



Exhibit 3

The Ridge PUD at South Cooper Mountain Public Agency Communication / Comments

These Exhibits are identified to the Staff Report dated June 21, 2016, prepared for The Ridge PUD:

Exhibit 3.1 Washington County letter dated June 7, 2017

Exhibit 3.2 Beaverton School District letter dated June 1, 2017

Exhibit 3.3 Tualatin Valley Fire & Rescue letter dated May 25, 2017

Exhibit 3.4 Tualatin Hills Parks & Recreation - dated June 9, 2017

Exhibit 3.5 CWS Statement of Sanitary Sewer - May 26, 2017

Exhibit 3.6 City of Tigard – email dated May 9, 2017



WASHINGTON COUNTY, OREGON

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

June 7, 2017

RE: **The Ridge PUD @ South Cooper Mountain**
City File Number: **CU2017-0003/DR2017-0010**
County File Number: **CP-101**
Tax Map and Lot Number: **2S1 0600-00500/00600**
Location: **SW Scholls Ferry Road/SW Strobel Road**

Washington County Department of Land Use and Transportation has reviewed this development application for a Planned Unit Development (PUD) that includes 110 single-family units and 200 multi-family units to be constructed in two (2) phases with a new public street connection to SW Scholls Ferry Road, a County-maintained Arterial (5 Lanes).

1. ***The proposed public street, SW Strobel Road, is identified on the City's South Cooper Mountain Community Plan Street Framework (Figure 10) as a Neighborhood Route. The applicant submitted a Traffic Impact Analysis (Kittleson & Associates – February 15, 2017) and Signal Warrant Analysis (March 23, 2017) for this development proposal as required by R&O 86-95. The Washington County Engineer has reviewed the Traffic Impact Analysis for impacts to County-maintained intersections and roads. The County concurs with the "Recommendations" on page 18 of the TIA and the Traffic Signal Warrant analysis. The applicant will be permitted to construct an interim signal design until time the future build-out of SW Scholls Ferry Road is constructed by the MSTIP Capital Improvement Project proposed for this section of SW Scholls Ferry Road.***
2. Resolution and Order 86-95 requires a minimum sight distance (measured in feet) equal to ten times the vehicular speed of the road(s) at proposed access location(s). This requirement applies to sight distance in both directions at each access.

The applicant will be required to provide certification from a registered professional engineer that adequate sight distance exists in both directions (or can be obtained pursuant to specific improvements) at the proposed public street connection to SW Scholls Ferry Road.

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

The County has approved a MSTIP Bond Cost-Sharing project for this section of SW Scholls Ferry Road for the fiscal years 2022-2025. In the interim, the applicant is required to construct to ultimate alignment a 7.5' planter strip, 14' multi-use path and drainage to County Standards along the subject site's frontage of SW Scholls Ferry Road, including lighting at SW Strobel Road and the emergency access. Staff notes that the County Engineer has reviewed proposed Section K-K (interim) and Section L-L (future build out) for SW Scholls Ferry Road and concurs with the proposed designs.

The applicant has proposed a water line within the right-of-way of SW Scholls Ferry Road, shown as "Option B" on the plan set. The applicant will be required to obtain approval from the County prior to the construction of "Option B". Coordination with the MSTIP project and other agencies will be required as part of the approval.

4. The statewide Transportation Planning Rule requires provision for adequate transportation facilities in order for development to occur. Accordingly, the County has classified roads and road segments within the County system based upon their function. The current Transportation Plan (regularly updated) contains adequate right-of-way, road width and lane provision standards based upon each roadway's classification. Subject right of way is considered deficient if half-width of the existing right of way does not meet that determined necessary within the County's current transportation plan.

The applicant shall dedicate an additional 48 feet of right-of-way from the centerline of SW Scholls Ferry Road, including adequate corner radius and right-of-way for the traffic signal and associated equipment (ultimate design).

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

REQUIRED CONDITIONS OF APPROVAL

If the applicant proposes to develop the project in phases, all County-required frontage improvements must be constructed with the first phase. In addition, off-site improvements warranted by the first phase

must also be completed with the first phase. Refer to the following link to access Washington County Road Design and Construction Standards:

<http://www.co.washington.or.us/LUT/Divisions/Engineering/ConsultantResources/road-design-standards.cfm>

I. PRIOR TO ISSUANCE OF A SITE DEVELOPMENT PERMIT FOR PHASE I BY THE CITY OF BEAVERTON:

A. The following shall be represented on the plat and recorded with Washington County:

1. Dedication of an additional 48 feet right-of-way from the centerline of SW Scholls Ferry Road for a total of 78 feet.
2. Dedication of additional right-of-way for the traffic signal and equipment, including adequate corner radius at the intersection of SW Scholls Ferry Road/SW Strobel Road for the ultimate design approved by the County.
3. Provision of a non-access reservation along SW Scholls Ferry Road frontage, except at the public street connection approved in conjunction with this land use application.
4. Dedication of permanent sight visibility easements on the subject property to ensure visibility at the SW Strobel Road/SW Scholls Ferry Road intersection, if required.

B. Submit to **Washington County** Public Assurance Staff, 503-846-3843:

1. Completed "Design Option" form, Geotech/pavement report and Engineer's Checklist (Appendix E of the County's Road Design and Construction Standards).
2. **\$25,000.00** Administration Deposit.

NOTE: The Administration Deposit is a cost-recovery account used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and project administration. The Administration Deposit amount noted above is an estimate of what it will cost to provide these services. If, during the course of the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project (at then-current rates per the adopted Washington County Fee Schedule). If there are any unspent funds at project close out, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are not complete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

3. A copy of the City's Land Use Approval with Conditions, signed and dated.
4. Preliminary certification of adequate sight distance for each access point to SW Scholls Ferry Road, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as:

- a. A detailed list of improvements necessary to produce adequate intersection sight distance (refer to the following link for sight distance certification submittal requirements).

<http://www.co.washington.or.us/LUT/Divisions/CurrentPlanning/development-application-forms.cfm>

5. Three (3) sets of complete engineering plans for construction of the following public improvements, including construction access details, a traffic control and circulation plan:
 - a. Frontage improvements along the subject site's frontage of SW Scholls Ferry Road to include a center turn-lane, a shared through/right-turn lane, 7.5' planter strip, 14' multi-use path and drainage to County standards (refer to Section K-K of the submitted plan set).
 - b. Improvements within the right-of-way as necessary to provide adequate intersection sight distance at the public street connection to SW Scholls Ferry Road.
 - c. Closure of all existing driveways to SW Scholls Ferry Road to County standards.
 - d. Installation of illumination at the intersection of SW Scholls Ferry Road/SW Strobel Road and the emergency access to County standards.
 - e. All work proposed within the right-of-way of SW Scholls Ferry Road shall be designed and constructed to County standards.
 - f. Construction of a traffic signal (interim design) at SW Scholls Ferry Road and SW Strobel Road intersection to County standards. The signal shall not be activated until full occupancy of Phase I.
 - g. Ultimate traffic signal (design only) at SW Scholls Ferry Road/SW Strobel Road to County Standards. (Note: ultimate traffic signal will be constructed by the County MSTIP project.)
 - h. Ultimate signal design at SW Strobel Road/SW Scholls Ferry Road to County Standards.
 - i. Emergency access on SW Scholls Ferry Road to Fire Marshal and County standards.
 - j. Removal/reconstruction of two (2) culvert crossings on SW Scholls Ferry Road as shown on Sheet P5.2 of the submitted plan set. Note: provide evidence of an easement to construct on private property not controlled by the applicant.

- k. Option B (if proposed) water-line extension on SW Scholls Ferry Road. Note: Location and timing of construction must be reviewed and approved by all affected agencies prior to issuance of approval.

C. Obtain a Washington County **Facility Permit** upon completion of the following:

- 1. Obtain Engineering Division approval and provide a financial assurance for the construction of the public improvements listed in conditions **I.B.5**.

NOTE: The Public Assurance staff (503-846-3843) will send the required forms to the applicant's representative **after** submittal and approval of items listed under **I.B.**

The Facility Permit allows construction work within County rights-of-way and permits site access only after the developer first submits plans and obtains Washington County Engineering approval, obtains required grading and erosion control permits, and satisfies various other requirements of Washington County's Assurances Section including but not limited to execution of financial and contractual agreements. This process ensures that the developer accepts responsibility for construction of public improvements, and that improvements are closely monitored, inspected, and built to standard in a timely manner. Access will only be permitted under the required Washington County Facility Permit, and only following submittal and County acceptance of all materials required under the facility permit process.

- 2. Pay a proportional share of the cost to construct the traffic signal (ultimate design) at the intersection of SW Scholls Ferry Road and SW Strobel Road to Washington County.
- 3. Pay a proportional share of the cost to improve the intersection of SW 175th Avenue and SW Kemmer Road to Washington County. Based on a per trip cost of \$1366.87, the development's estimated share is \$29,330.

II. PRIOR TO OCCUPANCY:

Obtain a Finaled Washington County **Facility Permit**, contingent upon the following:

- A. The road improvements required in condition **I.B.5**. above shall be completed and accepted by Washington County.
- B. Upon completion of necessary improvements, submit **final** certification of adequate sight distance in accordance with County Code, prepared and stamped by a registered professional engineer.

Naomi Vogel - Associate Planner

Cc: Rob Saxton P.E., Road Engineering Services
Traffic Engineering Services
Paul Seitz, Assurances Section
Transportation File

Exhibit 3.2

Carl Mean, Ed. D.
Deputy Superintendent
16550 SW Merlo Road
Beaverton, Oregon 97003
Email: carl_mead@beaverton.k12.or.us
Phone: 503.356.4449



June 1, 2017

Scott Whyte, AICP
City of Beaverton
PO Box 4755
Beaverton, OR 97076

RECEIVED

JUN 01 2017

City of Beaverton
Planning Services

RE: Casefiles LD 2017-0002 and CU 2017-0003

Dear Mr. Whyte:

The purpose of this letter is to express the Beaverton School District's opposition to a specific component of the proposed development for the above referenced casefile numbers. Page 5.3 of the submitted plans entitled "Preliminary Utility Plan, Offsite 16" Water Connection Option A & Option B" illustrate two options for extending potable water service to the subject development site. The Beaverton School District opposes the placement of a waterline to serve the southern part of the South Cooper Mountain area in any location other than what is illustrated as Option A on the submitted plans.

Development Code Section 60.35.25. (South Cooper Mountain Community Plan) states that the provisions of the section implement the requirements of the SCM Community Plan. Moreover, Section 60.35.25.1 states "Proposals within the South Cooper Mountain Community Plan area shall demonstrate compliance with the following applicable South Cooper Mountain Community Plan policies and figures:"

For this application proposal, we identify the following as applicable policies for infrastructure in the SCM area:

1. Urban development shall not be allowed until urban services, including water and sewer, are available to the subject property.
2. The City shall work with service providers and property owners to extend urban services in a coordinated and efficient manner.

District Goal: WE empower all students to achieve post-high school success.

The Beaverton School District recognizes the diversity and worth of all individuals and groups. It is the policy of the Beaverton School District that there will be no discrimination or harassment of individuals or groups based on race, color, religion, gender, sexual orientation, gender identity, gender expression, national origin, marital status, age, veterans' status, genetic information or disability in any educational programs, activities or employment.

7. In identifying specific alignments for new water and sewer infrastructure, impacts to natural resources shall be avoided or minimized to the extent possible.

The SCM Community Plan shows the water line running within the rights-of-way for SW 175, SW Scholls Ferry Road, and SW Mountainside Way. The SCM Community Plan was adopted in December 2014. At that time, the Willamette Water Supply project had not determined a route for its water transmission line. When the Beaverton School District was designing the high school site in 2015, the City of Beaverton directed the District to change the location of the water line to cross the high school site, inconsistent with the SCM Community Plan, because the Willamette Water Supply project would be located within the Scholls Ferry right-of-way. The District agreed to this change at great expense to the District and inconvenience due to the establishment of permanent encumbrance on the District's property. The District agreed to the change in routing of the water main in part because the water main would have a direct connection with SW Mountainside Way and would avoid the additional disruption of traffic on SW 175th and Scholls Ferry roads. The District also agreed because as the first party developing in the SCM area, we felt that the action was consistent with Infrastructure Policies 1 and 2.

When the District was asked or required to adjust its plans to accommodate future SCM public facilities and SCM private development, it repeatedly requested that the City affirmatively coordinate "all affected property owners" discussions and create specific area-wide plans to manage these very kinds of issues. Because school construction was time sensitive, the District had no choice but to proceed with its public improvements. Despite the District's requests, neither coordinated discussions nor area-wide infrastructure planning materialized. As this reality became evident, the District expressed concern that expensive improvements like Mountainside Way would be constructed, only to be de-constructed, when later development occurred. This is a waste of public resources. Had the street and waterline issues been done correctly and been done once, the public would have had the benefit of coordinated infrastructure. The very operational issues, described below, about interference with school operations were also cited by the District as consequences of the piecemeal approach which was unfortunately used.

As part of the District's land use approval for the high school, the District was required to place three quarters of the Mountainside Way right-of-way on District property due to a neighbor unwilling to cooperate and coordinate with the road construction. As a result of this, the District constructed a much more expensive road. The Option B solution would require the partial destruction of this improvement. Because Mountainside Way was constructed with public funding, damaging that improvement would not be an extension of infrastructure in a "coordinated and efficient manner." Moreover, the Mountainside Way road improvement is the only access point for staff and school buses at a controlled intersection. The school will open to students in Fall 2017. By not having the ability to use Mountainside Way for buses and staff beginning in August 2017 will be a considerable safety and operational problem.

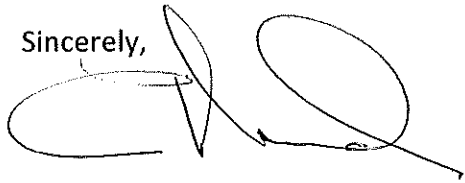
It is the Beaverton School District's position that the proposed water main Option B is inconsistent with approval criterion 40.15.15.4.C.4 for the reasons specified above. The potential water main location demonstrated by Option B is inconsistent with the SCM

Community Plan and the Beaverton Comprehensive Plan. Furthermore, the proposed water main option is inconsistent with approval criterion 40.15.15.4.C.4.6. By implementing Option B, the functional characteristics of the proposed development will not be reasonably compatible with nor have a minimal impact on the appropriate development of properties in the surrounding area of the subject site. Specifically, by not placing the water main in the future Mountainside Way right-of-way as anticipated by the SCM Community Plan, the subject development proposal will require surrounding property owners to build additional water lines which is not a minimal impact. Lastly, the proposed project with water main Option B is not consistent with Section 40.03.1.D. due to the project's failure to demonstrate consistency with Section 60.35.25.1. of the Development Code.

Under the circumstances, the applicant in Casefiles LD 2017-0002 and CU 2017-0003 should not be permitted to choose an option that now carries negative public impacts with it. That is what Option B does. It is unsatisfactory to the District and will be strongly resisted for the reasons identified in this letter. If Option B is a solution for water service provision to the subject development, the District requests that the City deny the land use proposal.

If you have any questions, you may contact me, Richard Steinbrugge, or Steven Sparks at 503-356-4449.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carl Mead', with a long horizontal stroke extending to the right.

Carl Mead, Ed. D.
Deputy Superintendent

cc: Cheryl Twete, Community Development Director
David Donaldson, Public Works Director
Dan Grimberg, Westhills Development



**Tualatin Valley
Fire & Rescue**

Exhibit 3.3

www.tvfr.com

May 25, 2017

Scott Whyte
Senior Planner
City of Beaverton
12725 SW Millikan Way.
Beaverton, OR 97076

RE: LD2017-0002 THE RIDGE AT SOUTH COOPER MOUNTAIN

Dear Scott Whyte,

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

- 1. ADDITIONAL ACCESS ROADS – ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS:** Developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3. Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. (OFC D107) *Provide additional details on the secondary access such as how fire apparatus turns will be made onto road # 88 with the proposed median. Also, provide curb cut details for emergency vehicles at road # 88 and SW Scholls Ferry Rd. Provide details on the fire department access gate at SW Scholls Ferry Rd. and construction details specific to being an all-weather surface cable to support 75,000 #'s and at least 20 feet in width. All of these items can be completed at site development review time.*
- 2. AERIAL FIRE APPARATUS ROADS:** Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2) *This would be applicable to the future apartment building if it is over 30 feet or more in height.*
- 3. AERIAL APPARATUS OPERATIONS:** At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4) *This would be applicable to the future apartment building if it is over 30 feet or more in height.*

North Operating Center
20665 SW Blanton Street
Aloha, Oregon 97078
503-649-8577

Command & Business Operations Center
and Central Operating Center
11945 SW 70th Avenue
Tigard, Oregon 97223-9196
503-649-8577

South Operating Center
8445 SW Elligsen Road
Wilsonville, Oregon
97070-9641
503-649-8577

Training Center
12400 SW Tonquin Road
Sherwood, Oregon
97140-9734
503-259-1600

4. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)
5. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi.
Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
 - In areas where the water system is already developed, the maximum needed fire flow shall be either 3,000 GPM or the available flow in the system at 20 psi, whichever is greater.
 - In new developed areas, the maximum needed fire flow shall be 3,000 GPM at 20 psi.
 - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1
6. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) **Complete by site development review time.**
7. **FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES:** Where a portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1) **All homes must be within 600 feet of a fire hydrant.**
8. **EMERGENCY RESPONDER RADIO COVERAGE:** In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1; OFC 510.1)
 - a. Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.
This applies if the aggregate floor area of any of the apartment building if it is 50,000 square feet or larger.

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

Sincerely,



Jeremy Foster
Deputy Fire Marshal II



RECEIVED

JUN 09 2017

City of Beaverton
Planning Services

June 9, 2017

Scott Whyte, AICP
Senior Planner
Community Development Department
City of Beaverton
12725 SW Millikan Way
Beaverton, OR 97076

Re: LD2017-0002 The Ridge at South Cooper Mountain

Dear Scott,

Thank you for allowing Tualatin Hills Park & Recreation District (THPRD or district) the opportunity to review the proposed site plans, as well as tour the site with the city on June 8, 2017. The following is our comments, as well as proposed conditions of approval for the trails within the development.

THPRD Comments:

- Off-Street Trail North of Road 88. THPRD requests the off-street community trail running north to south, and north of proposed road 88, be located on the east side of the creek consistent with the South Cooper Mountain Community Plan. If the developer does not wish to build this segment of trail the district will accept a trail easement. In this instance, the district will work with the adjacent property owner to the east to include installation of the trail at the time the adjacent development occurs.

As the proposed off-street community trail on the west side of the creek does not meet the South Cooper Mountain plan, THPRD will not take ownership or maintenance responsibility of this trail. System Development Charge (SDC) credits will not be available for the construction of this trail.

- Off-Street Trail South of Road 88. The district will take ownership of the off-street community trail running north to south, from Scholls Ferry Road to proposed road 88.
- Wetland/Natural Area Donation. A question arose at the June 7 Facilities Review whether THPRD would be interested in the wetland/natural open space areas between Scholls Ferry Road and the northeast property line. Upon further consideration, THPRD would be interested in accepting a donation of this area. All proposed mitigation areas within this space shall be monitored and maintained by the developer until the permit and maintenance period are satisfied by the local permitting agency.

- **On-Street Trails.** With regard to on-street trails, the THPRD *Trails Functional Plan* provides that “. . . consideration should also be given to enhancing the user experience and safety for both bicycles and pedestrians. . .” The proposed community trail along Strobel Road has seven private resident driveways that cross the trail. This design creates a conflict with pedestrian and bicycle safety, as well as maintenance responsibilities. Additionally, could impact ADA accessibility. The park district will not take ownership of this trail as designed. On street trails shall have no driveway crossings or front entry/resident connections to the trail.

The proposed on-street trails, within road right of ways and that meet park district expectations, shall include an easement over trail or be subject to a maintenance agreement with the district responsible for maintenance. Adjacent landscape strips will not be a part of the trail easement/agreement and will not be maintained by the park district.

Proposed condition of approval:

The proposed development includes an off-street, north/south community trail, on-street, east-west community trails along the collector road (road 88) and Strobel Road, and an on-street, east-west regional trail on Scholls Ferry Road. The applicant shall coordinate with Tualatin Hills Park & Recreation District (THPRD) to ensure trails are constructed to THPRD standards, as set forth in the THPRD *Trails Functional Plan* (February 2016). Specifically, the applicant shall:

- Coordinate with THPRD to provide signage for all trails.
- The applicant shall provide plans that show the:
 - North-south, off-street community trail will comply with Figure 4B of the Trails Functional Plan, having 10 feet of asphalt, along with gravel shoulders of 1-2 feet wide, as well as 2-foot horizontal clearance from the shoulder and 10-foot vertical clearance.
 - East-west, on-street community trail along the collector will comply with Figure 4D of the Trails Functional Plan, having 10-12 feet of paved trail/sidewalk, a 1-2 foot shoulder and 2-foot clearance from the shoulder and 10-foot vertical clearance.
 - East-west, on street regional trail along Scholls Ferry Road will comply with Figure 4E of the Trails Functional Plan, having 12' paved section, 2-foot shoulders on either side, as well as 2-foot horizontal clearance and 10-foot vertical clearance.
- On street trails shall not have private driveway crossings or residential front entrance access points onto the trail.
- Additional THPRD trail design standards that must be considered include the following provisions of the Trails Functional Plan:
 - Trails within Greenways – Section 4.2.2
 - Site Furnishings – Section 4.7.1
 - Bollards – Section 4.7.2
 - Bridges and Boardwalks – Section 4.8
 - Risk, Safety and Security – Section 4.10

Should you have any questions, please do not hesitate to contact me or Gery Keck, Superintendent of Design & Development (503-629-6305).

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeannine Rustad', with a stylized flourish extending to the right.

Jeannine Rustad, J.D.
Superintendent of Planning

C: Gery Keck, THPRD Superintendent of Design & Development
Keith Hobson, THPRD Director of Business & Facilities



2550 SW Hillsboro Highway
Hillsboro, OR 97123

**STATEMENT OF SANITARY SERVICE AVAILABILITY
SOUTH COOPER MOUNTAIN**

Date: May 26, 2017

To: Floyd Harrington, City Engineer, Public Works Department
Cheryl Twete, Director, Community Development Department


From: Nora M. Curtis P.E.
Conveyance Systems Department Director
Clean Water Services

Regarding Sanitary Sewer Service Availability for South Cooper Mountain.

Within the South Cooper Mountain area shown in Exhibit A, Clean Water Services (District) has determined that there is adequate capacity, or will be adequate capacity through the execution of the District's planned Capital Improvement Program, in the sanitary sewer conveyance and treatment systems under direct control of the District to serve all proposed developments at the time of completion of the developments and any related phases. Upon satisfaction of the General Conditions below, there will be no impediment solely as a result of sanitary sewer capacity for building permit issuance, sanitary sewer connection permit issuance, and/or building certificate of occupancy.

General Conditions

1. Proposed developments shall be in accordance with the zoning density requirements of the City of Beaverton's Comprehensive Plan and South Cooper Mountain Community Plan.
2. Sanitary service shall be designed in accordance with the sewer basin delineations and general sanitary sewer service strategy identified in the 2015 City of Beaverton South Cooper Mountain Sanitary Sewer Master Plan (2015 Master Plan) and Clean Water Services 2017 Upper Tualatin Interceptor Study (2017 Study). Improvements necessary to allow deviations from the basin delineations or service strategy identified in the 2015 Master Plan or 2017 Study shall be at the expense of the applicant requesting the deviation and shall require District written approval prior to issuance of land use approval.
3. Sanitary sewer design shall be in accordance with Clean Water Services' Design and Construction Standards and City of Beaverton Engineering Design Manual and Standard Drawings.
4. Annexation to Clean Water Services shall be required prior to issuance of any sanitary sewer connection permits for the development.




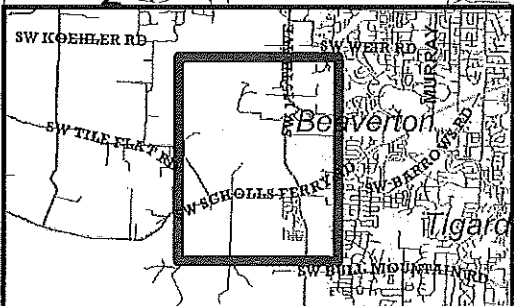
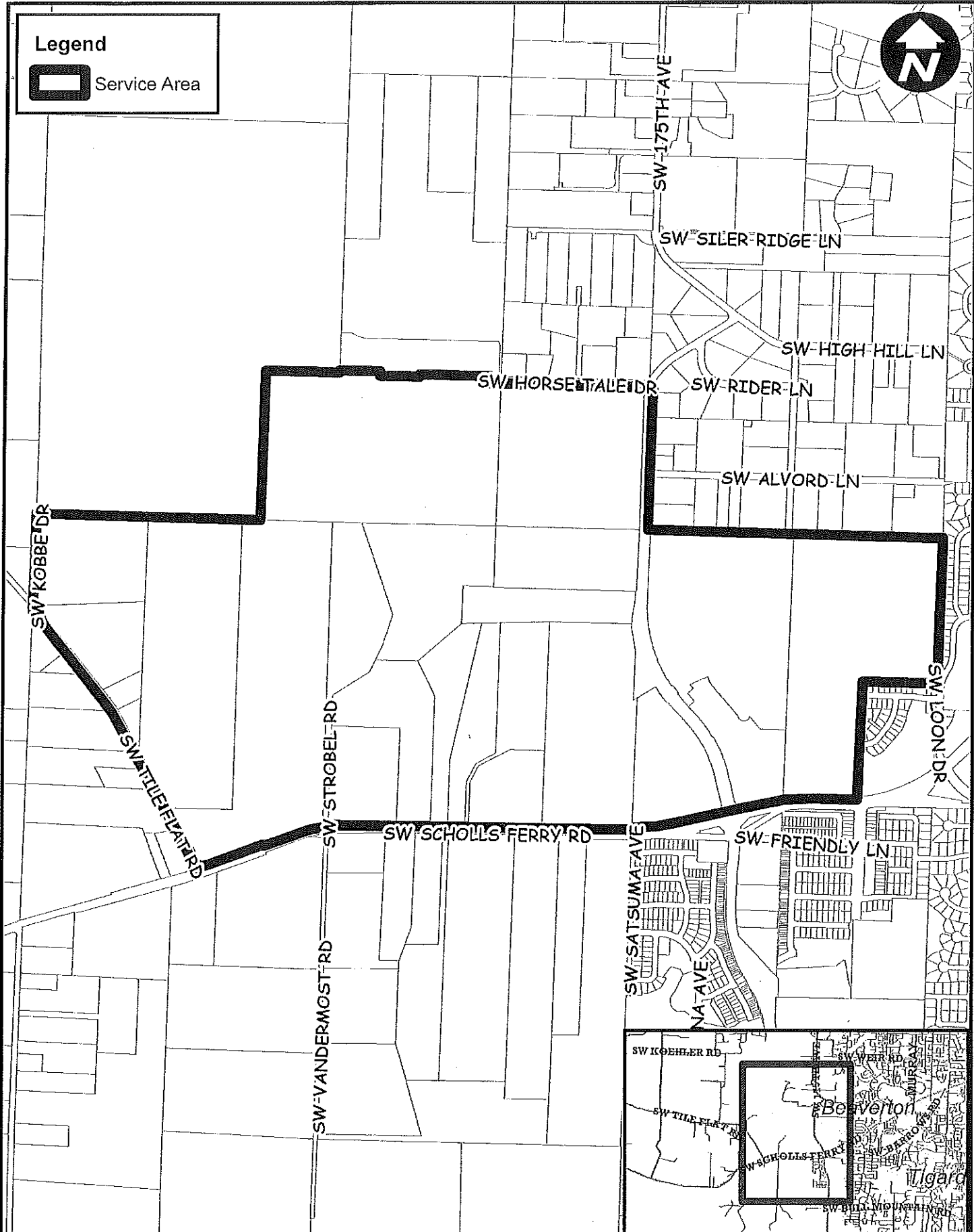
Nora M. Curtis P.E.
Conveyance Systems Department Director
Clean Water Services

5/26/2017

Date

Legend

 Service Area



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Exhibit A - South Cooper Mountain
Sanitary Sewer Service Availability



Scott Whyte

From: Susan Shanks <SusanS@tigard-or.gov>
Sent: Tuesday, May 09, 2017 8:31 AM
To: Scott Whyte
Cc: Carmin Ruiz; Tom McGuire
Subject: RE: The Ridge PUD - Plan set to be sent to City of Tigard

Hi Scott,

Thanks for the heads up and the plan set. I got it in the mail and looked at it with our development review engineer. The city has no comments.

Regards,

Susan P Shanks | Senior Planner
Community Development Department | City of Tigard
Email susans@tigard-or.gov
Phone 503-718-2454
Fax 503-718-2748

From: Scott Whyte [mailto:swhyte@beavertonoregon.gov]
Sent: Friday, May 05, 2017 6:44 AM
To: Susan Shanks
Cc: Carmin Ruiz
Subject: The Ridge PUD - Plan set to be sent to City of Tigard

Hi Susan,

We have another active development project in South Cooper Mountain. The project is called The Ridge PUD and hearing notices will be issued next week. At this time we are routing plan sets to government agencies for comment. A 11 x 17 plan set will be sent to your attention today. This project site is located west of the high school (on Lolich / Bellairs properties). If you have questions, feel free to contact me. We hope to have all outside agency comments by May 25. At this time, we are working with the project manager of the Willamette Water Supply project and Washington County staff as to potential interim improvements along the north side SW Scholls Ferry Road and how this can be incorporated to The Ridge PUD street frontage. The plan you receive for the ridge will not show WW project line, but we are working with the applicant team to ensure construction of this line is feasible in the future, consistent with location(s) as planned.

Again, any questions, feel free to contact me.

Scott Whyte, AICP
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