, some sort of project/environmental review? I don't see a link in the description for anything - I live in the adjacent neighborhood and am especially concerned with how they addressed the impact of additional traffic in the immediate area.  
 >  
 > Thanks  
 > Terry

**From:** [Megan Springsted](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments DR2022-0046/ TP2022-0007/VAR2022-0001  
**Date:** Thursday, August 18, 2022 2:16:27 PM  
**Attachments:** [PastedGraphic-8.tiff](#)  
[PastedGraphic-7.tiff](#)  
[PastedGraphic-1.tiff](#)  
[PastedGraphic-3.tiff](#)  
[PastedGraphic-5.tiff](#)  
[PastedGraphic-9.tiff](#)  
[PastedGraphic-4.tiff](#)  
[PastedGraphic-2.tiff](#)

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Scholls Ferry Apartments DR2022-0046/ TP2022-0007/VAR2022-0001

To whom it may concern;

I write again to inform the planning committee how wrong this current development plan is for Beaverton. I have attached my first email below since it has been over a year. In that time I will acknowledge that the developer has made two noticeable changes since the previous plan. It has reduced the buildings to two from three and has included more parking. Overall the main problems that don't seem to fit with Beaverton and it's comprehensive plan persist. Most importantly the opening of Winterhawk Lane to the two apartment complexes. Again I highlighted below how detrimental this would be to the Windsor Park neighborhood. The main solution for this would be using the current entrance off Scholls Ferry. This seems to be the only agreeing point I would have with the developer who also want to use that entrance. The increased traffic through Windsor Park would destroy the quality of life of an established Beaverton neighborhood. Windsor Park is the type of neighborhood that people move to Beaverton for. It makes sense to have a direct entrance off Scholls with a light to decrease congestion at the current non light intersection at Sagehorn. It also makes sense to put a light and intersection off the current Scholls entrance for the complex if there is ever a possibility to have a crosswalk due to a possible park across the street or with having a pedestrian path to Scholls with the new development. It might be thought that people would walk up to the current light to cross but people will take the shortest distance more often than not. It has already been pointed out for cars that there is not a lot of visibility which would require a traffic signal. Also as someone who crosses Scholls Ferry at the current intersection walking my kindergartner to school cars drive fast and would not be able to respond properly to people crossing.

The other concern with this development continues to be the size. A five story apartment complex will tower over the current neighborhood. The current plan seems to be squeezing an unrealistic number of units on a small not very developable lot. The plan is to have 96 units on buildable land less than an acre. In comparison there is a proposed development further down Scholls Ferry along Tile Flat for a 216 unit complex compromised of eight three story buildings. This development is on a significantly larger piece of land than the Scholls apartment complex yet the Scholls complex is almost half the amount of units. This highlights that the other complex is a well planned and thoughtful use of land for high density residential. This also highlights how unrealistic it is to try and develop the lot adjacent to Windsor park as high density. The plan put forth by the developer to only have one and two bedroom

apartments does not seem aligned with the Beaverton comprehensive plan for housing which highlights the need of more single families residential or medium density housing. Limiting the complex to one and two bedroom apartments does not seem profitable for the developer or right for the need of southwest Beaverton. The current apartment complex in the same area seems to have a constant supply of one and two bedroom apartments available for rent but it's three bedroom apartments are leased. Having open apartments or constant turnover would not be profitable for the developer vs having larger units that would appeal to a family that might retain a long term tenant. This just shows the current plan doesn't seem in tune with the neighborhood. The draw of the neighborhood is for families and the great schools with the nice amenities of living near progress ridge. This brings me to the second ask from the planning committee, other than the Scholls entrance, is to change the zoning of this lot. It was perceived that this lot should be part of the town center but it was not planned out to connect with the town center. I touched on why the zoning should be changed in my previous email as well below but it appears that the developer is not interested in changing the zoning or building a complex that fits the needs of neighborhood in the space available. This lot should at most be medium density which Beaverton has a real need for in the community. There is such a need for medium density housing that Beaverton is going to change all residential zoning to be able to accommodate more medium density housing. There are multiple apartment complexes currently in the neighborhood or to be added to the neighborhood with the development around the high school and down to Tile Flat Road. If this lot was across Scholls Ferry I have no doubt it would be zoned residential and be houses or townhouses. Again change the zoning to medium density to accommodate duplexes, triplexes or townhomes, which could accommodate one entrance from the current apartment complex and/or entrance off Scholls. The only scenario that I see opening up Winterhawk Lane would be to change the lot to be zoned for single family homes that would be an extension of the current neighborhood with no connection to the current apartment complex. I believe that was the only intention of the previous planning to extend Winterhawk Lane.

I ask the planning committee to follow the plans that it has set out in the comprehensive plan and see how this development does not fit. This development needs editing to not sacrifice the quality of life for a well established Beaverton neighborhood. Most importantly do not open Winterhawk Lane and change the zoning for an appropriately sized development for a small lot that will create valuable housing for families that need it.

Sincerely,  
Megan Springsted

To whom it may concern;

I write to you today as a concerned citizen. I am a resident living in the Neighborhood Southwest where there is currently a good amount of new growth and development. I live specifically in Windsor Park an established low/standard density neighborhood adjacent to Progress Ridge Town Center (also known for land use purposes as Murray Hill Town Center). Currently there is a plan to develop the last available lot in the Progress Ridge Town Center that is directly adjacent to Windsor Park. The current plan is looking to develop one and two bedroom apartments using town center- high density residential zoning (TC-HDR) and connect Windsor Park to this new apartment complex along with another recent apartment complex.

This is the wrong plan for this undeveloped lot. I have a lot of concerns based on the change to the landscape of tearing down mature trees and the effect it would have of opening up a quiet residential loop to two apartment complexes with little parking for its residents but first I want to start with the infringement of prior plans or standards held by the City of Beaverton in regards to land use.

The Beaverton Comprehensive Plan defines a Town Center as tending to have 1-3 story developments and provide services to surrounding community with a mix of housing and commercial. The goal stated in the Comprehensive plan is to meet needs within town center. This seems to me that housing associated with the town center would feel incorporated into the town center community and have access to said town center. The plan set forth for the apartment community would have no direct connection to Progress Ridge. If looking at a map the best way to incorporate the lot into Progress Ridge would be a connection through Mallard Drive rather than through Winterhawk Lane. I know that there is currently more infrastructure in place for Winterhawk Ln and that an argument posed was that the road was set up for further development connection at some point. Instead the dead end qualifies the neighborhood as meeting the standard definition of a neighborhood per Comprehensive Plan defining neighborhoods as built with larger collector roads connecting between neighborhoods and many dead ends. Maintaining Winterhawk Ln as a dead end would not be out of the ordinary and common for a neighborhood.



Another area where the current development seems to be a deviation from previous plans or zoning is that it is considered TC-HDR. According to the 2005 Plan Concept map the area in question is zoned Town Center Medium Residential. Also in the Land Use Element 2040 Plan Murray Scholls Town Center (Progress Ridge) is allowed to have R-4 zoning. The Beaverton Comprehensive Plan considers medium density (R-4) may serve as a transition between standard density neighborhoods and higher density neighborhoods, commercial, or mixed use designation. This seems to be the exact situation for this development to use. The available lot is located between standard density neighborhood (Windsor Park) and a higher density neighborhood (Trillium Woods Apartment Complex). The plan with the city previously was to utilize medium density in the town center zoning therefore it can be implemented for this lot. As a resident of Windsor Park I would feel better with medium density versus high density scrunched in a small lot.



Another concern is the size of the buildings for the proposed apartment complex. Per their presentation there would be three apartment buildings with 96 units. Two three story apartment buildings and one five story apartment building at the front of the complex. There are no other buildings that tall in the vicinity of the area. This seems too tall for the recommended guidelines to build near an existing neighborhood. In the Land Use Element 2040 Plan it recommends building heights of 35 ft within 100 ft of existing family residences. I do not have the exact distance the building would be from Windsor Park established homes but I can imagine it would be fairly close to this range since per the proposal by the developer

it states the widest part of the lot is 232 feet. This plan seems to infringe on the goal set for neighborhoods in the Land Use Element 2040 Plan in providing for the establishment and maintenance of safe, convenient, attractive, and healthful places to live with Action #1 being buffering to prevent impact. If the connection of Winterhawk Ln is made to two high density housing complexes this goal would be broken for Windsor Park. On the presentation from the developer it appears that Progress Ridge is being buffered from this complex. The mature tree line is left on the east side screening the town center from the proposed complex that belongs to the town center. Where on the west side mature trees will be taken out with a six foot barrier fence placed to buffer Windsor Park. It appears to me that the development looks to be more incorporated into Windsor Park neighborhood and not Progress Ridge.



Lastly I would like to bring up The Land Use Background Report from 2016 which states in regards to Progress Ridge Town Center that relatively little land remains and what does tends to have access or other challenges that make it difficult to develop. The report predicts 100-360 housing units available. The town center has already met the minimum goal of additional housing from this report with the addition of Trillium Woods apartment complex. Any further housing would just be in addition to what is already excepted for the town center and not necessary to hit a certain number for high density. Another good reason to implement medium density for said lot. Another point from the Land Use Background Report is the Plan from the start with the development of Progress Ridge Town Center. One of the main goals from the beginning is to minimize impacts to existing development. Implementing the development plan as is would have an enormous impact on Windsor Park. It would change the landscape, the traffic, the parking, the home values, and crime rate. It seems logical to not link a standard density neighborhood to a high density neighborhood. Especially since the city likes to use medium density housing as a buffer. It feels like if there is connection between those two types of neighborhoods you are ultimately changing the density of the low density to a higher density neighborhood. There also is a concern for safety in regards to a connection with traffic around children playing and with emergency services access to a 96 unit apartment complex accessed through a residential neighborhood. Again I believe this is the wrong plan in the current state. If the land must be developed, change it to medium density as it should be per previous plans. If the lot was developed as medium density using the 78,600 net feet number from the developer it would put the complex under 25 units and could be on a closed end street per city ordinance with no need to develop Winterhawk Ln. Most important to Windsor Park would be to find a different route other than punching through Winterhawk Ln. I am sure all residents of Windsor Park would support another traffic signal on Scholls Ferry if it meant Winterhawk Ln was untouched. If Scholls is not an option look at Mallard Drive. It would incorporate the new development into the Progress Ridge Town Center, the community it is suppose to belong to per definition of a town center. Most of all preserve the beautiful Windsor Park neighborhood. Beaverton's older established neighborhoods are becoming a unique site with all the new construction and development. Older neighborhoods deserve to be preserved and not degraded with trying to force as much density as possible into small infill development lots.



Thank you for your time and careful consideration of this development.

Sincerely,  
Megan Springsted

**From:** [Heather West](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments  
**Date:** Wednesday, August 24, 2022 4:06:11 PM

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CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hello Steve,

I am a homeowner on Winterhawk lane that will be directly affected by this apartment complex. Will you please email me a copy of the complete application to review? We have been battling this for years and have had many public hearings. Will the comments and concerns from those previous public hearings also be taken into consideration when making the decision to approve or not? Thank you so much for your help.

Thanks,

Heather West

**From:** [Eric Springsted](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Regarding Scholls Ferry Apartments proposal DR2022-0046/ TP2022-0007/VAR2022-0001  
**Date:** Tuesday, August 30, 2022 1:59:58 PM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hi Steven,

I hope this note finds you well and you are having a nice summer! Thank you for taking the time to read written feedback/testimonies from the community, it is much appreciated! I live on Winterhawk Lane in the Neighbors Southwest Community of Windsor Park and I'll try to be as brief as possible as I'm sure you've received quite a few notes from our community.

Regarding the proposed apartment development in the lot adjacent to our neighborhood, the lot just feels like an odd spot for a 96 unit development with how tight of a spot it is and the existing wetlands. It feels like more medium density dwellings like townhomes would be better suited for this space given the limited space and fit better with the nearby townhomes off of Segehen and Mallard Dr. I'm certainly not a developer or planning expert but one of the smaller, medium density developments like [12109 SW Tesla Terrace, Beaverton, OR 97008](#) or [4710-4718 Oscar Ln, Beaverton, OR 97007](#) feel like a better fit here. There are also larger apartment complexes being built or already built further down Scholls and there is certainly a need for more medium density affordable housing in the community. I know such a compromise is unlikely but just wanted to pose that suggestion.

That said, my primary concern is the developer's plan to connect directly to SW Winterhawk Ln. The additional traffic congestion from a 96 unit complex moving through the neighborhood is a huge safety concern for our community. There are many families with small children (including my own) and the increased access would greatly increase the risk of tragic accidents. The roads within the neighborhood are not wide enough for frequent two way traffic with cars parking along the curb so adding an additional 100+ cars passing through would be a real problem. Connecting High density to existing roads designed for Low density just seems like a bad fit.

The increased congestion and speed has already been an issue within our community as evident by recent accidents and the tragic pedestrian fatality at the lower entrance of our neighborhood at [Barrows](#) a few months ago. The added traffic moving through Windsor Park if this development directly connects would just increase the likelihood of another tragic accident.

The traffic light crossing at Scholls and 158th is already quite dangerous and school children often cross here moving to and from Scholls Heights Elementary. Adding more traffic to this light would make this intersection significantly more dangerous. Is there an option for the development to directly connect to Scholls (as opposed to Winterhawk) and have an additional traffic light added to improve safety? More traffic control in general is needed with the growth of the area.

This got much longer than I had planned (and I didn't even talk trees!) so I won't add anymore. Again, thank you so much for your consideration and taking the time to read this message.

I hope you have a wonderful long labor day weekend!

Thank you!  
Eric Springsted

**From:** [Eric Springsted](#)  
**To:** [Steven Regner](#)  
**Subject:** Re: [EXTERNAL] Regarding Scholls Ferry Apartments proposal DR2022-0046/ TP2022-0007/VAR2022-0001  
**Date:** Tuesday, August 30, 2022 3:44:49 PM  
**Attachments:** [image.png](#)

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Hi Steven,

One more question and then I'll leave you alone :) . Your response about WA County having jurisdiction over Scholls Ferry sent me down a rabbit hole of looking through the county dept of Land Use and Transportation plans and I came across this 2019 plan linked below:

[Link to plan](#)

On page 59 of the plan it shows Scholls as an arterial route (red orange) and neighborhood routes in blue. In my screen shot, the dotted blue is a proposed neighborhood route linking the existing Trillium Woods Apartment complex down to Mallard Drive. Mallard has much better access and integration with the shopping center, etc. Would this be possible as an alternative option vs connecting to Winterhawk? I know there are wetlands on the property but that usually doesn't stop development. Seems like it was in a plan for the county at some point if i'm reading this correctly.



Thanks again!  
Eric

On Tue, Aug 30, 2022 at 2:19 PM Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)> wrote:

Good Afternoon Eric,

Thank you for taking the time to reach out and share your concerns about the Scholls Ferry Apartment building. This email will be included with the package that goes to Planning Commission for consideration. I did want to respond to your question about connecting directly to Scholls Ferry Road. That was an approach explored early in the process by the developer, but Washington County, who has jurisdiction over Scholls Ferry Road, has access restrictions due to the volume and speed of traffic on the road. The potential access point for the apartments on Scholls Ferry are too close to both SW 158<sup>th</sup> Avenue and SW 155<sup>th</sup>, thus the access prohibition.

I understand your concerns about the new connection via Winterhawk, but I hope at least this helps explain the reasoning behind the circulation approach.

Thanks,

**Steve Regner**

**Working Remotely M, W, Th, F: 7:30a-4:30p. – In Office Tu: 7:30a-4:30p**

**Email [sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov) or call 503-319-4427**

Senior Planner | Community Development Department

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

C: 503-319-4427 | O: 503-526-2675 | [sregner@BeavertonOregon.gov](mailto:sregner@BeavertonOregon.gov)

---

**From:** Eric Springsted <[eric.springsted@gmail.com](mailto:eric.springsted@gmail.com)>

**Sent:** Tuesday, August 30, 2022 2:00 PM

**To:** Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)>

**Subject:** [EXTERNAL] Regarding Scholls Ferry Apartments proposal DR2022-0046/TP2022-0007/VAR2022-0001

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I hope you have a wonderful long labor day weekend!

Thank you!

Eric Springsted

**From:** [Chris McDowell](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Schols Ferry Apartments VAR 2022-0001  
**Date:** Monday, August 29, 2022 4:14:04 PM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Steve,

I am writing to you because I was just made aware that community feedback has been requested for the proposed apartment complex at 15584 SW Schols Ferry Road. As the HOA President for David's Windsor Park HOA, I thought I would have received a letter regarding the public hearing notice, but instead one of the residents of the HOA advised that they have received a notification letter through the mail. It appears some notifications have been sent out, but only to a small segment of David's Windsor Park community. Some of our resident's property directly touches the site of the proposed apartment complex, but all residents will be impacted with increased traffic through the neighborhood and street parking impacts.

As you may be aware, we have recently had several traffic related incidents around the Barrows Road / Schols Ferry road area (South Beaverton / Tigard border), and the community has safety concerns. The proposed apartments will not have enough parking for 96 units, and overflow can be expected to span out to Winterhawk Lane and SW Sheldrake. Parked cars lining both sides of the street decreases visibility, and increases the risk of pedestrian/auto collisions.

The proposed apartments with a Schols Ferry address will not have direct access to Schols Ferry, rather new residents will have to traverse through neighborhood streets, including several stop/yield signs to circle back to Schols Ferry or travel south down to Barrows. At this point I have not heard of any plans to help mitigate the parking and traffic issues this proposal will cause. I understand the developer is asking for a variance to the city code for set back requirements, but we need to understand what they are proposing to address the safety concerns raised above. We have already lost one of our community members this year due to a car/pedestrian collision. Simply having the apartment managers ask residents to only park in the apartment's parking lot will not work, and is not realistic.

Chris McDowell  
HOA President - David's Windsor Park  
12865 SW Harlequin Drive  
Beaverton, OR, 97007  
503 207-3650

**From:** [Chris McDowell](#)  
**To:** [Steven Regner](#)  
**Cc:** [Jana Fox](#)  
**Subject:** Re: [EXTERNAL] Fwd: Schols Ferry Apartments VAR 2022-0001  
**Date:** Tuesday, August 30, 2022 3:49:41 PM

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Thank you Steve. Is it possible to be included in future communications about the proposal and public hearings? I live at 12865 SW Harlequin Drive and none of my immediate neighbors have received the Public Hearing Notice; only a few members of David's Windsor Park HOA were included in the distribution. Or is the developer responsible for sending out the Public Notice?

Chris McDowell  
503 207-3650

On Tue, Aug 30, 2022 at 2:16 PM Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)> wrote:

Hi Chris,

Apologies for not confirming receipt earlier, I've been on vacation for a few days and am still digging out of my emails. As Jana mentioned, your comments will be part of the package conveyed to Planning Commission for consideration in a few weeks.

Thanks,

**Steve Regner**

**Working Remotely M, W, Th, F: 7:30a-4:30p. – In Office Tu: 7:30a-4:30p**

**Email [sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov) or call 503-319-4427**

Senior Planner | Community Development Department

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

C: 503-319-4427 | O: 503-526-2675 | [sregner@BeavertonOregon.gov](mailto:sregner@BeavertonOregon.gov)

---

**From:** Jana Fox <[jfox@beavertonoregon.gov](mailto:jfox@beavertonoregon.gov)>  
**Sent:** Tuesday, August 30, 2022 2:09 PM  
**To:** Chris McDowell <[dwphea@gmail.com](mailto:dwphea@gmail.com)>  
**Cc:** Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)>  
**Subject:** RE: [EXTERNAL] Fwd: Schols Ferry Apartments VAR 2022-0001

Chris,

I have confirmed that Steve Regner has your comments and they will be included in the public record.

Thank you,

Jana Fox

**From:** Chris McDowell <[dwphoa@gmail.com](mailto:dwphoa@gmail.com)>  
**Sent:** Monday, August 29, 2022 4:16 PM  
**To:** Jana Fox <[jfox@beavertonoregon.gov](mailto:jfox@beavertonoregon.gov)>  
**Subject:** [EXTERNAL] Fwd: Schols Ferry Apartments VAR 2022-0001

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

----- Forwarded message -----

**From:** Chris McDowell <[dwphoa@gmail.com](mailto:dwphoa@gmail.com)>  
**Date:** Mon, Aug 29, 2022 at 4:13 PM  
**Subject:** Schols Ferry Apartments VAR 2022-0001  
**To:** <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)>

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Chris McDowell

HOA President - David's Windsor Park

12865 SW Harlequin Drive

Beaverton, OR, 97007

503 207-3650

**From:** [Eric Springsted](#)  
**To:** [Steven Regner](#)  
**Subject:** Re: [EXTERNAL] Regarding Scholls Ferry Apartments proposal DR2022-0046/ TP2022-0007/VAR2022-0001  
**Date:** Wednesday, August 31, 2022 9:28:39 AM  
**Attachments:** [image\\_123986672.JPG](#)  
[image.png](#)

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Thanks, Steven.

Makes sense. Maybe an easier option would be to connect 155th Terrace across Scholls at the Trillium Apartments with a light and not cut all the way through to Mallard? This would also then create safer access to Scholls on both sides as many cars make left turns out of either 155th or Sagahen St. I assume that's been reviewed already but wanted to throw that out as well.



On Wed, Aug 31, 2022 at 9:20 AM Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)> wrote:

Hi Eric,

Fair enough question. The Washington County TSP does have information about how connectivity will be improved over time, but those proposed lines are necessarily that precise. They haven't been engineered, nor have constraints truly been considered. The caveat at the bottom left of the page refers to this map as an unofficial representation.

On the true viability of that connection, there are some serious technical challenges. First, you note the wetlands that this road would need to cross. This is actually a much tougher proposition than many imagine. Impacting wetlands is difficult to get permitted, is extremely costly, from both an initial construction and mitigation standpoint, and frankly is just an undesirable sensitive area impact. The proposed development does steer clear of the delineated wetlands at the southern end of the site. On top of the wetland constraints, there are some pretty serious grades above SW Mallard, further complicating any vehicle connection .

I appreciate your thoughts in exploring alternatives, but this one may be pretty tough to accomplish.

Regards,

**Steve Regner**

**Working Remotely M, W, Th, F : 7:30a-4:30p -- In Office Tu :7:30a-4:30p**

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C: 503-319-4427 | O: 503-526-2675 | [sregner@BeavertonOregon.gov](mailto:sregner@BeavertonOregon.gov)

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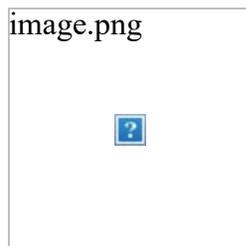
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**From:** Eric Springsted <[eric.springsted@gmail.com](mailto:eric.springsted@gmail.com)>  
**Sent:** Tuesday, August 30, 2022 3:44 PM  
**To:** Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)>  
**Subject:** Re: [EXTERNAL] Regarding Scholls Ferry Apartments proposal DR2022-0046/ TP2022-0007/VAR2022-0001

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Thanks again!  
Eric

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th

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**Working Remotely M, W, Th, F: 7:30a-4:30p. – In Office Tu: 7:30a-4:30p**

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**From:** Eric Springsted <[eric.springsted@gmail.com](mailto:eric.springsted@gmail.com)>  
**Sent:** Tuesday, August 30, 2022 2:00 PM  
**To:** Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)>  
**Subject:** [EXTERNAL] Regarding Scholls Ferry Apartments proposal DR2022-0046/TP2022-0007/VAR2022-0001

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This got much longer than I had planned (and I didn't even talk trees!) so I won't add anymore. Again, thank you so much for your consideration and taking the time to read this message.

I hope you have a wonderful long labor day weekend!

Thank you!

Eric Springsted

**From:** [Jesse Nemec](#)  
**To:** [Steven Regner](#)  
**Subject:** Re: [EXTERNAL] Scholls Ferry Apartments DR2022-0046  
**Date:** Friday, September 9, 2022 1:01:31 PM  
**Attachments:** [image001.jpg](#)  
[image001.jpg](#)  
[Trillium Woods Access Easements.pdf](#)

---

Thank you Steven,

I still have grave concerns regarding the functionality of the proposed application in the built and fully occupied condition if it ever gets that far. As I have stated to the Applicant and the City in the past, our Trillium Woods property has a parking ratio of approximately 1.4:1, which is a constant struggle with the tenants in this suburban area who provide constant feedback to our team that there is insufficient parking, as well as access to mass transit. The proposed Scholls Ferry Apartments development is still proposing an even lower parking ratio than the Existing Trillium woods.

The applicant also states that that only certain side of the elevations will be visible from a public street, however with these being 5-story structures, located at a higher elevation than the existing single family residences on SW Sheldrake Way, I would argue that the north, west and southern elevations will be visible from Sheldrake or Winterhawk, over the top of the single family homes.

Lastly, there is a major flaw in the applicant's proposal. The applicant has either not read or misunderstands the language in the deed for the existing Public Access Easement through the Trillium Woods property. Their Transportation analysis projects that 65% of their trips will travel through the Trillium Woods property, however, they do not have the legal right to do so. I have highlighted sections of the existing recorded access easement that discusses specifically who is, and who is not authorized to utilize that easement for ingress and egress. Official City Vehicles, Fire trucks, police cars, garbage trucks, mail carriers, Public Works staff, etc are authorized to use the easement, the general public are specifically not authorized.

Please let me know if you have any questions or comments.

Respectfully,

Jesse Nemec  
Sr Development Manager  
JT Smith Companies  
503-730-8620

On Thu, Aug 11, 2022 at 3:36 PM Jesse Nemec <[jnemec@jtsmithco.com](mailto:jnemec@jtsmithco.com)> wrote:

Thanks!

Jesse Nemec  
Sr Development Manager  
JT Smith Companies  
503-730-8620



On Thu, Aug 11, 2022 at 3:34 PM Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)> wrote:

Hi Jesse,

At this point, we only have the applicant's materials. The staff report will not be prepared for about another month, and will be posted on the [city website](#) no later than September 14.

In the meantime, the full applicant submittal can be downloaded here:

<https://studio.bluebeam.com/share/o5jxz9>

Please let me know if you have any question.

**Steve Regner**

**Working Remotely M, W, Th, F : 7:30a-4:30p -- In Office Tu :7:30a-4:30p**

**Email [sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov) or call 503-319-4427**

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---

**From:** Jesse Nemec <[jnemec@jtsmithco.com](mailto:jnemec@jtsmithco.com)>

**Sent:** Thursday, August 11, 2022 3:15 PM

**To:** Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)>

**Subject:** [EXTERNAL] Scholls Ferry Apartments DR2022-0046

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Good afternoon Steve, can you please send me a link to download and review the application materials and staff report for this proposed project?

Thank you,

Jesse Nemec

Sr Development Manager

JT Smith Companies

503-730-8620



After Recording Return To:

Perkins Coie LLP  
Attn: Chris Criglow  
1120 N.W. Couch Street, Tenth Floor  
Portland, OR 97209-4128



02364738201800118760110114

I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk



## PUBLIC VEHICLE AND UTILITY ACCESS EASEMENT

THIS PUBLIC VEHICLE AND UTILITY ACCESS EASEMENT (“Easement”) is made on \_\_\_\_\_ by **Trillium Woods, LLC**, an Oregon Limited Liability Company (“Owner”), for the benefit of the **City of Beaverton, Oregon** an Oregon municipal corporation (“City”).

### RECITALS

A. Owner owns the real property located within the City legally described on Exhibit A attached hereto, (“Property”).

B. As a condition to the Owner’s recording of the plat for Trillium Woods Apartment as approved by the City’s Planning Commission’s land use notice of decision DR2015-0122, Order No. 2469, Condition of Approval No. 50 of of such land use decision (“COA 50”) requires that Owner grant certain easements for utilities and public vehicle access.

C. In satisfaction of COA 50, Owner now wishes to grant to the City the easements described in this Easement.

D. The “Easement Area” is the part of the Property as described and depicted on Exhibit B, attached hereto.

**NOW, THEREFORE**, in consideration of the above recitals, the terms and conditions of this Easement, and for certain other valuable consideration, the parties agree as follows:

### AGREEMENT

#### 1. Grant of Public Vehicle and Utility Access and Inhabitation Easements.

1.1 Subject to the terms and conditions set forth in this Easement, the Owner hereby grants, bargains, assigns, conveys, and transfers to the City a non-exclusive, perpetual access easement on, over, and across the Easement Area for the sole purposes of the following “Permitted Uses:”

(i) The Permitted Uses are (1) ingress to and egress from the Easement Area for “Official Public Vehicles and Personnel” (as defined below) and “Utility Vehicles and Personnel” (as defined below) (collectively, “Permitted Users”) over the paved driveways as exist within the Easement

Area from time to time; and (2) installation, operation, and maintenance of the “Utilities” (as defined below).

(ii) “Official Public Vehicles and Personnel” are vehicles, such as fire trucks and other emergency response vehicles, owned by the City or any of its official agencies/departments having responsibility for and jurisdiction over response to emergency situations or circumstances on the Property that pose an imminent threat to human life or property, such as fire or other casualty, including official practice drills or exercises in preparation for readiness to respond to such situations or circumstances, but only while responding to such emergency situations or engaging in such official practice exercises, and the personnel employed by the City or City agency/department that owns and insures the Official Public Vehicle who are operating the Official Public Vehicle and/or helping to respond to the emergency situation or circumstance, or to effectuate the official practice exercise, and only during the time that the personnel is so engaged.

(iii) “Utility Vehicles and Personnel” are vehicles owned by the City or any of its official agencies/departments, or by a private entity, which vehicles’ sole purpose in entering the Easement Area is to install, maintain, or repair Utilities (as defined below); and all personnel employed by the City or City agency/department or private entity who are operating the Utility Vehicle and/or helping to install and/or maintain Utilities Infrastructure, but only during the time that the personnel is so engaged.

(iv) “Utilities” the facilities and infrastructure that provide water, gas, electricity, telephone and cable services, storm water, sanitary sewer, and similar services to the Property.

## **2. No Warranty.**

The City acknowledges that it accepts the Easement Area in its present condition, AS IS WHERE IS, without any representations by Owner about the condition or suitability of the Easement Area.

## **3. Standards of Use.**

Exercise of this Easement and use of the Easement Area pursuant to the grant of this Easement shall be solely for the Permitted Use by the Permitted Users and at all times in a good and workmanlike and professional manner and in accordance with all applicable laws, ordinances, rules, regulations, and orders with the force of law.

## **4. Disturbance and Repair of Easement Area.**

If the City or any Permitted User disturbs the surface of the Easement Area, the City or such Permitted User, as applicable, shall (a) minimize the time period of any such disturbance and (b) at its sole cost and expense, to restore the surface of the Easement Area to as good of a condition as existed immediately prior to the disturbance as soon as is reasonably possible.

## **5. Indemnification.**

To the fullest extent permitted by law, the City agrees to defend, indemnify, save, protect and hold harmless the Owner for, from and against all claims, causes of action, litigation, cost, loss, liability, damage and expense (including attorneys' fees) for injury or death to persons, whomsoever, and damage

37891-0067/134538187.1

to or loss of property, to whomsoever belonging, including environmental damage and any clean-up, investigation and/or remediation costs relating thereto, arising out of or in any way connected with the use of the Easement Area for the Permitted Uses in accordance with this Easement, except if such claims, causes of action, litigation, cost, loss, liability, damage and expense solely results from the gross negligence or willful misconduct of the Owner.

**6. Modification and Amendment.**

No amendment, modification, or termination of this Easement will be effective, except as otherwise provided herein, until the written instrument setting forth its terms has been executed and acknowledged by the Owner and the City and has been recorded.

**7. Effect of Easement.**

The rights and restrictions granted and reserved in this Easement will be appurtenant to the Property and perpetual. The easements, benefits, burdens, obligations, and restrictions created in this Easement will create covenants, benefits, and servitudes upon the Property as set forth herein, and will run with the land, and bind and inure to the benefit of the City. There are no third-party beneficiaries to this Easement and only the Owner and the City, and each of their successors and assigns, may enforce the terms of this Easement.

**8. Governing Law.**

This Easement will be governed by and construed in accordance with the laws of the state of Oregon.

**9. Attorney Fees.**

In the event that any party brings an action to enforce its rights hereunder, including, but not limited to, at trial, on any appeal, or while enforcing its rights in any bankruptcy proceeding, the prevailing party in such action is entitled to receive all costs and reasonable attorney's fees in addition to any damages to which it is due by reason of such action.

**10. Entire Agreement.**

This Easement contains the entire agreement and understanding of the Owner and the City with respect to the subject matter hereof and any prior agreements, representations or understandings, written or oral, with respect to these matters are hereby superseded.

**11. Counterparts.**

This Easement may be executed in one or more counterparts, which when taken together, will constitute one and the same original.

**12. No Public Dedication.**

Nothing in this Easement is a gift or dedication of any portion of the Easement Area to or for the general public or for general public use.

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[Signatures and acknowledgements begin on the following page]

IN WITNESS WHEREOF, this Covenant has been duly executed as of the date first set forth above.

OWNER:

Trillium Woods, LLC, an Oregon Limited Liability Company

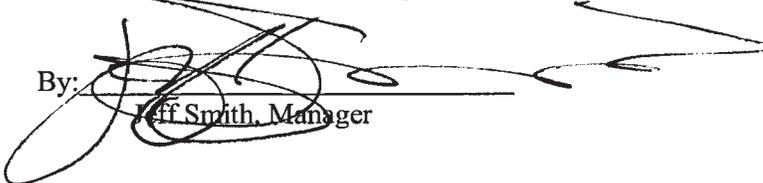
By: VERGEPOINTE CAPITAL FUND XIX, LP, a Delaware limited partnership, its sole member

By: VCPGP XIX, LLC, an Oregon limited liability company, its General Partner

By: VCJT, LLC an Oregon limited liability company, its Sole Member

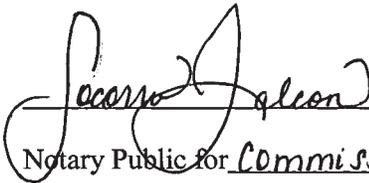
By:   
Scott Roberts, Manager

By:   
Matthew Vance, Manager

By:   
Jeff Smith, Manager

STATE OF Oregon )  
 )ss.  
COUNTY OF Clackamas )

On this the 1<sup>st</sup> day of December, 2017, before me, Socorro Falcon appeared **Scott Roberts**, who acknowledged himself to be the **Manager** of **VCJT, LLC**, executed the foregoing instrument for the purposes therein contained.

  
Notary Public for Commission NO. 952577  
My commission expires: August 7, 2020



37891-0067/134538187.1

STATE OF Oregon )  
 )ss.  
COUNTY OF Clackamas )

On this the 1<sup>st</sup> day of December, 2017, before me, Socorro Falcon appeared **Matthew Vance**, who acknowledged himself to be the **Manager** of **VCJT, LLC**, executed the foregoing instrument for the purposes therein contained.

Socorro Falcon  
Notary Public for Commission No. 952577  
My commission expires: August 7, 2020



STATE OF Oregon )  
 )ss.  
COUNTY OF Clackamas )

On this the 1<sup>st</sup> day of December, 2017, before me, Socorro Falcon appeared **Jeff Smith**, who acknowledged himself to be the **Manager** of **VCJT, LLC**, executed the foregoing instrument for the purposes therein contained.

Socorro Falcon  
Notary Public for Commission No. 952577  
My commission expires: August 7, 2020



IN WITNESS WHEREOF, this Covenant has been duly executed as of the date first set forth above.

CITY:

City of Beaverton, an Oregon municipal corporation

By: Denny Doyle

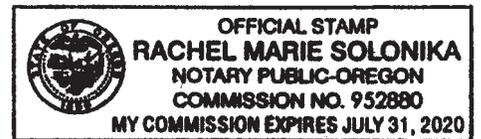
Name: Denny Doyle

Title: Mayor

STATE OF Oregon )  
 )ss.  
COUNTY OF Washington )

On this the 6 day of February, 2018, before me, Rachel Solonika appeared ~~Denny Doyle~~ Denny Doyle, who acknowledged himself to be the Mayor of the City of Beaverton executed the foregoing instrument for the purposes therein contained.

Rachel M Solonika  
Notary Public for City of Beaverton  
My commission expires: July 31 2020



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EXHIBIT A

The Property

**TRILLIUM WOODS APARTMENT SITE**

**PRELIMINARY PLAT DESCRIPTION**

**November 21, 2017**

A TRACT OF LAND, BEING, IN PART, A REPLAT OF PARCEL 2, PARTITION PLAT NO. 1992-031, WASHINGTON COUNTY PLAT RECORDS, AND BEING LOCATED IN THE NORTHEAST 1/4 AND THE NORTHWEST 1/4 OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 1 WEST, AND THE SOUTHWEST 1/4 AND THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF BEAVERTON, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INITIAL POINT, SAID POINT BEING A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "WRG DESIGN INC" AT THE SOUTHWEST CORNER OF TRACT "D", "HAMILTON HEIGHTS", A PLAT OF RECORD IN WASHINGTON COUNTY, OREGON; THENCE ALONG THE NORTH LINE OF TRACT "A", "PROGRESS RIDGE", A PLAT OF RECORD IN WASHINGTON COUNTY, OREGON, SOUTH 89°58'15" WEST 229.11 TO THE NORTHWEST CORNER OF SAID TRACT "A"; THENCE ALONG THE WEST LINE OF SAID TRACT "A", "PROGRESS RIDGE", SOUTH 00°17'21" WEST 111.08 FEET TO A 5/8 INCH IRON ROD FOUND AT THE NORTHEAST CORNER OF THAT TRACT OF LAND CONVEYED TO RIKKI A. DECORMIER BY WARRANTY DEED RECORDED AS DOCUMENT NUMBER 87-037851, WASHINGTON COUNTY DEED RECORDS; THENCE ALONG THE NORTH LINE OF SAID DECORMIER TRACT SOUTH 89°39'48" WEST 232.00 FEET TO A 5/8 INCH IRON ROD FOUND AT AN ANGLE POINT IN SAID NORTH LINE; THENCE ALONG THE EAST LINE OF SAID DECORMIER TRACT NORTH 00°19'24" EAST 266.31 TO A 5/8 INCH IRON ROD FOUND AT AN ANGLE POINT IN SAID EAST LINE; THENCE CONTINUING ALONG SAID EAST LINE NORTH 00°48'14" EAST 8.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF SOUTHWEST SCHOLLS FERRY ROAD (COUNTY ROAD 2156), SAID RIGHT OF WAY LINE BEING PARALLEL WITH AND 49.00 FEET SOUTH OF THE CENTERLINE OF SAID ROAD AS DEPICTED ON SN 32411, WASHINGTON COUNTY SURVEY RECORDS; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE 186.71 FEET ALONG THE ARC OF A 905.93 FOOT RADIUS CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF 11°48'31" (LONG CHORD BEARS NORTH 69°19'05" EAST 186.38 FEET); THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE NORTH 75°13'20" EAST 164.73 FEET; THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE 131.00 FEET ALONG THE ARC OF A 2913.79 FOOT RADIUS CURVE CONCAVE TO THE NORTHWEST THROUGH A CENTRAL ANGLE OF 02°34'33" (LONG CHORD BEARS (LONG CHORD BEARS NORTH 73°56'04" EAST 130.98 FEET) TO THE NORTHWEST CORNER OF TRACT "A", "HAMILTON HEIGHTS"; THENCE ALONG THE WEST LINE OF SAID "HAMILTON HEIGHTS" SOUTH 00°05'55" EAST 305.85 FEET TO THE INITIAL POINT.

**EXHIBIT B:**  
**PUBLIC VEHICLE AND UTILITY EASEMENT**  
SHEET 1 OF 4

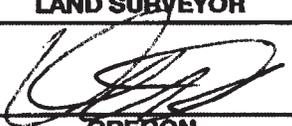
A PORTION OF THAT PROPERTY DESCRIBED IN WARRANTY DEEDS TO TRILLIUM WOODS, LLC, RECORDED AS DOCUMENT NUMBERS 2015-097865 AND 2016-030058, WASHINGTON COUNTY DEED RECORDS, SITUATED IN THE NORTHEAST 1/4 AND THE NORTHWEST 1/4 OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, AND THE SOUTHEAST 1/4 AND THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "WRG DESIGN INC." AT THE SOUTHWEST CORNER OF TRACT "D", "HAMILTON HEIGHTS", A PLAT OF RECORD IN WASHINGTON COUNTY, OREGON; THENCE ALONG THE WEST LINE OF SAID "HAMILTON HEIGHTS" NORTH 00°05'55" WEST 143.53 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED; THENCE LEAVING SAID WEST LINE ALONG THE FOLLOWING COURSES:

NORTH 89°59'49" WEST 10.44 FEET;  
 THENCE SOUTH 44°38'35" WEST 24.26 FEET;  
 THENCE SOUTH 74°38'35" WEST 299.15 FEET;  
 THENCE SOUTH 50°52'45" WEST 6.48 FEET;  
 THENCE NORTH 89°40'36" WEST 47.87 FEET;  
 THENCE SOUTH 66°33'22" WEST 75.81 FEET;  
 THENCE NORTH 23°26'38" WEST 5.50 FEET;  
 THENCE SOUTH 66°33'22" WEST 3.54 FEET;  
 THENCE NORTH 23°26'38" WEST 25.31 FEET;  
 THENCE NORTH 67°56'36" EAST 8.07 FEET;  
 THENCE NORTH 23°26'38" WEST 24.89 FEET;  
 THENCE NORTH 66°33'22" EAST 133.29 FEET;  
 THENCE NORTH 74°38'35" EAST 51.02 FEET;  
 THENCE NORTH 15°21'25" WEST 89.93 FEET;  
 THENCE ALONG A LINE PARALLEL WITH AND 51.00 FEET FROM THE CENTERLINE OF SOUTHWEST SCHOLLS FERRY ROAD 24.64 FEET ALONG THE ARC OF A 903.93 FOOT RADIUS CURVE CONCAVE TO THE SOUTH THROUGH A CENTRAL ANGLE OF 01°33'42" (LONG CHORD BEARS NORTH 74°26'29" EAST 24.64 FEET);  
 THENCE CONTINUING ALONG SAID PARALLEL LINE NORTH 75°13'20" EAST 1.36 FEET;  
 THENCE LEAVING SAID PARALLEL LINE SOUTH 15°21'25" EAST 90.00 FEET;  
 THENCE NORTH 74°38'35" EAST 211.66 FEET;  
 THENCE SOUTH 84°05'48" EAST 12.70 FEET;

THENCE NORTH 85°09'13" EAST 28.03 FEET;  
THENCE SOUTH 04°50'47" EAST 15.85 FEET;  
THENCE SOUTH 89°59'49" EAST 13.70 FEET TO THE AFOREMENTIONED WEST LINE  
OF "HAMILTON HEIGHTS";  
THENCE ALONG SAID WEST LINE SOUTH 00°05'55" EAST 36.99 FEET TO THE TRUE  
POINT OF BEGINNING.

**REGISTERED  
PROFESSIONAL  
LAND SURVEYOR**

  
**OREGON  
JULY 14, 1978  
DON DEVLAEINCK  
1634**

DATE OF SIGNATURE: 4/17/17  
EXPIRES 12/31/2017

SW SCHOLLS FERRY ROAD

PROPOSED 2' RIGHT OF WAY DEDICATION

PUBLIC VEHICLE AND UTILITY EASEMENT

TRACT "A"

LOT 1

LOT 2

LOT 3

LOT 4

LOT 5

TRACT "B"

SW BUNTING ST.

15'  
15'

TRACT "C"

TRUE POINT OF BEGINNING LOT 6

LOT 7

LOT 8

LOT 9

LOT 10

TRACT "D"

SW SAGEHEN STREET

CONTINUED ON SHEET 4/4

TAX LOT 2400  
MAP 1S-1-32DC  
TRILLIUM WOODS, LLC  
DOCUMENT NO. 2016-030058

TAX LOT 4600  
MAP 2S-1-05AB

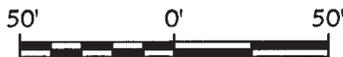
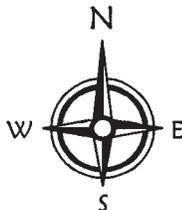
POINT OF COMMENCEMENT

5/8" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "WRG DESIGN INC." AT THE SOUTHWEST CORNER OF TRACT "D", "HAMILTON HEIGHTS"

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON  
JULY 14, 1978  
DON DEVLAEINCK  
1634

DATE OF SIGNATURE: *4/1/17*  
EXPIRES 12/31/2017



Scale: 1" = 50'  
7522 Exh2.dwg

**EXHIBIT "B"**  
**PUBLIC VEHICLE AND UTILITY EASEMENT**

**COMPASS** Land Surveyors  
4107 SE International Way, Suite 705  
Milwaukie, Oregon 97222 503-653-9093

SITUATED IN THE NE & NW 1/4 OF SECTION 5, T.2S.,  
R.1W., W.M., & THE SE & SW 1/4 OF SECTION 32, T.1S.,  
R.1W., W.M., WASHINGTON COUNTY, OREGON

3  
4

SW SCHOLLS FERRY ROAD

PROPOSED 2' RIGHT OF WAY DEDICATION

N75°13'20"E  
1.36'

L=24.64'  
R=903.93'  
Δ=01°33'42"  
CH=N74°26'29"E  
24.64'

N15°21'32"W  
89.93'

S15°21'25"E  
900.0'

26'

N74°38'35"E  
211.66'

**PUBLIC VEHICLE AND  
UTILITY EASEMENT**

N74°38'35"E  
51.02'

N23°26'38"W  
24.89'

N66°33'22"E  
133.29'

LOT 8  
"BOB'S WINDSOR  
PARK"

S74°38'35"W  
299.15'

TAX LOT 2400  
MAP 1S-1-32DC

CONTINUED ON  
SHEET 3/4

SW WINTER-  
HAWK LANE

LOT 7  
"BOB'S WINDSOR  
PARK"

S66°33'22"W  
3.54'

N23°26'38"W  
5.50'

S66°33'22"W  
75.81'

N23°26'38"W  
25.31'

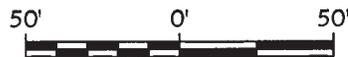
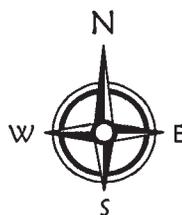
N89°40'36"W  
47.87'

S50°52'45"W  
6.48'

**TAX LOT 100  
MAP 2S-1-05B  
TRILLIUM WOODS, LLC  
DOCUMENT NO. 2015-097865**

TAX LOT 200  
MAP 2S-1-05BA

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR



Scale: 1" = 50'  
7522 Exh3.dwg

OREGON  
JULY 14, 1978  
DON DEVLAE MINCK  
1634

DATE OF SIGNATURE: *4/27/17*  
EXPIRES 12/31/2017

**EXHIBIT "B"  
PUBLIC VEHICLE AND  
UTILITY EASEMENT**

**COMPASS** Land Surveyors  
4107 SE International Way, Suite 705  
Milwaukie, Oregon 97222 503-653-9093

SITUATED IN THE NE & NW 1/4 OF SECTION 5, T.2S.,  
R.1W., W.M., & THE SE & SW 1/4 OF SECTION 32, T.1S.,  
R.1W., W.M., WASHINGTON COUNTY, OREGON

4  
4

D-E Cnt=1 Stn=10 A DUYCK  
\$55.00 \$5.00 \$11.00 \$20.00 - Total = \$91.00



02364740201800118770110118

I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

*Richard Hobernicht*

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk



After Recording Return To:

Perkins Coie LLP  
Attn: Chris Criglow  
1120 N.W. Couch Street, Tenth Floor  
Portland, OR 97209-4128

**EASEMENT FOR ACCESS IMPROVEMENTS AND ROADWAY USE**

THIS EASEMENT FOR ACCESS IMPROVEMENTS AND ROADWAY USE ("Easement") is made on \_\_\_\_\_, 2018, by **Trillium Woods, LLC, an Oregon limited liability company** ("Owner"), for the benefit of the property described on Exhibit A attached hereto and the current and future owners thereof as an easement appurtenant to such property (the "Benefited Property").

**RECITALS**

A. Owner owns the real property located within the City of Beaverton (the "City"), Washington County, Oregon, legally described on Exhibit B attached hereto (the "Trillium Woods Property").

B. Condition of Approval No. 50 of the City's Planning Commission's land use notice of decision DR2015-0122, Order No. 2469 ("COA 50") requires that Owner grant certain easement rights for the benefit of the Benefited Property to provide area on the Trillium Woods Property to accommodate a portion of a two-lane vehicle access roadway to and from the Benefited Property in connection with future development of the Benefited Property.

C. In satisfaction of COA 50, Owner now wishes to grant the rights described in this Easement.

**NOW, THEREFORE**, in consideration of the above recitals, the terms and conditions of this Easement, and for other valuable consideration, Owner agrees as follows:

**AGREEMENT**

**1. Grant of Easement.**

Subject to the terms and conditions set forth in this Easement, Owner hereby grants, bargains, assigns, conveys, and transfers to and for the benefit of the Benefited Property a non-exclusive, private easement on, over, and across the area of the Trillium Woods Property described on Exhibit C of this Easement (the "Easement Area") for the sole purposes of the following "Permitted Uses":

**1.1 Roadway Construction, Maintenance, and Repair.** Construction, maintenance and repair of a paved roadway and related vehicular and pedestrian access improvements (the "Roadway") in conformance with applicable City standards, including removal of parking spaces, trees (including trees

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designated as 7061, 2540 and 2541 in that certain Tree Preservation Covenant granted by Owner of even date with this Easement and recorded in the official records of Washington County, Oregon), and other improvements within the Easement Area as necessary to accommodate such construction; and

**1.2 Use.** Use of the Roadway for residential vehicular and pedestrian traffic to and from a residential development on the Benefited Property.

**2. Conditions.**

Without limitation of applicable law or equitable principles, the rights granted in this Easement are subject to the following conditions.

**2.1 Advance Notice.** As a condition to entry onto the Easement Area, the owner of the Benefited Property must provide at least **90 days'** advance written notice to the Owner of the Trillium Woods Property that the owner of the Benefited Property requires access to the Easement Area for the Permitted Uses pursuant to this Easement.

**2.2 Responsibility and Liability.** Construction, maintenance and repair of the Roadway and any and all work or activity associated with such construction (including removal of improvements or trees in accordance with this Easement) (the "Roadway Construction"), maintenance and repair shall be the responsibility of the owner of the Benefited Property and at the sole expense of the owner of the Benefited Property. The Owner of the Trillium Woods Property shall have no responsibility for performance of such work or be liable for any costs associated with it.

**2.3 Standards; No Liens.** All work and activities pursuant to this Easement by or for the owner of the Benefited Property shall be conducted and performed in a diligent, good and workmanlike manner that minimizes any interference with or disruption of use of the Trillium Woods Property; shall be in accordance with all applicable laws, ordinances, rules, regulations, and orders with the force of law; and shall be done in a lien-free manner, permitting no liens to attach to the Trillium Woods Property. In the event any liens are imposed upon the Trillium Woods Property in connection with any activities pursuant to this Easement, the owner of the Benefited Property will promptly bond over or otherwise discharge such liens so that they are not a lien and charge on the title of the Trillium Woods Property, failing which, the Owner of the Trillium Woods Property may do so and be entitled to reimbursement of all costs associated therewith from the owner of the Benefited Property.

**2.4 Insurance.** As a further condition to entry onto the Easement Area, the owner of the Benefited Property must ensure and provide evidence to the Owner of the Trillium Woods Property that the following insurance coverage is held and maintained by any persons entering onto the Trillium Woods Property for purposes of the Roadway Construction work or maintenance or repair of the Roadway following its construction:

**2.4.1** If required under state law, Workers' Compensation (Statutory amount) and Employer's Liability (\$1,000,000).

**2.4.2** Commercial General Liability insurance of \$2,000,000 for bodily injury and property damage on an occurrence basis. Extensions of coverage to include contractual liability, products and completed operations, cross liability, and pollution arising sudden or accidental releases.

**2.4.3** Commercial Automobile Liability insurance with minimum limits of \$2,000,000 per occurrence of bodily injury and property damage coverage. Coverage shall extend to all owned, hired, or non-owned vehicles.

**2.4.4** The policies specified in 2.4.2 and 2.4.3 above shall include an endorsement that shall name the then-current Owner of the Trillium Woods Property and its members (or other equity interest owners), property manager, employees, and agents (the "Owner Parties") as additional insureds on a primary basis. The additional insured endorsement must be ISO CG 20 26 11 85 (or other form with like wording). Additional insured status gives the additional insured rights of indemnity under the policies that are independent of the contractual requirement to indemnify.

**2.4.5** All liability coverage must be on an "occurrence" basis as opposed to "claims made."

**2.4.6** All insurance shall be in a form sufficient to protect the Owner Parties against the claims of third persons, and to cover claims by the Owner of the Trillium Woods Property against the owner of the Benefited Property for which the owner of the Benefited Property has assumed liability under this Easement by virtue of its exercise of the rights granted in this Easement.

**2.4.7** Prior to entry onto the Easement Area for purposes of the Roadway Construction work or maintenance or repair of the Roadway following its construction, the owner of the Benefited Property shall furnish the Owner of the Trillium Woods Property with certificate(s) of insurance, dated and signed by a stated, authorized agent for the insuring company or companies, and containing a representation that coverage of the types listed above is provided with the required limits. Owner reserves the right to require a certified copy of the policies or to examine the actual policies. Said certificates shall be sent to Owner at the address contained herein or otherwise delivered to the owner of the Benefited Property in writing.

**2.5 Indemnification.** The owner of the Benefited Property, to the fullest extent not prohibited by law, shall indemnify, defend, and hold harmless the Owner and the Owner Parties for, from and against any and all claims and/or liability for damages, costs, losses, and/or expenses (including any liability for or relating to investigation, cleanup or remediation of environmental contamination) resulting from, arising out of or in any way connected with the exercise of this Easement, activities pursuant to this Easement within or about the Easement Area or use of the Roadway pursuant to this Easement. The obligations of the owner of the Benefited Property indemnity obligation shall apply whether such liability is caused by or contributed to by the Owner or any Owner Party or any other party indemnified herein, unless caused by the sole gross negligence or willful misconduct of Owner or any Owner Party. In any and all claims against the Owner or any Owner Party by any employee of the owner of the Benefited Property, any contractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, the indemnification obligation herein shall not be limited in any way by any limitation on the amount or type of damage, compensation, or benefits payable under any industrial insurance act, workers' compensation act, disability benefit act, or other employee benefit act, and the owner of the Benefited Property hereby expressly waives any immunity it may have under such acts to the extent necessary or permitted under the law to assure the validity and enforceability of the indemnification obligations described above.

**2.6 Waiver.** Except to the extent caused by the gross negligence or willful misconduct of the Owner of the Trillium Woods Property or any Owner Party, the owner of the Benefited Property, for itself

and its successors and assigns, hereby waives, to the extent not prohibited by law, all claims against the Owner of the Trillium Woods Property or any Owner Party for damages by reason of death, injury, or property damage arising from the use of or activities on or about the Easement Area pursuant to this Easement or otherwise, including without limitation those occasioned by acts of nature, latent defects of existing structures or fixtures, and conditions of the Easement Area or Trillium Woods Property or any equipment or fixtures thereon.

**3. No Warranty.**

The owner of the Benefited Property, by virtue of exercising any rights under this Easement, acknowledges that it accepts the Easement Area in its then-present condition at the time of the occurrence of the Condition Precedent, AS IS WHERE IS, without any representations or warranties by Owner about the condition or suitability of the Easement Area.

**4. Remedies.**

In the event of any violation of any term or failure to perform any obligation set forth in this Easement, by any party hereto, without limiting any other rights or remedies available at law or equity, the other party may bring an action for specific performance or injunction.

**5. Modification, Amendment, and Termination.**

No amendment, modification, or termination of this Easement will be effective (i) without the express written consent of the Owner, the owner of the Benefited Property, and the City, and (ii) unless and until such modification, amendment or termination has been duly executed by the Owner, the owner of the Benefited Property, and the City and has been recorded in the official records of Washington County, Oregon.

**6. Effect of Easement.**

The rights and restrictions granted and reserved in this Easement will be appurtenant to the Trillium Woods Property and the Benefited Property and perpetual. The easements, benefits, burdens, obligations, and restrictions created in this Easement will create covenants, benefits, and servitudes upon the Trillium Woods Property and the Benefited Property as set forth herein, and will run with the land, and bind and inure to the benefit of such properties and any division thereof. There are no third-party beneficiaries to this Easement. If the Benefited Property is owned by more than one person, then the benefits and burdens of this Easement shall be joint and several rights and obligations of the owners of the Benefited Property.

**7. Governing Law.**

This Easement will be governed by and construed in accordance with the laws of the state of Oregon, without application of its rules for conflicts of laws.

**8. Attorney Fees.**

In the event that any party brings an action to enforce its rights hereunder, including, but not limited to, at trial, on any appeal, or while enforcing its rights in any bankruptcy proceeding, the prevailing party

in such action is entitled to receive all costs and reasonable attorney's fees in addition to any damages to which it is due by reason of such action.

**9. Entire Agreement.**

This Easement contains the entire agreement and understanding of the parties with respect to the subject matter hereof and any prior agreements, representations or understandings, written or oral, with respect to these matters are hereby superseded.

**10. Counterparts.**

This Easement may be executed in one or more counterparts, which when taken together, will constitute one and the same original.

**11. No Public Dedication.**

Nothing in this Easement is a gift or dedication of any portion of the Easement Area to or for the general public or for general public use.

[Signatures and acknowledgement on the following page]

IN WITNESS WHEREOF, this Easement has been duly executed as of the date first set forth above.

OWNER:

TRILLIUM WOODS, LLC, an Oregon limited liability company

By: VERGEPOINTE CAPITAL FUND XIX, LP, a Delaware limited partnership, its sole member

By: VCPGP XIX, LLC, an Oregon limited liability company, its General Partner

By: VCJT, LLC an Oregon limited liability company, its Sole Member

By: [Signature]  
Scott Roberts, Manager

By: [Signature]  
Matthew Vance, Manager

By: [Signature]  
Jeff Smith, Manager

STATE OF Oregon )  
 )ss.  
COUNTY OF Clackamas )

On this the 1<sup>st</sup> day of December, 2017, before me, Socorro Falcon appeared Scott Roberts, who acknowledged himself to be the Manager of VCJT, LLC, executed the foregoing instrument for the purposes therein contained.

[Signature]  
Notary Public for Commission No. 952577



My commission expires: August 7, 2020

STATE OF Oregon )  
 )ss.  
COUNTY OF Clackamas )

37891-0067/134868409.3

On this the 1<sup>st</sup> day of December, 2017, before me, Socorro Falcon appeared **Matthew Vance**, who acknowledged himself to be the **Manager** of **VCJT, LLC**, executed the foregoing instrument for the purposes therein contained.

Socorro Falcon  
Notary Public for Commission No. 952577

My commission expires: August 7, 2020

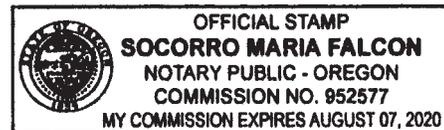


STATE OF Oregon )  
 )ss.  
COUNTY OF Clackamas )

On this the 1<sup>st</sup> day of December, 2017, before me, Socorro Falcon appeared **Jeff Smith**, who acknowledged himself to be the **Manager** of **VCJT, LLC**, executed the foregoing instrument for the purposes therein contained.

Socorro Falcon  
Notary Public for Commission No. 952577

My commission expires: August 7, 2020



**EXHIBIT A**

**THE BENEFITED PROPERTY**

37891-0067/134868409.3

**EXHIBIT A:  
THE BENEFITTED PROPERTY**

THAT PROPERTY DESCRIBED IN WARRANTY DEED TO RIKKI A. DECORMIER RECORDED AS DOCUMENT NUMBER 87-037851, WASHINGTON COUNTY DEED RECORDS, BEING A TRACT OF LAND IN SECTION 5, TOWNSHIP 2 SOUTH, RANGE 1 WEST, AND IN SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE QUARTER CORNER ON THE NORTH LINE OF SAID SECTION 5; THENCE SOUTH  $00^{\circ}24'36''$  WEST, ALONG THE NORTH AND SOUTH CENTERLINE OF SECTION 5, A DISTANCE OF 266.18 FEET TO AN IRON ROD, SAID IRON ROD BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH  $00^{\circ}24'36''$  WEST 533.41 FEET TO AN IRON ROD; THENCE SOUTH  $89^{\circ}48'00''$  WEST 198.00 FEET TO AN IRON ROD; THENCE NORTH  $00^{\circ}24'36''$  EAST 431.74 FEET TO AN IRON ROD; THENCE NORTH  $31^{\circ}41'17''$  WEST 111.08 FEET TO AN IRON ROD; THENCE NORTH  $00^{\circ}24'36''$  EAST 289.76 FEET TO AN IRON ROD; SAID ROD BEING A POINT ON CURVE ON THE SOUTHERLY RIGHT-OF-WAY LINE OF OLD SCHOLLS FERRY ROAD AS SHOWN IN WASHINGTON COUNTY PLAT OF COUNTY ROAD NO. 2156; THENCE EASTERLY ALONG AN ARC OF SAID RIGHT-OF-WAY 28.14 FEET TO AN IRON ROD; THENCE SOUTH  $00^{\circ}29'00''$  WEST 29.24 FEET TO AN IRON ROD ON THE NORTH LINE OF SAID SECTION 5; THENCE SOUTH  $00^{\circ}24'36''$  WEST 266.18 FEET TO AN IRON ROD; THENCE NORTH  $89^{\circ}48'00''$  EAST 232.00 FEET TO AN IRON ROD BEING THE TRUE POINT OF BEGINNING.

**EXHIBIT B  
TRILLIUM WOODS APARTMENT SITE  
PRELIMINARY PLAT DESCRIPTION  
November 21, 2017**

A TRACT OF LAND, BEING, IN PART, A REPLAT OF PARCEL 2, PARTITION PLAT NO. 1992-031, WASHINGTON COUNTY PLAT RECORDS, AND BEING LOCATED IN THE NORTHEAST 1/4 AND THE NORTHWEST 1/4 OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 1 WEST, AND THE SOUTHWEST 1/4 AND THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF BEAVERTON, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INITIAL POINT, SAID POINT BEING A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "WRG DESIGN INC" AT THE SOUTHWEST CORNER OF TRACT "D", "HAMILTON HEIGHTS", A PLAT OF RECORD IN WASHINGTON COUNTY, OREGON; THENCE ALONG THE NORTH LINE OF TRACT "A", "PROGRESS RIDGE", A PLAT OF RECORD IN WASHINGTON COUNTY, OREGON, SOUTH 89°58'15" WEST 229.11 TO THE NORTHWEST CORNER OF SAID TRACT "A"; THENCE ALONG THE WEST LINE OF SAID TRACT "A", "PROGRESS RIDGE", SOUTH 00°17'21" WEST 111.08 FEET TO A 5/8 INCH IRON ROD FOUND AT THE NORTHEAST CORNER OF THAT TRACT OF LAND CONVEYED TO RIKKI A. DECORMIER BY WARRANTY DEED RECORDED AS DOCUMENT NUMBER 87-037851, WASHINGTON COUNTY DEED RECORDS; THENCE ALONG THE NORTH LINE OF SAID DECORMIER TRACT SOUTH 89°39'48" WEST 232.00 FEET TO A 5/8 INCH IRON ROD FOUND AT AN ANGLE POINT IN SAID NORTH LINE; THENCE ALONG THE EAST LINE OF SAID DECORMIER TRACT NORTH 00°19'24" EAST 266.31 TO A 5/8 INCH IRON ROD FOUND AT AN ANGLE POINT IN SAID EAST LINE; THENCE CONTINUING ALONG SAID EAST LINE NORTH 00°48'14" EAST 8.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF SOUTHWEST SCHOLLS FERRY ROAD (COUNTY ROAD 2156), SAID RIGHT OF WAY LINE BEING PARALLEL WITH AND 49.00 FEET SOUTH OF THE CENTERLINE OF SAID ROAD AS DEPICTED ON SN 32411, WASHINGTON COUNTY SURVEY RECORDS; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE 186.71 FEET ALONG THE ARC OF A 905.93 FOOT RADIUS CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF 11°48'31" (LONG CHORD BEARS NORTH 69°19'05" EAST 186.38 FEET); THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE NORTH 75°13'20" EAST 164.73 FEET; THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE 131.00 FEET ALONG THE ARC OF A 2913.79 FOOT RADIUS CURVE CONCAVE TO THE NORTHWEST THROUGH A CENTRAL ANGLE OF 02°34'33" (LONG CHORD BEARS (LONG CHORD BEARS NORTH 73°56'04" EAST 130.98 FEET) TO THE NORTHWEST CORNER OF TRACT "A", "HAMILTON HEIGHTS"; THENCE ALONG THE WEST LINE OF SAID "HAMILTON HEIGHTS" SOUTH 00°05'55" EAST 305.85 FEET TO THE INITIAL POINT.

**EXHIBIT C:  
EASEMENT FOR ACCESS IMPROVEMENTS AND ROADWAY USE  
SHEET 1 OF 2**

A PORTION OF THAT PROPERTY DESCRIBED IN WARRANTY DEED TO TRILLIUM WOODS, LLC, RECORDED AS DOCUMENT NUMBER 2015-097865, WASHINGTON COUNTY DEED RECORDS, SITUATED IN THE NORTHWEST 1/4 OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A BRASS DISC AT THE NORTH 1/4 CORNER OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON; THENCE SOUTH 00°17'21" WEST 266.08 FEET TO A 5/8 INCH IRON ROD AT THE NORTHEAST CORNER OF THAT TRACT OF LAND CONVEYED TO RIKKI A. DECORMIER BY DEED RECORDED AS DOCUMENT NUMBER 87-037851, WASHINGTON COUNTY DEED RECORDS; THENCE ALONG THE NORTH LINE OF SAID DECORMIER TRACT SOUTH 89°39'48" WEST 232.00 FEET TO A 5/8 INCH IRON ROD AT AN ANGLE POINT IN SAID NORTH LINE AND THE TRUE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED; THENCE ALONG THE WEST LINE OF SAID DECORMIER TRACT NORTH 00°19'24" EAST 121.92 FEET; THENCE LEAVING SAID WEST LINE NORTH 66°33'22" EAST 21.95 FEET; THENCE SOUTH 23°26'38" EAST 5.50 FEET; THENCE SOUTH 03°53'49" WEST 11.95 FEET; THENCE 23.41 FEET ALONG THE ARC OF A 28.00 FOOT RADIUS CURVE CONCAVE TO THE NORTHWEST THROUGH A CENTRAL ANGLE OF 47°53'49" (LONG CHORD BEARS NORTH 38°42'39" EAST 22.73 FEET); THENCE NORTH 66°33'22" EAST 27.19 FEET; THENCE SOUTH 00°19'24" WEST 56.85 FEET; THENCE NORTH 89°40'36" WEST 39.56 FEET; THENCE 11.78 FEET ALONG THE ARC OF A 7.50 RADIUS CURVE CONCAVE TO THE SOUTHEAST THROUGH A CENTRAL ANGLE OF 90°00'00" (LONG CHORD BEARS SOUTH 45°19'24" WEST 10.61 FEET); THENCE SOUTH 00°19'24" WEST 78.08 FEET TO THE AFOREMENTIONED NORTH LINE OF THE DECORMIER TRACT; THENCE ALONG SAID NORTH LINE SOUTH 89°39'48" WEST 13.50 FEET TO THE TRUE POINT OF BEGINNING.

**REGISTERED  
PROFESSIONAL  
LAND SURVEYOR**



**OREGON  
JULY 14, 1978  
DON DEVLAEINCK  
1634**

DATE OF SIGNATURE: 11/9/17  
EXPIRES 12/31/2019



4107 SE International Way, Suite 705, Milwaukie, Oregon 97222  
Phone: 503.653.9093 Fax: 503.653.9095 Email: compass@compass-landsurveyors.com

SW SCHOLLS FERRY ROAD

POINT OF COMMENCEMENT  
BRASS DISC AT NORTH  
1/4 CORNER OF SECTION  
5, T.2S., R.1W., W.M.

TAX LOT 100  
MAP 2S-1-05BA  
TRILLIUM WOODS, LLC  
DOCUMENT NO. 2015-097865

TAX LOT 2400  
MAP 1S-1-32DC

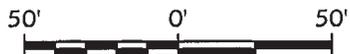
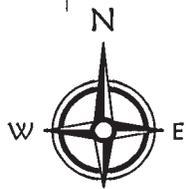
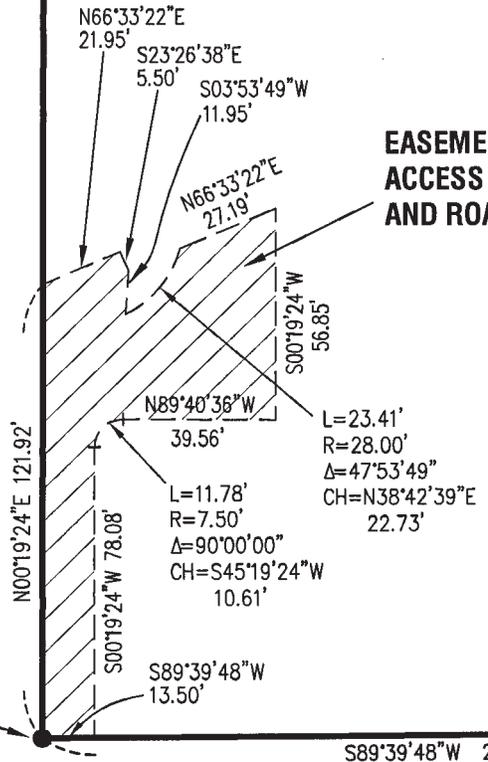
EASEMENT FOR  
ACCESS IMPROVEMENTS  
AND ROADWAY USE

SW WINTER-  
HAWK LANE

TRACT "A"  
"PROGRESS RIDGE"

TRUE  
POINT OF  
BEGINNING  
5/8" IRON ROD  
AT ANGLE POINT  
IN NORTH LINE  
OF DOC. NO.  
87-037851

5/8" IRON ROD AT THE  
NORTHEAST CORNER OF  
DOC. NO. 87-037851



Scale: 1" = 50'

TAX LOT 200  
MAP 2S-1-05BA  
RIKKI A. DECORMIER  
DOC. NO. 87-037851

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JULY 14, 1978  
DON DEVLAMINCK  
1634

**EXHIBIT "C"**  
**EASEMENT FOR**  
**ACCESS IMPROVEMENTS**  
**AND ROADWAY USE**

DATE OF SIGNATURE: *11/9/17*  
EXPIRES 12/31/2019

7522 Exh.dwg

**COMPASS** Land Surveyors  
4107 SE International Way, Suite 705  
Milwaukie, Oregon 97222 503-653-9093

**SITUATED IN THE N.W. 1/4 OF SECTION 5**  
**T.2S., R.1W., W.M., CITY OF BEAVERTON**  
**WASHINGTON COUNTY, OREGON**

2  
2

**From:** [Liz Balderston](#)  
**To:** [Steven Regner](#); [Chris McDowell](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartment Development Concerns  
**Date:** Friday, September 9, 2022 2:39:44 PM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

As a resident who has lived in Beaverton for 30 years and an abutting neighbor to the property in question, I wanted to address some questions and concerns with the development of the Scholls Ferry Apartments that is being proposed.

First of all, I would like to acknowledge that the developer has been open to listening to the concerns and has provided multiple revisions of the plan. I hope that they continue to do so as some items have changed and some concerns that have been stated from the beginning have still not been adequately addressed.

**Building Height and Landscaping:** The new plan shows 5 story buildings on top of an elevated grade (approx 9' at the south end). Building codes state that the maximum building height is 50'. The applicant states that the buildings shall not exceed 50' but the renderings appear to show the elevator penthouse and roofline to be higher than 50'. Even though the building placement has been adjusted to try to move farther from the single family homes to the West, this height will still overwhelm the existing homes. The applicant also states that their plan does not meet the landscape requirements on the Western edge. Since these homes will likely be some of the most heavily impacted, it is critical to protect them to the fullest extent and to at the very least meet landscape requirements.

**Traffic:** While there has been a Traffic Impact Analysis attached to the application, the TIA seems to only address the main arterial roads and does not address the burden to the neighborhood roads. The TIA states that this complex will generate 638 daily trips all of which will be funneled onto narrow neighborhood streets that are currently used by single family homes and are not designed for that level of traffic. This will dramatically change the feel and safety of the existing surrounding neighborhoods. The TIA also makes an incorrect assumption that 100% of the traffic will route to Scholls Ferry Rd. This ignores the fact that Barrows Rd has become a much busier connector and that Harlequin Dr connects to Barrows. This stretch of Barrows Rd and the residents who use it have had to deal with multiple accidents including the fatality less than a year ago that took one of our friends and neighbor. In addition to the loss of life, there have been numerous accidents that have caused injury and damaged property. This development will most certainly add traffic to Sheldrake and Harlequin Dr as well as that particular stretch of Barrows Rd. Code 60.55.15 states **Where development will add 20 or more trips in any hour on a residential street, a Traffic Management Plan acceptable to the City Engineer shall be submitted in order to complete the application. A residential street is any portion of a street classified as a Local Street or Neighborhood Route and having abutting property zoned RMA, RMB, or RMC. [ORD 4584; June 2012] [ORD 4822; June 2022]** I did not see a Traffic Management Plan to address this.

**Parking:** While the code states that there is a minimum of 1 parking space per unit, this particular development is only estimated to add 22 children to the Beaverton School District. This implies that the units will be mostly filled with adults, the vast majority of which will have cars. Making a conservative estimate that if even half of the units have 2 cars, that will be 144 vehicles. Since there are 129 spaces, this would be 15 cars that would be looking for spots

to park in the surrounding neighborhoods. This again will change the feel and safety of the neighborhoods.

I am not an expert in development or city code so I apologize if something was missed. Thank you for your attention to these concerns.

Sincerely,  
Liz Balderston  
12320 SW Harlequin Dr

**From:** [Julie Beck](#)  
**To:** [Steven Regner](#); [Mailbox CDD Planning](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments proposal  
**Date:** Friday, September 2, 2022 5:27:16 PM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Planning Commission,

I am very concerned about the proposal of the Scholls Ferry Apartments in the latest rendition of the land involved.

First of all, the amount of trees that will be removed will ruin the aesthetic beauty viewed from all of the houses on SW Sheldrake Way and on SW Winterhawk that face east. Trees also provide oxygen to the atmosphere, enabling the community to breathe the fresh air that Oregon citizens and visitors enjoy.

Second, removing the house at 12210 SW Sheldrake Way to make way for an entrance to the apartments ruins the quiet neighborhood in many ways. Apartment complexes never have enough parking for all of the tenants, bringing the overflow to park along SW Sheldrake Way. It will also create much more traffic on SW Sheldrake Way than the street was designed to handle. It will add a significant amount of noise to the neighborhood, not just during the day, but the evening and late at night as well.

Third, the house that currently sits on the property of 12210 SW Sheldrake Way is a house of beauty and value to the neighborhood. As the old Joni Mitchell song goes, "They paved paradise and put up a parking lot." I, for one, would not like to see the house torn down to create a driveway for the apartments.

Please consider another alternative on this project, including a rejection to the developer. Our green spaces are getting smaller each year. We need to preserve what green spaces we have, not decrease them further.

Regards,  
Julie Beck  
owner of house at 12285 SW Sheldrake Way

**From:** [neil crampsey](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments - 15584 SW Scholls Ferry Road  
**Date:** Friday, September 9, 2022 2:31:45 PM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hi,

I would like to make my concerns on the proposed apartments known

1. Previously, the neighborhood had expressed concerns at the numbers of new units/anticipated cars and, even with that now reduced, as access to the property will be via Winterhawk lane and Bunting St. - traffic will circulate to/from the sites via these roads. This means that not only will we have the traffic from the new apartments, the Trillium Woods apartments can also access the Winterhawk lane/ Windsor Park area resulting in many cars feeding through local streets. There are many families who are used to using these local streets for recreation and fear for the additional traffic and noise expected.
2. There seems to be no confirmation or traffic study for cars going down Harlequin Dr towards the Barrows road end of the estate - every report only mentions the Scholls/158th or Scholls/Sagehen end. We already experience speeding through traffic from Barrows to Scholls to access other areas.
3. In the traffic report (Exhibit J page 3) it states " The current site's access is from SW Scholls Ferry Road which is not suitable for a full vehicular access to and from the proposed site and with available stub streets to the west (SW Winterhawk Lane) and to the east (SW Bunting Street) and based on conversations with City of Beaverton and Washington County staff, it is more desirable to circulate traffic to and from the proposed site by connecting to the mentioned stub streets that have been marked and identified as future connections" What exactly does "more desirable" mean - Is this a requirement or just a group of people's preference, could the Scholls entrance be upgraded for access?
4. Exhibit T page 41 states that there is not sufficient bufferring to current properties " the proposed development does not meet the minimum landscape and buffering design standards along the western property boundary."
5. Exhibit N - Bald eagle assessment. This was carried out over 2 1/2 years ago. We continue to have bald eagles in the neighborhood, maybe even increasing year to year - is there a plan to revisit this?

Thanks for your time, please let me know if you need any more details on my concerns.

Neil Crampsey  
12435 SW Harlequin Drive  
Beaverton  
97007

**From:** [wenting guo](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] testimony regarding scholls ferry apartments  
**Date:** Monday, September 12, 2022 1:57:28 PM

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**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hello Steve,

We are residents on sheldrake way. We have several concerns regarding the Scholls Ferry Apartments project.

1. The winterhawk lane is currently a cul de sac where kids in our neighborhood play, run, and ride bikes everyday. If they open it up, it will bring so much danger to the kids in our community. The winterhawk lane and sheldrake way are both roads in a quiet neighborhood. How are you going to handle the added traffic? 300 hundred more cars are going though the road which was built for 30 cars in the area. Are you going to add speed bumps and stop signs?

2. the parking spots in the apartment planning is not enough for their residents. They will for sure park their vehicles in our neighborhood. If cars can be parked on both sides, the road is not going to be wide enough. Are we going to restrict parking on the street or change it to a one way street? It's also going to make it hard to have fire trucks or other large vehicles to travel through.

We love living in this neighborhood, but if we knew all the trees on the lot next to our backyard will all be cut down and turned into apartment buildings, we would not have considered moving here at all.

Regards,  
Wenting Guo

I am providing the following comments regarding the proposed Scholls Ferry Apartments. I received the notice of public hearing and have reviewed the application submitted by Placid Holdings. According to the application, the development contains ninety-six (96) units consisting of forty-eight (48) one- bedroom and forty-eight (48) two-bedroom units. One-hundred and twenty-nine (129) vehicle parking spaces are provided; seventy-one (71) on-site surface parking spaces, twenty-six (26) spaces in the ground floor garage of Building 1, and thirty-two (32) spaces in the ground floor parking garage of Building 2. Vehicle access will be provided to the development with connections to SW Winterhawk Lane and SW Bunting Street. Pedestrian and bicycle access is proposed from the development to connect to SW Winterhawk Lane and SW Scholls Ferry Road.

My main concern with the proposed development is the impact the additional traffic will have on the adjoining neighborhood, Windsor Park subdivision. I have lived at the corner of SW Sheldrake Way and Harlequin Drive for almost 20 years. My family and I have lived in several places throughout the country, including Louisiana and Virginia. We were happy to live in an area the protected rural areas through higher density development. We've watched the development of Cooper Mountain and Progress Ridge areas and the commercial developments in Progress Ridge, which increased our home values, largely based on walkability of the surrounding areas and the construction of the new high school. Planning for these new communities came with traffic considerations, including the widening of Scholls Ferry, Roy Rogers and 170th, including traffic circles on Barrows and 170th.

While the new developments have been supported by new roads or widening of existing roads, the proposed Scholls Ferry Apartments will rely on the existing streets in Windsor Park for access to main arteries, including Scholls Ferry and Barrows Roads. The planned development will have 96 units, half 2 bedroom half one bedroom. Conservatively, that would likely involve 144 cars, and the developer is proposing 129 parking spaces. Any overflow parking will be bleed into the adjacent neighborhood on Winter Hawk, Bunting and Sheldrake Way and Harlequin, and likely beyond. These are residential streets, with Harlequin Drive and Sheldrake Way providing the main access for the entire Windsor Park neighborhood. There are approximately 170 houses throughout the neighborhood with the associated traffic from those residents. The increased traffic will primarily impact those living on one block of Winterhawk where it connects to Bunting, one block on Winterhawk to where it connects to Sheldrake Way, then Sheldrake to the intersection of Sheldrake Way and Harlequin Drive. Winterhawk is a loop so current residents along Winterhawk also use that route to access the neighborhood, with a total of maybe 20 houses and associated vehicles, maybe 50 at most. The proposed development at a minimum will more than double the amount of traffic currently using the route from the one block of Winterhawk to reach Sheldrake and on to Harlequin to either 158th to Scholls or Barrows.

High density housing has to consider the impacts of resultant traffic. Funneling the amount of traffic being proposed onto a small neighborhood street greatly increases the risk of vehicle and pedestrian accidents. While there is a light at 158th and Scholls Ferry, currently there can be anywhere from 2 to 5 cars waiting for the light; this complex will exponentially increase the amount of cars idling at that light. Per state mandate, the Windsor Park neighborhood is being evaluated for ADUs which will also increase traffic in the immediate area. In addition, residents of neighborhoods near Barrows Road have been working with the City to address the increasingly dangerous traffic situation on that road; a number of fences/walls have been destroyed by drivers, and there was a recent pedestrian fatality on 157th and Barrows where Windsor Park feeds into Barrows Road. The city has agreed to conduct a traffic safety study, and recently installed a speed notification along the road.

There are a number of parked cars on the street currently all throughout the neighborhood, the driveways are simply too short to accommodate more than 2 cars and in my case the garage is

## Beaverton Planning Commission

too small for anything but a compact. The lack of adequate parking in the proposed development will require the residents of the apartment complex to look elsewhere; the adjacent existing apartment complex can't provide additional parking which leaves Windsor Park to provide additional street parking. Restricting parking in Windsor Park places the entire burden on the subdivision's residents to police parking, not the manager/owner of the proposed apartment complex. With increased traffic comes a higher incidence of speeding, speed bumps may slow traffic but it doesn't decrease use particularly in an area with only one access route.

High density housing has to consider the resultant impact of increased traffic in existing neighboring areas. Because the proposed development is apparently prohibited from directly accessing Scholls Ferry Road, all residents from the 96-unit multifamily development will access through a small neighborhood adjacent to the development. Although the city did plan on access to Windsor Park via Bunting and Winterhawk, at the time that access was planned (Windsor Park was constructed in the 1990s) it likely did not consider use of that connection by a high density development that would more than double the amount of traffic in a small residential community.

I urge the planning commission to consider the traffic and safety concerns that would result from the proposed development. If the Commission has not yet visited Windsor Park, I would urge them to do so, to get a sense of how small this neighborhood is and the amount of traffic it currently has and the impact such a large increase would have on the community.

Thank you for your time

Terry Rabot  
12401 SW Sheldrake Way  
Beaverton, OR

**From:** [Thomas Rayner](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Proposed apartments on Sheldrake Way  
**Date:** Thursday, September 15, 2022 4:45:53 PM

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CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Good afternoon, Our neighborhood is showing much displeasure to the ongoing application process for this unwanted structure in our area. With all the new construction in Beaverton in undeveloped areas we can expect but in a quiet neighborhood that was established in 1994, this is a real shame. To cut down trees, overcrowd our street, increase traffic and raise potential crime that we pay a massive amounts of property taxes and thinking the City of Beaverton doesn't care about these concerns is devastating motion !! We understand for a multiple family apartment building there is Not ample parking so, do we expect these vehicles to be parked on our streets? YES we do. We purpose if you decide to approve this unwanted building, that there will be no overnight parking on Sheldrake Way and adjoining streets. Lower speed limit to 20 mph. Have more police presence, to enforce parking and noise nuisances. We certainly hope and pray the city rejects this application with no hope it surfaces again. Thank you, Thomas Rayner and neighbors on Sheldrake Way  
Sent from my iPhone

**From:** [Marissa Adams](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Scholl's Ferry Apartments  
**Date:** Friday, September 16, 2022 2:22:40 PM

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**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hi,

I am writing in as a concerned member of the Trillium Woods Apartments. I have learned that there is a plan to put apartments right behind our complex in what is left of the beautiful wooded area. First off, I live RIGHT on the end of the complex next to the woods and I have deer and wildlife come up to my patio- I give the deers water, and this is taking away their home....Beaverton has NOTHING left- this was one small safe place for them. Second, there is NO parking already in our area- please don't add more people to already a VERY OVER POPULATED area. Third, I have an anxious rescue dog, and he would not be good with any construction- he hardly can handle amazon trucks going by, I would have to move. I have lived in this area my whole life. I love this area- but please don't do this to our community. We have kids who play out in the woods, and the trees are just a small breath of fresh air in this crazy busy world. I am asking from the bottom of my heart to NOT go forward with this. We have enough apartments around this area already. WE DO NOT NEED MORE! Please feel free to contact me with any questions.

Thank you so much!

-Marissa Adams  
5034537927

**From:** [Seth Cowell](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] No to Scholls Ferry Apartments  
**Date:** Saturday, September 17, 2022 4:16:39 PM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hello,

I was notified by a fellow apartment member where I live at Trillium Woods apartments that there will be a possible new apartment building right behind us. I'm voicing my concern, this area already has so many houses and apartments packed into it. I know we need to have places to build housing, but there should be a little buffer zone in my opinion, there is a small forest area that surrounds our apartment complex at Trillium Woods and it is very nice. It would be lame if all the trees disappeared and got removed. Please build this complex somewhere else.

Thank you very much.

I hope you have a blessed day!

Seth Cowell

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[This email was sent from my iPhone. Please excuse any grammatical or punctuation errors.]

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[This email was sent from my iPhone. Please excuse any grammatical or punctuation errors.]

-Seth Cowell-

**From:** [Trevor Stone](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Trillium Woods Apartments - scholls ferry apartments  
**Date:** Monday, September 19, 2022 7:09:57 AM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hello,

It has come to my attention potentially there will be a complex built behind our property line at trillium woods off scholls ferry on sagehen in Beaverton near progress ridge. In the plans it states our small community with limited parking and space will have people driving through to a shared driveway to the complex they are building.

I am writing to explain how this is not something our community needs. We have several apartment complexes in our area, we have 5 complexes in a half a mile radius.

Parking is limited to the point we can't have guests park here. No additional spots and with a 3 story complex that will add to our headache. We have children playing in the lot because it's closed off. If it is open now we have people driving quickly through disregarding children that play tag or do outdoor activities.

The wooded area is where we get the name trillium woods the trees flowering now are trillium Flowers. We have hawks, deer, bunnies, raccoons, mice, rats, birds like a spotted owl. The wildlife has nowhere to go if you remove that area. The trees thriving giving us a sense of an escape from the city, where would they go? You can't relocate a tree that large. It makes no sense to ruin a spot so beautiful and full of life for something like this.

My children play here and this plan to build will ruin the beautiful area we call the bubble. This world is fragile and there is plenty of apartments, what this area needs is affordable homes. I don't want this apartment complex off scholls ferry to take place. It is not needed and would require the removal of a wooded area that we all enjoy.

I hope you will help us,

Thank you

Trevor Stone  
(971) 732-0722  
Sent from my iPhone

**From:** [Magie Arroyo](#)  
**To:** [Steven Regner](#)  
**Cc:** [mailboxcdplanning@beavertonoregon.gov](mailto:mailboxcdplanning@beavertonoregon.gov)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments Testimony  
**Date:** Monday, September 19, 2022 10:15:23 AM  
**Attachments:** [petition\\_signatures\\_jobs\\_29743420\\_20210818220837.txt](#)

**CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.**

Hello Mr. Regner,

My name is Magie Arroyo. I live in the corner of Sagehen and Scholls Ferry. I am writing to you to plea to keep the tree grove alive. The trees have been here before we were and they add health and beauty to us and home thousands of birds and passing wild life.

Yes, we need affordable housing in the area, but this lot should continue to be residential use only. I have little kids and they enjoy walking by the woods and observe the birds. This has been a family activity since I bought my house in 2016. I actually bought my house because of trillium woods, I wanted to give my kids the gift of majestic tress right across our street. I cried like a little girl when the half the trees were gone, 2 days after I moved in; to allow Trillium apartments.

We have parking issues in our little neighborhood. The overflow parking of the current apartments uses the circle we have in the area and making it a nightmare to find parking for our visitors. I also already have issues of traffic blocking my driveway each morning, a couple of times it's taken over 5 minutes before I can leave my driveway and start my day. This will only get worse if Sagehen is the only entrance to the new development. I've seen firetrucks struggle already to enter and exit the apartments.

I started a petition last year to save the woods and gathered over 300 signatures currently. I am locked out of the account as I cannot remember the password and I no longer have access to the email address I used when I set it up, but please see attached for the July 2021 download signatures.

<https://www.change.org/savetrilliumwoods>

I've talked to several neighbors and not one has been in support of losing the tree grove.

Please - Please I implore you to consider our environment and wellbeing for all of us today and for future generations to come.

Thank you for reading my words and I hope together we can save the trees!

Happy Monday,



## Magie Arroyo

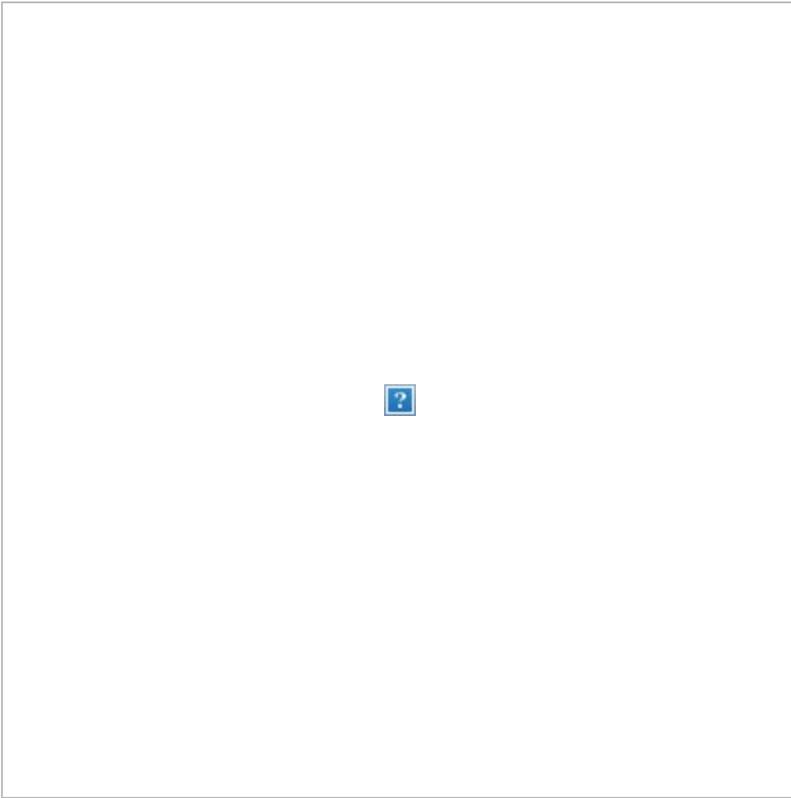
Real Estate Broker OR & WA

 [Magie.Arroyo@kniperealty.com](mailto:Magie.Arroyo@kniperealty.com)

 503 999 1009

 [KnipeRealty.com](http://KnipeRealty.com)

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[7420 SW Bridgeport Rd #210 | Portland, OR](#)



Name	City	State	Postal Code	Country	Signed On
Margarita Arroyo				US	7/6/2021
Magie Arroyo	Beaverton	OR	97007	US	7/9/2021
Sandy Rojo	Portland	OR	97223	US	7/13/2021
Sonia Chen	Beaverton	OR	97007	US	7/13/2021
karina vasquez	Hillsboro	OR	97123	US	7/13/2021
Diana Baker	Beaverton	OR	97007	US	7/13/2021
Karandeep Singh	Hillsboro	OR	97124	US	7/13/2021
Heather Torpy	Beaverton	OR	97007	US	7/13/2021
Amber Hoyt	Beaverton	OR	97008	US	7/13/2021
Carmen Titus	Hillsboro	OR	97123	US	7/13/2021
Megan O'Malley	Tigard	OR	97223	US	7/13/2021
Susan Fleischman	Beaverton	OR	97008	US	7/13/2021
Lori Kirk	Beaverton	OR	97007	US	7/13/2021
Steve Armbruster	Beaverton	OR	97007	US	7/14/2021
Janice Moore	Beaverton	OR	97008	US	7/14/2021
Rick Valdez	Beaverton	OR	97007	US	7/14/2021
Tori Valdez	Beaverton	OR	97007	US	7/14/2021
Steve Barrett	Beaverton	OR	97006	US	7/14/2021
Chad Teigen	Portland	OR	97223	US	7/14/2021
Trisha Copeland	Beaverton	OR	97007	US	7/14/2021
Sandra Henschel	Tigard	OR	97224	US	7/14/2021
Tina Lowen	Tigard	OR	97223	US	7/14/2021
margaret gim	tigard	OR	97224	US	7/14/2021
Liane Harvey	Portland	OR	97224	US	7/14/2021
Kathy Beckley	Tigard	OR	97223	US	7/14/2021
Lindsay Stone	Beaverton	OR	97007	US	7/14/2021
Mark Schacter	Portland	OR	97223	US	7/14/2021
Debra Haddad	Tualatin	OR	97062	US	7/14/2021
Dawn Yoshizumi	Portland	OR	97225	US	7/14/2021
Colleen Fisher	Beaverton	OR	97007	US	7/14/2021
Lory Haack	Sherwood	WA	97140	US	7/14/2021
Jackie Shafer	Beaverton	OR	97007	US	7/14/2021
Chris Carman	Hillsboro	OR	97123	US	7/14/2021
Tommy Cunningham	Beaverton	OR	97008	US	7/14/2021
Chad Reinhardt	Beaverton	OR	97007	US	7/14/2021
Eileen Burdick	Tualatin	OR	97062	US	7/15/2021
Olga Gugnyak	Beaverton	OR	97008	US	7/15/2021
Samantha Ramai	Jamaica		11423	US	7/15/2021
Cadence Stuckwish	Lubbock		79424	US	7/15/2021
Caleb Jeffries	Portland	OR	97223	US	7/15/2021
Terrané Valadez	Denver		80219	US	7/15/2021
Dean Howland	Waterloo		50701	US	7/15/2021
jeferlyn frias	suwane		30024	US	7/15/2021
Shayla Fletcher	Jacksonville		32204	US	7/15/2021
Vanessa Bartley	Huntsville		35802	US	7/15/2021
Lynne Boehm	Bayside NY		11361	US	7/15/2021
Elmer Perez	Beaverton	OR	97003	US	7/15/2021
B Willard	Beaverton	OR	97007	US	7/15/2021
Joy Lovato	Hillsboro	OR	97124	US	7/16/2021

Zoi Coppiano	Beaverton	OR	97007	US	7/16/2021	
Sabrina Tirado	Portland	OR	97209	US	7/16/2021	
Shuberth Merida	Oregon WA	97005	US	7/16/2021		
Delia Mata Hernández	Beaverton	OR	97007	US	7/16/2021	
Gabriela Bravo	Mexico City		6698	Mexico	7/16/2021	
Jaya Yannam	Beaverton	OR	97003	US	7/16/2021	
Adriana Segura	Portland	OR	97229	US	7/16/2021	
Kara Parris	Beaverton	OR	97007	US	7/16/2021	
emilia balderas	Portland	OR	97229	US	7/16/2021	
Yarissa Vasquez	Beaverton	OR	97007	US	7/16/2021	
Margaret Rodriguez Springer	Forest Grove	OR	97116	US	7/16/2021	7/16/2021
Liliana Ramirez	Seattle WA	98178	US	7/16/2021		
Uva Avila	Kingwood	TX	77339	US	7/16/2021	
Maria Garcia	Hillsboro	OR	97124	US	7/16/2021	
Brooks Fleming	North Carolina		28792	US	7/16/2021	
Cailey Warden			US	7/16/2021		
Lily L Aurora	60506	US	7/16/2021			
Jara Taylor	Columbus		43228	US	7/16/2021	
Alexa McNamara	Marcy	13403	US	7/16/2021		
Leah Hodge	Syracuse		13206	US	7/16/2021	
Angel Sires	Austin	78729	US	7/16/2021		
Shannon Leitner	Edwardsville		62025	US	7/16/2021	
Debbie Williams	Staten Island		10301	US	7/16/2021	
Corey Meyers	Lakeland		33809	US	7/16/2021	
jerin pagan	Alvin	77511	US	7/16/2021		
Brandon Kirk	Veneta	97487	US	7/16/2021		
Charlee young	New Orleans		70115	US	7/16/2021	
Aniah Christman	Racine	53406	US	7/16/2021		
Jeramiah Holck	Woodland		95776	US	7/16/2021	
Eric Fleming	Water Valley		38965	US	7/16/2021	
Naomi Cruz	Moroni	84646	US	7/16/2021		
Racheal Ledet			US	7/16/2021		
katie horton	Estacada		97023	US	7/16/2021	
Denise St. Clair	Clayton		27520	US	7/16/2021	
haily howell	North Wilkesboro		28659	US	7/16/2021	
Susana Arroyo Burdett	Portland	OR	96322	US	7/16/2021	
Carrie Leavitt	Hillsboro	OR	97124	US	7/16/2021	
Melissa Fleischman	Beacon	NY	12508	US	7/16/2021	
Ronald Yocham	Jacksonville	FL	32210	US	7/16/2021	
Rashida Larkin	Pottstown	PA	19464	US	7/16/2021	
Shawn McMurtry	Merion Station	PA	19066	US	7/16/2021	
Julio Arroyo-Burdett	Portland	OR	97216	US	7/16/2021	
Faith Watkins	Portland	OR	97203	US	7/16/2021	
Beth Burke	Portland	OR	97229	US	7/16/2021	
Korinna Marks	Portland	OR	97222	US	7/16/2021	
Marcia Carpenter	Sudduth	New Port Richey	FL	34652	US	7/16/2021
Ray Martinez	Fresno	93720	US	7/16/2021		
Cheryl Anthony	Scribner		68057	US	7/16/2021	
Adam Kaluba	Burleson		76028	US	7/16/2021	
Norma Darling	Austin	78735	US	7/16/2021		

emma p	Phoenix	85015	US	7/16/2021		
Gigi Stefic	Mooresville			28117	US	7/16/2021
Cordell Lindsay	Alexandria			22312	US	7/16/2021
Norm Wilmes	Yuba City			95991	US	7/16/2021
Yayoua Lee	Milwaukee			53211	US	7/16/2021
Tara McMullen	Larned	67550	US			7/16/2021
Ron Van Bronx		10462	US			7/16/2021
Amy Tracy	Salt Lake City			84107	US	7/16/2021
Karen Smelser	West monroe			71291	US	7/16/2021
Adriel Rodriguez	Fort Lauderdale			33351	US	7/16/2021
Salvador Cuellar	Paseos De Taxqueña			4250	Mexico	7/17/2021
Linda Rentfrow	Portland	OR		97223	US	7/17/2021
Stevan Fisher	Beaverton	OR		97007	US	7/17/2021
Nichole Wagoner	Beaverton	OR		97007	US	7/18/2021
Magan Franklin	Beaverton	OR		97007	US	7/18/2021
Hezekiah Bolton	Portland	OR		97212	US	7/18/2021
Cynthia Rodriguez	Austin TX			78759	US	7/18/2021
Jennifer Chamberlain	Hillsboro	OR		97123	US	7/18/2021
Melissa Gutierrez	Beaverton	OR		97007	US	7/18/2021
Howard Suesserman	Portland	OR		97224	US	7/18/2021
Suesserman Rosie54@comcast.net	Lake Oswego	OR		97034	US	7/18/2021
AMY VOELLER	Beaverton	OR		97007	US	7/18/2021
Tracie Miller	Beaverton	OR		97007	US	7/18/2021
Greg Voeller	Beaverton	OR		97007	US	7/18/2021
Nancy Skinner	Beaverton	OR		97006	US	7/18/2021
Kay Chase	Portland	OR		97223	US	7/18/2021
Patricia Pieper	Beaverton	OR		97008	US	7/18/2021
Jimmy Gutierrez	Beaverton	OR		97007	US	7/18/2021
Zoe Davis	Oklahoma city			74467	US	7/18/2021
Kirk Deblase	Bellevue			44811	US	7/18/2021
Marielle Marne	Phoenix AZ				US	7/18/2021
Sequela Vann	Columbus			43229	US	7/18/2021
Patricia Pangell	Portland	OR		97007	US	7/18/2021
Eric Springsted	Beaverton	OR		97007	US	7/18/2021
Codin Pangell	Beaverton	OR		97007	US	7/18/2021
Jayne Loseke	Beaverton	OR		97007	US	7/18/2021
John Shephard	Portland	OR		97206	US	7/19/2021
Heather West	Beaverton	OR		97006	US	7/19/2021
Pat West	Beaverton	OR		97006	US	7/19/2021
Pamela Hanson	Beaverton	OR		97007	US	7/19/2021
BRENDA BOLIO	MEXICO	4200	Mexico			7/19/2021
Keith Wymbs	Beaverton	OR		97006	US	7/19/2021
Andrea Crawford	Portland	OR		97206	US	7/19/2021
Stacy Sison	Lake Oswego	OR		97034	US	7/19/2021
Olivia Alvin	Janesville			53545	US	7/20/2021
JON INWOOD	Brooklyn	NY		11230	US	7/20/2021
Bobby Vanschenkbrill	Franklinville			8322	US	7/20/2021
Rose Arnold	Holley	14470	US			7/20/2021
Franco Carlo	NY		US			7/20/2021
S Heilman	Portland	OR		97224	US	7/20/2021

Patricia Wheeler	Portland	OR	97217	US	7/21/2021
Sarah Monahan	Corvallis	OR	97333	US	7/22/2021
Marissa Adams	beaverton	OR	97003	US	7/22/2021
Joann Cannard	Beaverton	OR	97007	US	7/22/2021
Jessica liu	Beaverton	OR	97007	US	7/22/2021
Scott Leistman	Beaverton	OR	97007	US	7/22/2021
Jamal Alhajeid	Beaverton	OR	97007	US	7/22/2021
Maria Chand	Beaverton	OR	97007	US	7/23/2021
Kanisha Spriggins-Thomas	Henrico		23228	US	7/23/2021
M C	St louis		63033	US	7/23/2021
Sean Hampton	Duluth		55803	US	7/23/2021
Patrice Wallace	Santa Cruz	CA	95060	US	7/23/2021
Sophia McIntire	Tupelo		38801	US	7/23/2021
Isla Joaquin	Citrus Heights		95621	US	7/23/2021
Steven McLain	Beaverton	OR	97007	US	7/23/2021
Amber Gatlin	Portland	OR	97229	US	7/23/2021
Adrian Allen	Athens		30601	US	7/23/2021
Morad Abu Hamdeh	Beaverton	OR	97007	US	7/23/2021
Amanda Wruble	Beaverton	OR	97007	US	7/23/2021
Stephanie Berger-Durheim	Beaverton	OR	97007	US	7/23/2021
Ahmed Alsharif	Beaverton	OR	97007	US	7/23/2021
Carl Fry	Beaverton	OR	97003	US	7/23/2021
Jordan Fry	Portland	OR	97007	US	7/23/2021
Colleen Araiza	Empire		95319	US	7/23/2021
robin calhoun	Arlington		76010	US	7/23/2021
Elaine Becker	Roanoke		24018	US	7/23/2021
Araceli Jaime	Paramount		90723	US	7/23/2021
Ciji Parsons	Neosho		64850	US	7/23/2021
Vani Garg	San Jose		95129	US	7/23/2021
heather northern	Visalia		93291	US	7/23/2021
Lucinda Jones	Riverdale		93565	US	7/23/2021
Victor Allende	Van Nuys		91405	US	7/23/2021
Bani Sanchez	Minneapolis		55411	US	7/23/2021
Johnna Minor	Youngstown		44504	US	7/23/2021
Alexus Wright	Roy		84067	US	7/23/2021
Sylvia Jacobs	New York		10027	US	7/23/2021
Shelby Halloway	Fort Bragg		95437	US	7/23/2021
Quynh Tran	Anaheim		92804	US	7/23/2021
Tammy Foster	Taylors		29687	US	7/23/2021
Nick Dress	Watkinsville		30677	US	7/23/2021
Anna Mae	Greensboro NC		2609	US	7/23/2021
kayla preast	Atlanta		30309	US	7/23/2021
shaye gambrell	Athens		30606	US	7/23/2021
Jeni Meiojas	Beaverton	OR	97007	US	7/23/2021
Monica Vellos	Beaverton	OR	97007	US	7/23/2021
Tyler Whitely	Beaverton	OR	97007	US	7/23/2021
Kelsy Burns	McDonough		30252	US	7/23/2021
Anna Smith	Lakemont		30552	US	7/23/2021
Daniel Palomino	Atlanta		30312	US	7/23/2021
Alyssa Kirkbride	Seattle WA		98115	US	7/23/2021

Shelby Rihala	Beaverton	OR	97007	US	7/23/2021
Dale Kirkbride	Portland	OR	97229	US	7/23/2021
Carol Kirkbride	Portland	OR	97222	US	7/24/2021
Christian Gatlin	Portland	OR	97229	US	7/24/2021
Olga Duran	Beaverton	OR	97006	US	7/24/2021
sherri hodges	Phoenix	85051	US	7/24/2021	
Julianne York	Marietta		30090	US	7/24/2021
Natasha Zeigler	North Charleston		29410	US	7/24/2021
Thomas Brown	Portland	OR	97229	US	7/24/2021
Alani MooYoung	Summerville		30747	US	7/24/2021
Deanna Colwell	Beaverton	OR	97007	US	7/24/2021
Michelle Robertson	Waterville		4901	US	7/24/2021
Aryan Tomar	Austin	78734	US	7/24/2021	
Riley Stanchina	Matthews		28104	US	7/25/2021
Mary Kirk	San Jose		95112	US	7/25/2021
Anastasia Lowr	Spring	77379	US	7/25/2021	
Heather Lockwood	Marrero		70072	US	7/25/2021
Elaine Fischer	Roanoke VA	24018-2625	US	7/25/2021	
Sarra Pool	Albuquerque		87121	US	7/25/2021
Anthony Scrimenti	Guilderland		12084	US	7/25/2021
Macy R.		US	7/25/2021		
Haley Tiedemann	Beaverton	OR	97007	US	7/25/2021
Victoria (Vicki) Fink	Beaverton	OR	97007	US	7/26/2021
Janice Nelson	Beaverton	OR	97007	US	7/26/2021
David Fink	Beaverton	OR	97007	US	7/26/2021
Jeff Eyman	Beaverton	OR	97007	US	7/26/2021
Carrie Eyman	Bend	OR	97707	US	7/26/2021
Kalie Eyman	Portland	OR	97266	US	7/26/2021
Crosby Dove	West Linn	OR	97068	US	7/26/2021
Kaitlyn Dove	West Linn	OR	97068	US	7/26/2021
kazuko Ikeda	Beaverton	OR	97007	US	7/26/2021
Valerie Miller	Beaverton	OR	97006	US	7/27/2021
Chylene Pickell	Baltimore		21239	US	7/27/2021
Anita Kleyle	Gonzales		70737	US	7/27/2021
Janice Richards	Beaverton	OR	97006	US	7/27/2021
Virginia Matthews	Portland	OR	97213	US	7/27/2021
Adele Robichaux			US	7/27/2021	
C Shikatani	Wilsonville	OR	97070	US	7/27/2021
Billie Babin	Houma	70364	US	7/27/2021	
Patrick Bauer	Beaverton	OR	97007	US	7/27/2021
Brian Carrico	Phoenix	85042	US	7/28/2021	
Stephanie Ledbetter	Birmingham		35223	US	7/28/2021
bonnie Freistone	Beaverton	OR	97007	US	7/29/2021
Mary Vrontakis	Beaverton	OR	97006	US	7/29/2021
Jamie Kotchik	Lake Oswego	OR	97034	US	7/29/2021
Logan Salgado	Beaverton	OR	97006	US	7/29/2021
jesselyn moskios			US	7/30/2021	
Rose Johnson	Athens	30606	US	7/30/2021	
judy pearce	wise	VA	US	7/30/2021	
Tallulah Sanders	Athens	30606	US	7/31/2021	

Linda Dresselhaus	Slidell		70458	US	7/31/2021
Krystal Lazaris	Hubertus		53033	US	7/31/2021
Kathi Kotchik	Portland	OR	97223	US	8/1/2021
Erica Suh	Beaverton	OR	97007	US	8/2/2021
Kim Waters	Athens	30606	US	8/2/2021	
Elaine Gold	Hoboken	7030	US	8/2/2021	
Tony Marino	Scottsdale		85260	US	8/3/2021
Janet Peterson	Troy	48084	US	8/3/2021	
Robert Foster	Beaverton	OR	97006	US	8/3/2021
Brandon Bayles	Beaverton	OR	97007	US	8/5/2021
Amy Smith	Portland	OR	97220	US	8/5/2021
Roxanne Shoemaker	Portland		OR	97230	US 8/5/2021
Serena Crelling	Fairview	OR	97024	US	8/5/2021
Dan Rasay	Portland	OR	97219	US	8/5/2021
Nicole Caitlin So	Beaverton		OR	97006	US 8/6/2021
Laura Moller	Salem	OR	97303	US	8/8/2021
S Bergamo	Hull	30646	US	8/12/2021	
Salvatore Fuoti	Kent	WA	98030	US	8/15/2021
Litsa DeCoster	Beaverton	OR	97006	US	8/15/2021
Annmarie Haefeli	Portland		OR	97223	US 8/15/2021
Jarrold Kenney	Portland	OR	97209	US	8/15/2021
Debbie Rodgers	Portland	OR	97206	US	8/15/2021
David Pederson	Tigard	OR	97223	US	8/15/2021
emily wymb	Beaverton	OR	97006	US	8/16/2021
Linda Garnett	Beaverton	OR	97007	US	8/17/2021
Sylvia Craig	Beaverton	OR	97007	US	8/18/2021
Michael Craig	Beaverton	OR	97007	US	8/18/2021

Hello officer of city planning,

Please allow us to share some concerns with regard to the potential new construction of Scholls Ferry Apartment near the SW Winterhawk Lane neighborhood. Members of our community have put a lot of efforts in making the SW Winterhawk Lane neighborhood a very quiet, friendly, and kids-safe neighborhood. Oftentimes, you can see kids from the community play, run and ride bikes on SW Winterhawk Lane and SW Sheldrake. We truly appreciate and enjoy the living quality here. However, after learning that there may be a new construction of 96 units Scholls ferry apartment with only one exit/entrance open on the SW Winterhawk Lane, we have some concerns about the safety of the community.

We welcome new neighbors in the community, but we think limited units such as single houses or town houses would be much suitable and not impact current residents. The following are our concerns:

1. Only one exit/entrance on the Winterhawk Lane
  - All residents of the new apartment will have to share only one exit/entrance on the Winterhawk Lane. This may cause issue of traffic flow. Most importantly, it can be a great safety concern should there be any emergency or needs of evacuation. This would definitely put residents of the Winterhawk neighborhood in danger as well.
  - It can be anticipated that, with only one exit/entrance, construction vehicles will have to go through the Winterhawk Lane. We are deeply concerned that would ruin our living quality entirely with all the traffic and noises.
2. Overflow parking
  - The application of the new construction may meet the minimal requirement of construction regulation. However, with 96 units, we are afraid that there is no sufficient parking space built in the apartment. Consequently, we can foresee the overflow parking along the Winterhawk and Sheldradke. We are concerned about the capacity of the two roads as they are not very wide. This would further limit the traffic flow in the neighborhood as well.
3. Children's Safety issues
  - With the anticipation of more street parking and increased traffic, we don't believe that it will be safe for children and families from the community to play and run anymore.

For above reasons, we think the negative impacts of this 96 units apartment proposal would outweigh positive impact to the community and neighborhood.

Thank you for your time and patience to take our concerns into consideration.

**From:** [John Miller](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments  
**Date:** Thursday, September 22, 2022 12:23:29 PM

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**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

To whom it may concern,

My family and I live in Trillium Woods. I am writing this email to oppose the construction of Scholls Ferry Apartments. This building project would only create more havoc with parking situations and traffic patterns. Along with this the destruction of the woods themselves would be a devastation to the community. These woods provide habitats for animals, as well as keep our community looking beautiful. We do NOT want this built in our community.

Thank you,  
John Miller

**From:** [Skylar Job](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Proposed Construction Near Trillium Woods  
**Date:** Thursday, September 22, 2022 6:46:14 PM

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CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

To whom it may concern,

I am writing to express concern with the proposed construction of new apartments next to where I currently live.

I do not agree with the proposed construction for a few reasons. One being that this would add congestion to where I currently live along with nearly eliminating parking availability. In addition this would create more pollution (both atmospheric and audial), which negatively impacts my health and those neighboring.

I moved to Trillium Woods for reasons mentioned in the name. Woods. I believe observing nature on my back patio is very therapeutic and I would despise it greatly to see the woods destroyed. Not only is this good for my personal health but also for the animals that call it home.

I moved to Trillium in May and I absolutely love the community. I believe there is a lot of great opportunity to live here and I would not want to be forced to move due to this building proposition. I hope that this project does not get approved for the sake of my community's health, along with prolonging the life of animals and nature around us.

-Skylar Job

**From:** [Natalie Frainey](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] Scholls Ferry Apartments  
**Date:** Tuesday, September 27, 2022 1:19:15 PM

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**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hi Steve,

My name is Natalie Frainey. I would love the opportunity to speak at the meeting on Oct 19th at 6:30. My family suffered a tragedy this spring and I think my perspective and experience would be helpful for the decision makers to hear regarding safety in the neighborhood. Can you please let me know how my voice can be heard?

Sincerely,

Natalie Frainey  
12555 SW Harlequin Dr  
Beaverton 97007  
503-799-6529

**From:** [Mailbox CDD Planning](#)  
**To:** [Steven Regner](#)  
**Subject:** FW: [EXTERNAL] Opposition to New Apartment Complex Behind Trillium Woods Apt  
**Date:** Monday, October 3, 2022 9:06:20 AM

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Scholls ferry apartments comment.

**Josef Judy**

Assistant Planner | Community Development Department  
City of Beaverton | 12725 SW Millikan Way | Beaverton, OR 97005  
Phone: 503-350-3638

[www.BeavertonOregon.gov](http://www.BeavertonOregon.gov)

**COVID-19 Update:** Please note: I am working remotely/in office at this time. My work hours are: **7:30am-4:30pm**. I am in the office **M/W** and can be reached at **503-350-3638**. I work remotely on **T & Th & Fri**.

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**From:** Erica Suh <ejsuh97@gmail.com>  
**Sent:** Saturday, October 1, 2022 12:18 AM  
**To:** Mailbox CDD Planning <MailboxCDDPlanning@beavertonoregon.gov>  
**Subject:** [EXTERNAL] Opposition to New Apartment Complex Behind Trillium Woods Apt

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

To whom it may concern,

I am writing to you to express deep concern and opposition over the city's plan to build a new apartment complex next to the current Trillium Woods Apartment complex. As a resident of several years, I have greatly appreciated the remaining forest area behind the complex. It was one of the major reasons why I had dreamed of living in this neighborhood years before I was actually able to. It brings me peace and joy to have the view of nature as I look out my window - especially when we live in a society that is becoming more and more industrialized. I have great privilege to be able to live in an apartment with such a beautiful neighborhood and I hope we can keep it that way to preserve our precious environment for generations to come.

In addition, if plans for this new complex do go through, there will be great disruptions due to construction and even poorer traffic management than now. I imagine this will not be a pleasant place to live, especially for the increased number of young children/families that have decided to reside here. We already have very inconvenient, limited parking due it being a densely populated neighborhood and I expect it to get worse with increased residents in the area.

I hope you will reconsider. Thank you for your time.

Resident - City of Beaverton

**From:** [Natalie Frainey](#)  
**To:** [Steven Regner](#)  
**Subject:** Re: [EXTERNAL] Scholls Ferry Apartments  
**Date:** Tuesday, October 11, 2022 10:53:46 AM

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Hi Steve,

Thank you for reaching out and sending the link. I am hopeful that you have time to answer a few questions.

1. Has there been a traffic study done since 2019? I think this was mentioned at the previous meeting. That is so old that it doesn't account for the additional traffic in the area from all of the new construction. It doesn't reflect that there are new traffic patterns with more people working from home since the pandemic. Many employees are either working from home full time or have a hybrid schedule. It's highly unlikely that 100% of the traffic would exit on Scholls Ferry Road when Barrows is right down the street.
2. Can you share with me why the apartments cannot exit onto Mallard? It was built thoughtfully for more traffic since no properties exit directly onto Mallard.
3. Has the lack of parking been addressed?
4. Are there any specific codes that would answer these questions or help consider alternate options for traffic through a quiet neighborhood with lots of children, walkers and pets? Keeping my community safe is very important to me.

Thank you in advance for any help you may be able to offer.

Sincerely,

Natalie Frainey  
503-799-6529

On Tue, Sep 27, 2022 at 1:57 PM Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)> wrote:

Good Afternoon Natalie,

Thanks for reaching out about the Scholls Ferry Apartments. Our recommended method of testifying is virtually via the Zoom webinar.

You can find the link to the zoom webinar and login instructions here: [Agendas & Minutes | Beaverton, OR - Official Website \(beavertonoregon.gov\)](#)

Please be aware that each member of the public will be limited to five minutes of testimony, not including any follow up questions from the Planning Commission.

Please let me know if you have any other questions.

Thank you,

**Steve Regner**

**Working Remotely M, W, Th, F : 7:30a-4:30p -- In Office Tu :7:30a-4:30p**

**Email [sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov) or call 503-319-4427**

Senior Planner | Community Development Department

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

C: 503-319-4427 | O: 503-526-2675 | [sregner@BeavertonOregon.gov](mailto:sregner@BeavertonOregon.gov)

*City Council will be reviewing proposed changes to the Fee Schedules for development review on June 7, 2022. If approved, we anticipate the new Fee Schedules will be effective July 1, 2022. For more information about the fee update, please [click here](#).*

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**From:** Natalie Frainey <[natalie.frainey@gmail.com](mailto:natalie.frainey@gmail.com)>

**Sent:** Tuesday, September 27, 2022 1:18 PM

**To:** Steven Regner <[sregner@beavertonoregon.gov](mailto:sregner@beavertonoregon.gov)>

**Subject:** [EXTERNAL] Scholls Ferry Apartments

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hi Steve,

My name is Natalie Frainey. I would love the opportunity to speak at the meeting on Oct 19th at 6:30. My family suffered a tragedy this spring and I think my perspective and experience would be helpful for the decision makers to hear regarding safety in the neighborhood. Can you please let me know how my voice can be heard?

Sincerely,

Natalie Frainey  
12555 SW Harlequin Dr  
Beaverton 97007  
503-799-6529

**Tabulation Report by Speed and Date**

Date\Speed (MPH)	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
11/17/2020	2	8	34	140	280	1498	1649	378	57	5	3	1	0	0	4055
11/18/2020	2	75	43	181	354	1906	2151	465	58	9	1	1	0	0	5246
11/19/2020	2	10	45	209	310	1697	2120	485	72	12	5	2	0	0	4969
11/20/2020	1	4	48	199	330	1999	2365	539	63	9	0	0	0	0	5557
11/21/2020	0	1	11	49	117	472	546	153	19	2	3	0	0	0	1373
Combined Total	7	98	181	778	1391	7572	8831	2020	269	37	12	4	0	0	21200

Note: Combined total above is not a full 5 days. 11/17/20 and 11/21/20 only partial days.

**Tabulation Report by Speed and Date (1 week)**

Date\Speed (MPH)	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
11/18/2020	2	75	43	181	354	1906	2151	465	58	9	1	1	0	0	5246
11/19/2020	2	10	45	209	310	1697	2120	485	72	12	5	2	0	0	4969
11/20/2020	1	4	48	199	330	1999	2365	539	63	9	0	0	0	0	5557
Average Daily Total	2	30	45	196	331	1867	2212	496	64	10	2	1	0	0	5257
<b>Combined Estimated 1 Week Total</b>	<b>12</b>	<b>208</b>	<b>317</b>	<b>1374</b>	<b>2319</b>	<b>13071</b>	<b>15484</b>	<b>3474</b>	<b>450</b>	<b>70</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>36801</b>

Total Cars Driving Above Posted Speed Limit

19,500	53%
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**Barrows Road Traffic Volume and speed West of 160th Avenue**

<b>Day of Week &amp; Date</b>	<b>Traffic Volume</b>	<b>50th Percentile Speed</b>	<b>85th Percentile Speed</b>
	<b>Vehicle per day</b>	<b>MPH</b>	<b>MPH</b>
Wednesday 2/2/2022	6,625	34.2	38.2
Thursday 2/3/2022	6,764	34.9	38.9
Friday 2/4/2022	6,755	35.2	39.2
Saturday 2/5/2022	6,523	35.3	39.3
Sunday 2/6/2022	5,945	35.7	39.6
Monday 2/7/2022	6,430	35	38.9
Tuesday 2/8/2022	6,596	35.1	39.1

**Barrows Road Traffic Volume and speed West of 157th Avenue**

<b>Day of Week &amp; Date</b>	<b>Traffic Volume</b>	<b>50th Percentile Speed</b>	<b>85th Percentile Speed</b>
	<b>Vehicle per day</b>	<b>MPH</b>	<b>MPH</b>
Wednesday 2/2/2022	7,892	35.2	39.7
Thursday 2/3/2022	8,042	34.9	39.9
Friday 2/4/2022	8,221	35.6	39.9
Saturday 2/5/2022	7,874	35.7	40
Sunday 2/6/2022	7,212	36.3	40.5
Monday 2/7/2022	7,622	35.7	39.9
Tuesday 2/8/2022	7,875	35.8	40

**Traffic Volume** = The number of vehicles in both directions in 24 hours

**50th Percentile Speed** = Median speed

**85th Percentile Speed** = 85 percent of the drivers drive at or below this speed

**From:** [Ron Phelps](#)  
**To:** [Steven Regner](#)  
**Subject:** [EXTERNAL] The proposed Scholls Ferry Apartment complex development mtg scheduled for 11/2/2022 @ 6:30pm  
**Date:** Monday, October 31, 2022 1:31:27 PM  
**Attachments:** [Comments concerned development proposal.docx](#)

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**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Please see the attached concerns regarding the proposed Scholls Ferry Apartment complex.

Regards  
Ron and Joyce Phelps  
12560 SW Sheldrake Way  
Beaverton, OR 97007  
503-590-7076

We have lived in the David Windsor Park development in Beaverton for the past 26 years. Overall, we have been happy here as it has been; and is; a nice neighborhood. It is quiet, there is not too much traffic and few of us park our cars on the street which promotes a freer flow of commerce and services. People here have been quite respectful of other neighbor's property.

However, Beaverton continues to approve high-density apartments and developments which; in turn; promote more traffic, more noise, more crime and ultimately less livability for those in this area. It is interesting and frustrating that these proposals have been allowed here as Beaverton states that they want a livable community.

This new development will not make Beaverton a more livable place but just the opposite. There will be more traffic, accidents, crime and people in our area which all contribute to less livability.

We strongly oppose the plans for apartments being built with inadequate parking that will overflow to our neighborhood causing more traffic and safety concerns within our development and the surrounding communities.

Ron and Joyce Phelps

(503) 590-7076

**From:** [Liz Balderston](#)  
**To:** [Steven Regner](#)  
**Cc:** [Chris McDowell](#)  
**Subject:** [EXTERNAL] Public comments for: Scholls Ferry Apartments City File Number: DR2022-0046 / TP2022-0007 / VAR2022-0001 County File Number: CP 21-906 Tax Map and Lot Number: 2S105BA00200 Location: 15584 SW Scholls Ferry Road  
**Date:** Monday, October 31, 2022 1:51:57 PM

**CAUTION:** This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

To the city council reviewing the Scholls Ferry Apartment development,

There are 3 main issues that have not been addressed that will severely impact the safety and livability of the surrounding neighborhoods and need to be addressed prior to any approval.

### **1. Traffic:**

While there has been a TIA and a companion memo to the TIA, they are full of contradictory information.

- Per the developers document (Exhibit 3.W), they state that "Condition 46 of the Trillium Woods land use approval requires public vehicular, bicycle and pedestrian access easement...." They also go on to state that "the record conclusively demonstrates that adequate access can be provided for the proposal using **either** the access the city prefers (and should have had approval for) through Trillium Woods via Bunting or via Winterhawk lane." Since the TIA does not adequately review the traffic and safety impact to the entire neighborhood including the additional traffic to Harlequin, 157th and Barrows that would be impacted if Winterhawk were opened - the city needs to correct it's error and the access for this development should remain as originally planned for via Trillium Woods/Bunting. Just because the easement was missed, does not mean the error should not be corrected.
- Trillium Woods was approved for development with one of the conditions being that they would grant access for pedestrian and vehicular access. And the existing TIA also assumes that 65% of the traffic will exit via Trillium Woods/Bunting. However, even though this **was a condition for approval** of the Trillium Woods complex, it has recently come to light that there is no current easement via Bunting. Because the easement via Trillium Woods was never granted, the developer is now trying to route all traffic through Winterhawk. Yet no TIA has been done to show the full impact of one or both apartments exiting on Winterhawk and the traffic and safety impact to the connecting neighborhoods where the traffic would flow if Winterhawk was opened, specifically Harlequin, 157th and Barrows. Per the Memo update to the TIA dated 10/5/22, labeled exhibit 3.J.2, several routes to Progress Ridge were analyzed and it was determined that if access to Winterhawk is provided then the quickest route to Progress Ridge for the new (and existing Trillium Woods) development would be via Harlequin and Barrows. Yet the TIA still incorrectly shows 100% of the traffic exiting on to Scholls Ferry. As mentioned, this is completely contradictory information within the same

TIA.

- The TIA states that they considered the existing apartment complex and neighborhoods, but Table 1 on page 8 of the TIA shows they are only counting the traffic generated from the 96 units that are proposed. No consideration was taken into account for the existing units at the Trillium Woods development and what the traffic impact would be to Sheldrake, Harlequin, 158th, 157th and Barrows if access was provided to **both** Trillium Woods and Scholls Ferry Apartments via Winterhawk. .
- No consideration was given to the added burden to Harlequin or Barrows nor the more than **15 crashes and fatality that have occurred on Barrows in the last 2.5 years**. Because of these crashes, the city is currently evaluating the safety of Barrows and this added traffic has not been part of that safety study.
- The sole solution for the Traffic Management Plan of 2 speed humps (on Sheldrake and the upper portion of Harlequin) is so minor and ineffective as to be insulting to anyone who is concerned for the safety and walkability of a neighborhood. We need to have a TIA that considers the actual traffic that would be generated from both apartment complexes and the routes along Harlequin and Barrows that would be used by anyone heading to Progress Ridge or even Tigard.

## **2. Parking:**

While the current code may only require 1 space per unit, we know that does not meet the current needs. Because of the shortage of parking at Trillium Woods, those residents have been parking across Scholls Ferry and darting back where there is no crosswalk, light or other safety measures. This is a disaster waiting to happen. Adding in more units with the same type of parking ratios would exacerbate the situation into the connecting and close by neighborhoods. This will block visibility to all of the homes and driveways on the neighborhood streets, causing more safety concerns. There is currently no stated plan to address the overflow parking concerns.

## **3. Building Height:**

Per the Applicant's Statement (Exhibit 3.S), the maximum building height is 50'. However the architectural drawings they have submitted show 5 story buildings with an elevator penthouse that exceeds 50'. If the developer maintains that their building is less than 50' in height, then the renderings that have been submitted appear to be incorrect.

The single family homes to the West and South of this development are going to be subjected to these massive structures directly behind them and all of the protections of the current building code should be afforded to them. With the 5 story buildings being set next to single family homes, no variances should be allowed.

I appreciate your time and consideration to ensure that all factors for safety and livability are taken seriously into account and that the city does not allow this development to impact the neighborhoods surrounding it.

Thank you,  
Liz Balderston  
503-310-2672  
[elizabethbalderston@gmail.com](mailto:elizabethbalderston@gmail.com)

November 2, 2022

Project# 28386

To: Habib Matin  
Placid Holdings, LLC  
10475 SW Helenius St  
Tualatin, OR 97062

From: Kristine Connolly, PE, Russ Doubleday, and Matt Hughart, AICP

CC: Wendie Kellington, Kellington Law Group

RE: Scholls Development, LLC Supplemental Transportation Information

Dear Habib:

This letter serves as a supplement to the ETRC, LLC prepared *Scholls Development LLC Traffic Impact Analysis (TIA)* dated May 2021, as well as the Kittelson & Associates, Inc. prepared *Scholls Development, LLC TIA Companion* dated October 5, 2022. This supplement addresses the transportation-related public comments received by the City of Beaverton in late October regarding the SW 157<sup>th</sup> Avenue/SW Barrows Road intersection and SW Winterhawk Lane.

## SW 157<sup>th</sup> Avenue/SW Barrows Road

The City of Beaverton received public comments regarding the traffic and safety impacts on SW Barrows Road, and specifically, the SW 157<sup>th</sup> Avenue/SW Barrows Road intersection. The SW 157<sup>th</sup> Avenue/SW Barrows Road intersection was not formally analyzed in the original TIA or the more recent TIA Companion. However, the TIA Companion estimated that up to 10 percent of PM peak hour trips (up to 6 trips) might utilize the SW 157<sup>th</sup> Avenue/SW Barrows Road intersection. According to the Beaverton Development Code (BDC) 60.55.20.3, a TIA “shall evaluate the Area of Influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow.” BDC Chapter 90 defines the Area of Influence as “all points of access onto the public street system, all intersections of regional significance (Arterials, Collectors, and Neighborhood Routes) within 1000 linear feet from all points of access onto the public street system, and all intersections where the traffic generated by the proposed development exceeds five (5) percent of existing a.m. or p.m. peak hour total intersection traffic volumes based on City-approved trip generation, assignment, and distribution calculations.”

The intersection of concern is well more than 1000 linear feet from all points of access to the public street system for the project – whether it is the project driveway and SW Winterhawk Lane or the project driveway and SW Bunting Street. Therefore, the relevant area of influence of intersections per the BDC are intersections that would receive traffic from the project that exceeds five (5) percent of the existing AM or PM peak hour total intersection traffic. Using recent 24-hour tube counts at SW Barrows Road west of SW 157<sup>th</sup> Avenue, Table 1 summarizes the estimated trip impacts of the proposed Scholls Development at the SW 157<sup>th</sup> Avenue/SW Barrows Road intersection.

**Table 1. Area of Influence Analysis for SW 157<sup>th</sup> Avenue/SW Barrows Road Intersection**

Daily Volume (SW Barrows Road)	Estimated PM Peak Hour Volume (SW Barrows Road)	Estimated PM Peak Hour Trips	Does Project Exceed 5% Threshold?
8,042	804	6	No

As shown in Table 1, the Scholls Development is estimated to add up to 6 weekday PM peak hour trips to the intersection which is well below a 5% impact.

As Exhibit 1 below shows, the proposed site is oriented toward SW Scholls Ferry Road. The route in red shows the most direct way to/from SW Scholls Ferry Road, an arterial street. The route in yellow shows the most direct route to SW Barrows Road, a collector street. The TIA Companion provided an analysis showing that travel times from the site to the Progress Ridge commercial center are the same via either SW Scholls Ferry Road to SW Horizon Boulevard or via SW Barrows Road. Longer trips, either to Beaverton, Tigard, or the broader metro area, are more easily served on SW Scholls Ferry Road.

**Exhibit 1. Site Vicinity Map**



## SW Winterhawk Lane

The City of Beaverton also received public comments regarding SW Winterhawk Lane, including requests to address the potential for traffic from the Trillium Woods Apartments to use SW Winterhawk Lane and to consider a speed cushion on SW Winterhawk Lane and all-way stop-control at the northern SW Sheldrake Way/SW Winterhawk Lane intersection.

## Trillium Woods Apartments Access

The current application includes a connection from the site to SW Bunting Street. However, this access will be gated and limited to emergency access only. As currently designed, traffic from the Trillium Woods apartments will not have direct access to SW Winterhawk Lane.

It is possible that the proposed development will have vehicular access to SW Bunting Street, if the City chooses to enforce its Trillium Woods conditions of approval requiring that Trillium provide a public access easement extending SW Bunting Street through its property. However, because the City has not done so to date, no general public access for the project through SW Bunting Street can be assumed. Note that the Trillium Woods Apartments development has direct access to SW Scholls Ferry Road at SW Sagehen Street (an unsignalized connection to SW Scholls Ferry Road). Egress capacity at SW Sagehen Street is aided by the following factors:

- Traffic signals on SW Scholls Ferry Road at SW 158<sup>th</sup> Avenue and SW Teal Boulevard create gaps in traffic on SW Scholls Ferry Road for vehicles turning into or out of SW Sagehen Street.
- There is also a two-way left-turn lane on SW Scholls Ferry Road for staging left-turns, increasing the egress capacity at SW Sagehen Street.

Additionally, travel from the Trillium Woods Apartments to SW 158<sup>th</sup> Avenue would take longer and require travel over a greater distance than using SW Sagehen Street. As such, we do not anticipate significant use of the circuitous SW Winterhawk Lane route by Trillium residents instead of SW Sagehen Street, which is closer and more direct.

The TIA Companion and the *Scholls Development Traffic Management Plan (TMP)*, dated October 19, 2022, address a scenario in which all trips to the proposed development use the SW Winterhawk Lane route. In a scenario in which there is access to SW Bunting Street, it would be expected that any small number of trips from the Trillium development through SW Winterhawk Lane would be more than offset by trips from the proposed development using SW Sagehen Street to access SW Scholls Ferry Road (note that most trips are traveling to/from the east) and trips to SW Winterhawk Lane would not exceed what was analyzed in the TMP.

## SW Winterhawk Lane Speed Cushion and All-Way Stop

The TMP identifies a recommendation for two speed cushions (one on SW Sheldrake Way and one on SW Harlequin Drive) as mitigation to address vehicular speeds on the local streets serving the proposed development. The public comments requested consideration of an additional speed cushion on SW Sheldrake Way and all-way stop control at the northern SW Sheldrake Way/SW Winterhawk Lane intersection to discourage trips from diverting to SW Winterhawk Lane to avoid the speed cushion on SW Sheldrake Way. However, installing a speed cushion on SW Sheldrake Way will have a negligible impact on travel time. The fastest and most direct route from the site to SW 158<sup>th</sup> Avenue is via SW Sheldrake Way and therefore it is unlikely that trips would divert to the longer and more circuitous SW Winterhawk Lane. No additional mitigation is recommended.

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