

Agnes Kowacz

From: Marissa Grass
Sent: Thursday, October 30, 2014 3:53 PM
To: Agnes Kowacz; Susan Shanks
Cc: Tom McGuire
Subject: FW: River Terrace Comprehensive Plan - Request for Comments

From: Jim Wolf
Sent: Thursday, October 30, 2014 3:43 PM
To: Marissa Grass
Subject: River Terrace Comprehensive Plan - Request for Comments

Hello Marissa:

With respect to your request to provide comments relating to the River Terrace Comprehensive Plan, Tigard Police would like to weigh-in on the matter of connectivity of streets proposed for the new development. Law enforcement considers connectivity to have both positives and even negatives. Most police officers will concur that the ability to reach locations and persons in need of assistance in a timely manner is paramount. Understandably, not all requests for police assistance require immediacy. In fact, proportionately, most police calls for service are of the non-emergency type. However, when life and/or property are at risk-the time it takes to arrive at a location can be critical. For that reason, the ability to navigate along direct and continuous routes is desirable. Present software which officers utilize in their day-to-day patrol activities does not always identify dead-ends or streets which end in a cul-de-sac. In fact at times, even with the most up-to-date software; officers find themselves unable to travel to a target location only to find the roadway ends and does not continue through. Even in situations without an emergency; officers prefer easy access to and from locations. Police resources are limited; the time it takes to travel from one call to the next plays into the overall role of unproductive time. Considering the extensive number of miles driven yearly by police officers, the most efficient use of their time is essential.

When police officers consider how the lack of street connectivity may affect their ability to provide services; enforcement knows well that at times, some criminals consider how easily they may be able to remove themselves from a location. Police know that when access is limited to one-way in and out; catching the criminal may likely be more possible as opposed to paths leading quickly away from the scene of the crime. Once again, the latter does not present itself on any regular basis however for a balanced discussion it needs not be overlooked. Connectivity may also increase unwanted traffic or the hazards associated with it. Streets with limited accessibility typically do not see the volume and unlawful speeds as much as through streets.

If you have any additional questions; please feel free to contact this office. As we had also discussed earlier this week, I would like the opportunity to obtain additional feedback from the Chief and other command staff regarding the ability of Tigard Police to provide public safety services once development and the associated population increases. I will make every effort to provide the information to you as soon as possible.

Regards,

Jim Wolf



Jim Wolf

Public Information Officer

DIRECT 503-718-2561

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City of Tigard | POLICE DEPARTMENT
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Community Development Department
Planning Division
12725 SW Millikan Way / PO Box 4755
Beaverton, OR 97076
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October 21, 2014

City of Tigard Planning Division
Attn: Susan Shanks
13125 SW Hall Boulevard
Tigard, OR 97223

RE: CPA 2014-00001 River Terrace Community Plan

Dear Ms. Shanks,

Thank you for the opportunity to provide comment on Tigard's River Terrace Community Plan. We have reviewed the plan and have no objections.

Throughout the River Terrace Community Plan you have provided many opportunities for coordination between our organizations. This coordination is evident in the River Terrace Community Plan, especially in relation to the transportation network serving the City of Tigard, the City of Beaverton, and Washington County. It is our sincere hope that this coordination continues as both of our communities develop in the coming years.

Congratulations on a well-done plan!

If you have any questions regarding this letter, please don't hesitate to ask.

Sincerely,


Cheryl Twete
Community Development Director

Cc: Steven A. Sparks, AICP, Planning Manager, City of Beaverton
Leigh M. Crabtree, Associate Planner, City of Beaverton



October 23, 2014

Ms. Susan Shanks, Senior Planner
 City of Tigard Planning Division
 13125 SW Hall Blvd.
 Tigard, OR 97223

Dear Ms. Shanks,

We are in receipt of the River Terrace Community Plan, and have prepared the following comments. The Beaverton School District has been an active participant in the River Terrace and West Bull Mountain planning processes for many years. We appreciate the good work that has been done by Tigard staff and the community and support adoption of the River Terrace Community Plan.

Future Student Enrollment

The planning area is divided between Tigard-Tualatin School District and Beaverton School District. We estimate the BSD section of the planning area to be around 100 acres total. Given the potential zoning designations of the area, it appears that there will be roughly 13 acres of Low Density Residential, 59 acres of Medium Density Residential, and 17 acres of Medium-High Density Residential area. Using our standard student generation factors from new construction, we estimate the following number of students from the developments in the table, below.

Zoning	Estimated # of Elementary Students	Estimated # of Middle School Students	Estimated # of High School Students	Estimated Total Students
R-4.5	19	6	6	31
R-7	41	14	12	67
R-12	17	11	8	36
R-25	48	22	26	96
TOTALS	125	53	52	230

Currently, students from this area attend Scholls Heights Elementary, Conestoga Middle, and Southridge High School. We anticipate that with construction of new schools via our 2014 Bond program, our existing schools' boundaries will be changed to balance existing and expected enrollments. With the new schools in place, we believe that there will be sufficient capacity to accommodate new students from the River Terrace Community Plan area.

District Goal for 2010-2015: All students will show continuous progress toward their personal learning goals, developed in collaboration with teachers and parents, and will be prepared for post-secondary education and career 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.



16550 SW Merlo Road • Beaverton, Oregon 97006
ph: 503.591.4395 • fax: 503.591.4484

Ron Porterfield
Deputy Superintendent

email: ron_porterfield@beaverton.k12.or.us
www.beaverton.k12.or.us



Other Comments

The District encourages local planning entities to incorporate walk/bike routes into their plans. As you know, the District is planning a new high school at the intersection of SW Scholls Ferry Road and SW 175th Avenue. As River Terrace develops we would like to work with Tigard staff to insure that safe pedestrian and vehicle access can be provided to the new high school from the south. We appreciate the fact that the River Terrace project incorporates pedestrian trails, which can aid parents and students access to the new high school.

We appreciate the opportunity to participate in the development of the River Terrace Community Plan.

Sincerely,

A handwritten signature in black ink that reads 'Ron Porterfield'.

Ron Porterfield, Deputy Superintendent
Operations and Support Services

District Goal for 2010-2015: All students will show continuous progress toward their personal learning goals, developed in collaboration with teachers and parents, and will be prepared for post-secondary education and career 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.



October 22, 2014

Susan P. Shanks
City of Tigard Planning Division
City of Tigard Permit Center
13125 SW Hall Blvd.
Tigard, Oregon 97223

RE: River Terrace Community Plan Comments

Dear Ms. Shanks,

My staff and I have reviewed the proposed River Terrace Community Plan. We generally support the Community Plan and congratulate Tigard staff on a successful planning process. The Community Plan successfully establishes a vision for River Terrace to guide development and investment in to the future. The River Terrace Community Plan is a significant achievement not only for the City of Tigard, but for all of Washington County and the Portland metropolitan region.

Within a Community Plan it is important to identify the appropriate level of detail to inform community expectations and guide future decisions. The proposed River Terrace Community Plan identifies several transportation improvements on county roadways, where the level of detail is more specific than the county is comfortable with at this time. A couple minor adjustments to the plan are necessary to refine expectations about the future system and provide flexibility for future decision makers. These adjustments include:

- A number of new signals have been identified along county Arterials. These signals would not be implemented unless they meet signal warrants as approved by the County Engineer. We recommend the signals on county arterials be removed from the map, and the wording regarding the intersection improvements refined to provide for future flexibility.
- A roundabout has been identified on Bull Mountain Road at the intersection with the proposed North-South Collector. The design of this intersection must be approved by the County Engineer. We recommend the roundabout be removed from the map, and wording regarding the roundabout be refined to provide for flexibility for an intersection design at this location to be determined in the future.
- The first bullet on page 8-1 of the River Terrace Community Plan should be deleted or amended to clarify "...where new or existing Collector or Arterial streets..."

The proposed zoning district map clearly states that the adoption of the community plan does not result in zoning designations. We agree that it is prudent to adopt the Community Plan designations before the zoning district and code amendments. We recommend adoption of zoning designations after the measures necessary to implement the Finance Strategy have been adopted by the City.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andy Back", with a long horizontal flourish extending to the right.

Andy Back, Division Manager, Planning and Development Services
Washington County Department of Land Use and Transportation

CC: Andrew Singelakis, Kenny Asher

Agnes Kowacz

From: Debbaut, Anne <anne.debbaut@state.or.us>
Sent: Monday, October 20, 2014 4:00 PM
To: Susan Shanks
Subject: River Terrace: Plan Amendment 001-14

Hi Susan,

Just a couple of comments/reminders regarding the subject plan amendment:

1. Here is a link to the Metropolitan Housing Rule: and a couple of requirements you may want to address:
http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_007.html

660-0070-0030 New construction mix and
660-0070-0035(3) Density

Best,
Anne

Anne Debbaut | Metro Regional Representative
Community Services Division
Oregon Department of Land Conservation and Development
1600 SW Fourth Ave., Suite 109 | Portland, OR 97201
Office: 503.725.2182 | Cell: 503.804.0902
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Agnes Kowacz

From: Debbaut, Anne <anne.debbaut@state.or.us>
Sent: Thursday, October 23, 2014 11:35 AM
To: Susan Shanks
Subject: Draft River Terrace Community Plan

Susan,

One more comment regarding the transportation elements of your Community Plan and the addendum to your Transportation System Plan. We want to remind the city that roads outside the UGB cannot be a “planned facility” in the city’s TSP or the addendum. Such a planned facility would have to be in Washington County’s TSP. In that light, it would be helpful to identify the “recommended” street extensions (on both maps and project lists), that are outside the UGB, as “conceptual” or a similar term to distinguish between sections of new roads and road improvements that fall in and outside the UGB.

Here is one area with “recommends” on Goal 12 page 8-4 of the exhibits document (page 53 of the pdf):

The River Terrace TSP Addendum **recommends** a street extension outside River Terrace and the UGB for street connectivity and stormwater conveyance purposes. Transportation facilities located outside the UGB must address land use regulations from the Washington County Community Development Code Sections 340-4.1 and 430-105.3 through 430-105.7; Oregon Revised Statute 215.275; and Oregon Administrative Rule 660-33.

There may be other locations, however I noted references on the p. 77 map, and the p. 115, Table 6 project list that also could use some clarification as noted above.

Thanks very much.

Regards,

Anne

Anne Debbaut | Metro Regional Representative
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Agnes Kowacz

From: RAHMAN Lidwien <Lidwien.RAHMAN@odot.state.or.us>
Sent: Tuesday, October 21, 2014 3:46 PM
To: Susan Shanks
Cc: DANIELSON Marah B
Subject: FW: River Terrace Community Plan - Draft ODOT comments
Attachments: FINAL Draft River Terrace TSP Addendum.pdf

ODOT has reviewed the River Terrace Community Plan and has the following comments:

Please clarify that on the list of “Projects improving existing or proposed intersections outside River Terrace” (Table 6 of the TSP Addendum), ODOT is the jurisdiction that owns part of the listed intersections, but is not responsible for, not has ODOT committed to, funding the listed improvements. The footnote clarifies that River Terrace development will be proportionally responsible for contributing to the project costs. However, in order to meet the requirements of the TPR - 0060, the City of Tigard has a responsibility to ensure that projects # 24 through 26 are reasonably likely to occur, i.e. are in the Financially Constrained TSP and RTP.

ODOT recommends that the Recommended Action Measures for Transportation (page 8-5) be amended as follows:

1. Adopt the necessary elements of the River Terrace TSP Addendum and the River Terrace Funding Strategy into the Comprehensive Plan and TSP....., including the list of recommended system improvements inside and outside of River Terrace (Tables 5 and 6).
5. Continue to work with Washington County and ODOT on a cost sharing and implementation approach for the recommended county and State Highway improvements identified in the River Terrace TSP Addendum, and the intersections with Highway 99W.
8. Work with Metro to include the recommended transportation system improvements that are on the regional networks on the list of Financially Constrained RTP projects.

Please let me know if you have any questions. Actually I will be on vacation October 27 – November 11, so if you have questions during that time, you may contact Marah Danielson in our office.

Lidwien Rahman
Principal Planner
ODOT Region 1
123 NW Flanders
Portland OR 97209
Phone: (503) 731-8229

From: Susan Shanks [<mailto:SusanS@tigard-or.gov>]
Sent: Wednesday, October 15, 2014 11:47 AM



Hanmi Global Partner

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October 31, 2014

Susan Shanks, Planner
(via email only)
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

***Re: Arbor Homes Comments on the Draft River Terrace Community Plan
— Otak Project No. 17280***

Dear Susan:

Please provide this letter and attachment to the Planning Commission and include it as part of the public record.

On behalf of Arbor Homes we are submitting the following comments regarding the draft River Terrace Community Plan.

I. River Terrace Boulevard

We are convinced that River Terrace Blvd is over designed and way too costly given its function and how it fits into the plan. The current cost estimate, end to end, for this collector street is \$50,000,000. This road was initially designated as a neighborhood route by the West Bull Mountain plan based on the forecasted traffic volumes and the fact that it would not be signalized at Scholls Ferry Road. The traffic forecast volumes have not changed and we are convinced there will not be a signal at Scholls Ferry Road.

The city is proposing the boulevard as a collector and signature road for River Terrace by widening the right-of-way from 70 feet to approximately 110 feet with extensive landscaping, a multipurpose trail and large median. We think the idea of an enhanced road with a continuous trail is good but this goes too far. The projected cost of \$50,000,000 equates to about \$20,000 per proposed unit in the district (\$50M/2500 units). This puts development at an acute financial disadvantage compared to other adjacent districts (South Cooper Mountain). It simply won't work and is not a necessary improvement.

We have enclosed a memorandum from Kittelson & Associates, Inc. dated September 4, 2014, that evaluates the feasibility of the proposed roadway from an operation and cost standpoint.

2. Storm Water Facilities

The challenges of providing Regional Stormwater Facilities are outlined in the River Terrace Stormwater Master Plan, but specific details are not addressed in the proposed adoption of the Community Plan. Flexibility on design and implementation is required to allow phased development within a potential immediate and accelerated development schedule.

Some of the stormwater infrastructure strategies in the Stormwater Master Plan are based on the City's intention to adopt new design standards in cooperation with Clean Water Services (CWS). The timing of defining, approving, and implementing these new standards must match the projected timing for development, or the immediate development should be allowed flexibility in providing smaller scale facilities that meet current City/CWS standards.

The funding and land acquisition strategies for the Regional Stormwater Facilities are not clearly defined. This could have an impact on the timing and placement of regional facilities for the initial development phases in River Terrace. While the Stormwater Management Plan provides alternatives/flexibility for interim and smaller facilities, these interim facilities are costly and impact infrastructure and site layout planning for adjacent development.

The implementation of LIDA facilities on individual single family lots creates significant challenges for siting and sizing, operation, and on-going maintenance (Strategy Areas B and C). LIDA on single family lots was considered in the Villebois Community Plan in the City of Wilsonville but never implemented with development, mainly due to these challenges. LIDA on single family lots was not required in the Regional Facility approach for stormwater treatment in North Bethany. Alternatives to LIDA on single family lots would be to allow additional localized (by subdivision) water quality facilities, or incorporation into a regional water quality only facility.

The "excess" right-of-way located on the east side of Roy Rogers Road, south of the existing PGE facilities, should be considered for regional stormwater facilities.

3. Finance Strategy

We acknowledge that the finance plan is not under consideration by the planning commission at this time. However, the Transportation System Plan and other infrastructure systems set the framework for creating a quality community plan. These dictate the cost of development. It is difficult to adopt a specific plan without knowing how financing the improvements will work. We encourage the city to accelerate the finance plan and, at a minimum, provide cost "bookends" early on to ensure that implementation is financially feasible and somewhat in line with other districts (especially to the north).

4. Planned Development Ordinance

We understand that the city will be updating their planned development ordinance as part of the community plan process. We again encourage that this be accelerated. We believe the open space requirements in the current ordinance do not reflect the goals of the community plan. The plan

designates open space locations as a whole vs. requiring a flat percentage of site area per application. Other flexible standards of an enhanced Planned Development ordinance will further the objectives of the plan. We look forward to the opportunity to be of assistance and provide input on this important code change.

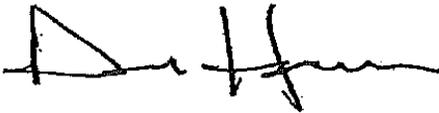
5. Timing for Applications

We would like to be able to submit development applications before the funding and finance plans are complete. This would facilitate 2015 site development (dry season). Developers should be able to submit and receive land use approvals and review of final engineering before the adoption of the finance plan. The final permits would be issued once the finance plan is adopted.

We respectfully request that the city consider our concerns raised on these matters.

Sincerely,

Otak, Incorporated



Don Hanson
Principal

Enclosures: "River Terrace Boulevard Feasibility" Memorandum dated September 4, 2014, by Kittelson & Associates, Inc.

DH; kg

Dan Grimberg, West Hills Development
Mark Butoric, Kittelson & Associates, Inc.
Mike Peebles, Otak, Inc.
Project files



MEMORANDUM

Date: September 4, 2014

Project #: 11057.2

To: Dan Grimberg, West Hills Development

From: Marc Butorac, PE, PTOE; Kelly Laustsen

Project: West Bull Mountain Concept Plan Review

Subject: River Terrace Boulevard Feasibility

This memorandum provides further assessment of the proposed River Terrace Boulevard in Tigard, Oregon. The intent is to further evaluate the feasibility of the proposed roadway, both in terms of operations and cost. The first section of this memorandum analyzes operations at the intersection of River Terrace Boulevard/Scholls Ferry Road and considers when (and if) a traffic signal will be warranted in the future and if it can be accommodated from an access spacing and queue storage perspective. The analysis also evaluated the potential difference in traffic volumes associated with and without a connection to SW Luke Lane. The second section considers cross-section options for River Terrace Boulevard and estimated costs.

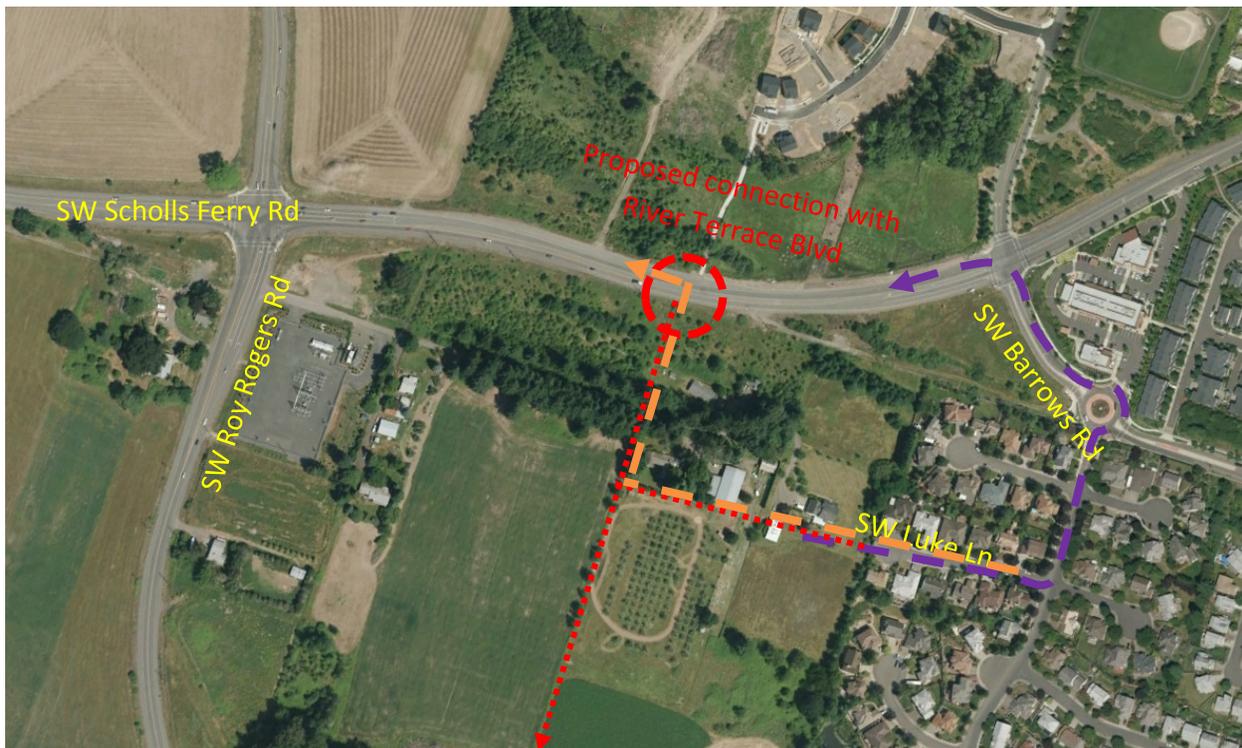
INTERSECTION OPERATIONS

The proposed River Terrace Boulevard will connect to Scholls Ferry Road as shown in Exhibit 1, and is located approximately 1,000 feet from both SW Roy Rogers Road and SW Barrows Road (centerline to centerline). The intersection was analyzed to assess operations with and without a traffic signal and to determine when (and if) a traffic signal would likely be warranted at the intersection. Based on the assessment documented in the DKS & Associates' April 9, 2014 memorandum, the primary turning movements at the River Terrace Boulevard/Scholls Ferry Road intersection are the northbound right-turn and westbound left-turn which reflect the residential nature of the recently annexed urban reserve area, the employment areas to the north, and the urban growth boundary to the west. These two primary movements can be served under two-way stop control. The upstream signal at SW Roy Rogers Road should create gaps in the eastbound traffic stream to allow vehicles destined to or originating from River Terrace Boulevard to safely transition to/from Scholls Ferry Road. Only considering left-turning vehicles from River Terrace Boulevard to Scholls Ferry Road, a traffic signal is not likely to be warranted in 2035 based on guidance provided in the *Manual of Uniform Traffic Control Devices* (MUTCD). According to signal warrant 3 in the MUTCD, 100 peak hour vehicles on the minor street approach is the lower threshold volume to warrant a traffic signal (based on a one-lane roadway

and a major street approach with a total of 1500 vehicles per hour or more). As provided in the DKS & Associates' memorandum, during the morning and evening peak hours, 85 to 90 left-turning vehicles would be anticipated on River Terrace Boulevard in 2035 if a traffic signal were installed.

As stated in the DKS & Associates memorandum, the analysis does not lead to a clear recommendation for a traffic signal. Northbound left-turn demand is not expected to be significant and vehicles can re-route to Roshak Road or Roy Rogers Road without significantly impacting operations. Westbound left-turn demand at SW Roy Rogers Road/SW Scholls Ferry Road is expected to be high with significant queues, which are expected to extend through the proposed River Terrace Boulevard/SW Scholls Ferry Road intersection. Therefore, a signal at River Terrace Boulevard could disrupt westbound operations on SW Scholls Ferry Road and would likely be impacted by queues from SW Roy Rogers Road. Given these considerations, a traffic signal is not likely to be warranted or recommended by 2035.

Exhibit 1: Proposed River Terrace Boulevard connection to SW Scholls Ferry Road



A connection to SW Luke Lane to the east of River Terrace is under consideration. The connection is likely to have a marginal change in the number of northbound left-turn movements and is not anticipated to significantly impact operations at the River Terrace Boulevard/SW Scholls Ferry Road intersection. If a signal is provided at River Terrace Boulevard/SW Scholls Ferry Road and a connection to SW Luke Lane is made, a small amount of traffic from the neighborhood may use SW Luke Lane to access the signal at SW Scholls Ferry Road (shown in Exhibit 1 with the orange dashed line). With two-way stop control at River Terrace Boulevard/SW Scholls Ferry Road and a connection to Luke Lane, some vehicles from River Terrace may re-route through the neighborhood via SW Luke Lane to reach the signal at SW Barrows Road (shown in Exhibit 1 with the purple dashed line). Either way, the re-

routing of vehicles destined westbound on Scholls Ferry Road with a SW Luke Lane connection is likely to be negligible given the low volume of vehicles that would be served by the connection. However, it should be noted that the SW Luke Lane connection will likely pull a number of eastbound oriented trips from the River Terrace that are destined to the two commercial developments (the Village on Scholls Ferry and Progress Ridge Townsquare) located on SW Barrow Road.

RIVER TERRACE BOULEVARD OPTIONS

River Terrace Boulevard has been proposed as a collector with a 112 foot right-of-way in the latest information provided by the City of Tigard (April 16, 2014 memorandum with subject “River Terrace Project Updates”). The cross-section includes additional landscaping and sidewalks to encourage slower speeds and a multimodal environment and create a gateway corridor into the River Terrace area. The purpose of this alternative concept evaluation is to determine the extent of the right-of-way impacts on potential development and the overall improvement costs to implement the new roadway. Toward this effort, two alternative concepts were developed for the roadway, compared with the original option in Table 1. Images of each additional option are provided in Exhibits 2 through 4.

Table 1. River Terrace Boulevard Alternative Cross-Section Concepts

Alternative Concepts	Exhibit	Right of Way	Cross Section Differences	Cost Estimate ¹
A. Proposed Collector	2	112'	Additional sidewalks and planter/landscape	\$26.7m (Otak) \$36.7m (City) \$20.2m (DKS)
B. City Standard Collector	3	93'	Wider paved area	\$23.4m (Otak)
C. City Neighborhood Route	4	65'	No median	\$18.4m (Otak)

¹Otak developed the cost estimates for alternatives B and C. Otak, the City, and DKS developed cost estimates for alternative A.

As seen in the table, the cost estimates for Alternative A produced by Otak, the City, and DKS & Associates differ significantly. The City assumed a higher cost for the bridge/culvert reconstruction (assuming construction of full bridges, as opposed to box culverts) and different right of way and construction costs. However, the relative cost difference between the alternatives can be seen by reviewing the cost estimates provided by Otak, which were developed using a consistent methodology for the three alternatives. The estimates show that Alternative B and Alternative C reduce the cost of the roadway by about 12% and 31%, respectively. This cost difference is largely a result of the decreased ROW needs and construction costs with the reduced cross-section.

Alternative B and Alternative C require less right of way than Alternative A, leaving additional land for development. Alternative B provides approximately 3.4 additional acres of developable area while Alternative C provides approximately 8.5 acres (both compared to Alternative A). This land could be developed, generating tax revenues and development fees.

All alternatives provide two vehicular lanes of travel, on-street vehicle parking, and some form of bicycle and pedestrian accommodations. Based on projections provided in the River Terrace Update (City of Tigard TSP Addendum), all alternatives provide sufficient vehicular capacity to serve 2035 demand. All alternatives provide sidewalk facilities separated from vehicular travel by landscaping. Alternative A provides a multi-use path to serve bicycles and pedestrians, while Alternative B provides on street bike-lanes and Alternative C assumes vehicles and bicyclists share the road.

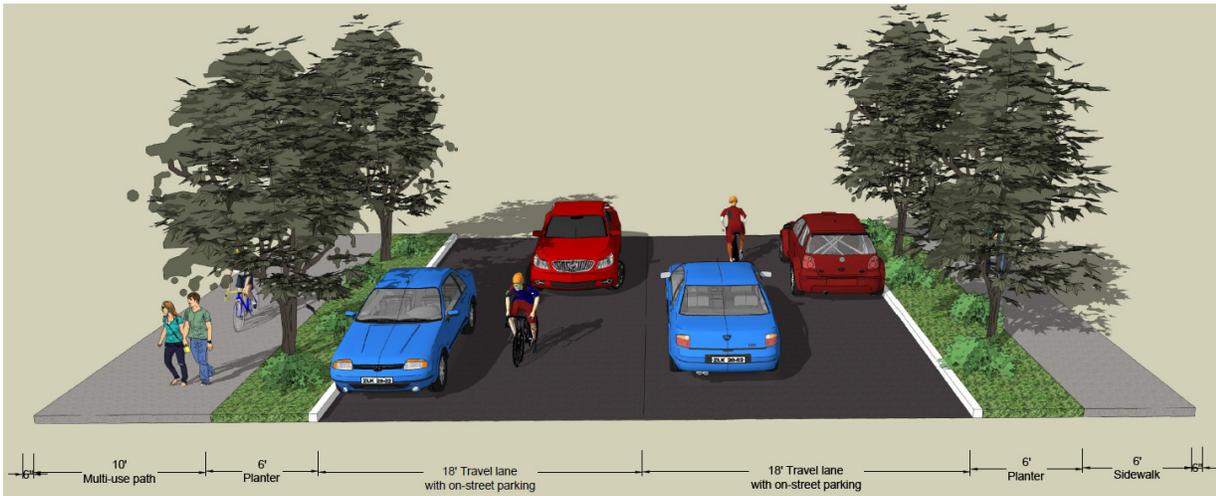
Exhibit 2 – Proposed Collector (Alternative A)



Exhibit 3 – City Collector (Alternative B):



Exhibit 4 – Neighborhood Route (Alternative C)



CONCLUSIONS

As described in the sections above, the proposed River Terrace Boulevard is planned to connect to SW Scholls Ferry Road between SW Roy Rogers Road and SW Barrows Road. Given the limited demand of northbound left-turning vehicles from River Terrace Boulevard, availability of alternative routes, and storage deficiency at the SW Roy Rogers Road intersection for westbound left-turning vehicles, a traffic signal is not likely to be recommended or warranted by year 2035. The lack of or presence of the SW Luke Lane connection does not change this finding regarding the need or warrant for a signal at the River Terrace Boulevard/Scholls Ferry Road intersection.

In reviewing the proposed cross-section and right-of-way for River Terrace Boulevard (Alternative A), it was found that alternative roadway cross sections could be developed more economically and allow for additional residential development, while adequately accommodating the projected traffic volumes and pedestrian and cyclist needs from a capacity and safety perspective. Alternative B, largely based on the typical City of Tigard Collector Street standards, provides a narrower roadway without a shared multi-use path. It reduces the estimated cost by approximately \$3.3m (13%) and provides 3.4-acres of additional land for development compared to the proposed Alternative A. Alternative C, based on a typical City of Tigard Neighborhood Route standard, provides sidewalks and a landscaping like the other alternatives, but assumes bicyclists and vehicles share the roadway. Alternative C reduces the estimated cost by approximately \$8.3m (31%) and provides 8.5-acres of additional land for development compared to the proposed Alternative A. Thus, these alternatives should be considered if potential cost savings and/or more developable land are ultimately desired.

October 31st, 2014

City of Tigard
 Attn: Susan Shanks, River Terrace Project Manager
 13125 SW Hall Blvd.
 Tigard, OR 97223

Re: Metropolitan Land Group (MLG) – River Terrace Community Plan and TSP and Park System
 Master Plan Comments

Dear Susan,

Please provide this letter to the Planning Commission and include it in the public record.

First, I would like to congratulate you and your team on the effort you have put forth to plan River Terrace. You have done an excellent job with a very difficult task and have produced an overall balanced proposal for the development of River Terrace. We greatly appreciate your extensive efforts and are proud to be a contributing member of the Stakeholder Work Group (SWG) and Implementation Subcommittee.

For the purpose of the record, I have attached three letters that we previously submitted to the City throughout the River Terrace planning process. Summarized below are our requests for further consideration.

River Terrace Community Plan

- **Urbanization** – We support Recommended Action Measure 5 on p. 7-4 and would like to emphasize the importance of a near-term UGB Expansion for the Urban Reserve Area south of River Terrace and north of Beef Bend Road. Exclusion of this area from the Urban Growth Boundary has made facility planning for River Terrace extremely challenging. A near-term UGB expansion would make provision of safe north/south connectivity and efficient utility connections possible. We also recommend that a CET grant be sought by the City to help pay for the associated community planning effort.

We request that the City seek a near-term UGB expansion to allow efficient planning for River Terrace south and that the City seek a CET grant from Metro to complete the required planning efforts to facilitate a UGB expansion request.

- **Sanitary** – While we are aware that the Sanitary Sewer Master Plan Addendum was previously adopted, we would like to emphasize the need for the allowance of interim solutions where feasible. The timeline for development of the River Terrace South Pump Station is years away and could be a barrier to development within River Terrace south.

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 CCB 181393

METROPOLITAN
LAND GROUP MLG

- Additionally, the gravity main needed to provide service to adjacent properties is an additional challenge as it will require an additional design process and right of way acquisition.

We request that the City support our efforts to seek interim design solutions utilizing existing pump stations with the understanding that a final design solution connecting the developments to River Terrace South Pump Station be included as part of the development.

- **Water** – We strongly support Recommended Action Measure 2 on p. 7-6. We appreciate the City’s willingness to explore options for a pressure valve to allow areas within the 550 Zone to utilize water from other zones until such time that funds are available to construct the 550 Zone Reservoir. Early development will generate funds to help fund the construction of the Reservoir.

We request that the City work to develop a plan to provide near-term water service to the River Terrace 550 Zone.

- **Transportation** – As we have discussed through the planning process, the street network, as shown on Map 14 within the Community Plan, is intended to show Point A to Point B connections only, and is not intended to be prescriptive regarding street design, street alignments or intersection treatments. The maps within the Transportation System Plan Addendum are reflective of this; however, Map 14 contains both intersection treatment recommendations and street alignment/treatment recommendations. Even after much time spent studying the River Terrace area, we all agree that we still have limited information about on-the-ground conditions which will dictate design considerations for road alignments and intersection treatments.

We request that the City modify Map 14 within the Community Plan document to match the maps within the TSP (p. 15, Figure 3) to include straight roads illustrating point A to point B connections and to remove intersection treatments allowing design of these features to occur through the land use and engineering processes for individual developments.

- **Transportation, River Terrace Boulevard** – We all share the desire to make River Terrace a distinctive and livable community. Though we understand and appreciate staff’s efforts to develop a boulevard design that will help implement that desire, we also feel that the current recommended design as illustrated on p. 8-3 and included in the TSP amendment on p. 18 as Figure 5 is **NOT** financially feasible.

Discussions within the Stakeholder Work Group have identified specific issues with the cross section which include excessive right of way (110’) and duplicative sidewalks/trails and walkways. With a 40\$ Million dollar price tag this single road makes up over half of the major street construction project list (not including Neighborhood Routes that will be the responsibility of the developers). We feel that this road design can be refined to provide a safe, beautiful and well-functioning facility that meets the community’s needs while fitting within a financially feasible finance strategy.

We recognize that the Planning Commission will not be reviewing the Funding Strategy; however Recommended Action Measure 4 on page 8-5 recommends that the city “work with the development communities and other potential partners to fund River Terrace Boulevard per the recommendations in the River Terrace Funding Strategy”. As discussed at the last SWG meeting on October 29th, we would like an opportunity to sit down with City staff to help refine both the Boulevard design and the project list as a whole to make changes that will allow the Transportation Network in River Terrace to become financially feasible.

We request that the City work with the development community to refine the design and cross-section for River Terrace Boulevard as well as to refine the project list to work toward a financially feasible plan.

River Terrace Parks Systems Master Plan

- **Park Land Acquisition** - With the existence of a Parks SDC in the City, we are not supportive of utilizing Canby’s Mandatory Dedication of Park land model as included on p. 22 of the Parks Master Plan. Parks within River Terrace will benefit all of the City’s residents including the park deficient neighborhoods in Bull Mountain (as stated within the Key Findings on p. 5-3 of the Community Plan). For this reason, park land should be purchased with funds generated by the current Parks SDC and land for parks should be acquired from willing sellers.

We request that the City utilize funds from the existing parks SDC to purchase park land within River Terrace from willing sellers.

Thank you for this opportunity to provide comments. We are encouraged with the overall direction of the plan for River Terrace and are excited to move toward implementing the vision for this area. The City’s commitment to this effort is apparent and we hope that our involvement has been and continues to be helpful to the discussion.

Sincerely,



Jamie Stasny

Metropolitan Land Group

July 21st, 2014

City of Tigard
 Attn: Susan Shanks, River Terrace Project Manager
 13125 SW Hall Blvd.
 Tigard, OR 97223

Re: Metropolitan Land Group (MLG) – Storm Water Master Plan Comments

Dear Susan,

Thank you for offering us an opportunity to provide comments on the River Terrace Stormwater Master Plan. As you know, our group has been involved in the Stakeholder Work Group and has a vested interest in seeing River Terrace develop in a timely and efficient manner.

We have a number of concerns with the River Terrace Draft Stormwater Master Plan dated July 8th, 2014 prepared by OTAK.

Regional Facility Approach

- While we appreciate the city's desire to accommodate the unique stormwater challenges of West Bull Mountain as cited on page 3 of the report, we have been frustrated by the lack of available information regarding facility sizing. One of our properties contains a proposed regional stormwater detention facility (T5_6b shown on Figure 4b). When our group met with city staff on June 3rd, 2014 we were informed that the city would be working with Clean Water Services to develop a new tool based on the Western Washington model to size facilities in the plan area, therefore no sizing information was made available to us. We were also informed that the contract for this model has not been established and that no additional information is available at this time.

As with any new tool, this new model will take time to develop and implement, as design professionals will need time to work with the new modeling process and will certainly have questions and issues that need to be addressed prior to implementation.

Without the understanding of how the new methodology works we are unable to support the implementation of the model because we do not have a solid understanding of the implications to our property. Additionally we are concerned that development of this new approach could further delay development.

- Throughout the planning process we have voiced our concern about using the regional facility approach. In response city staff stated that they will be open to interim solutions, but that the burden will be placed on the developer to construct and fund the interim improvement, as well as to fund and construct the connection to the ultimate facility. This approach, while solving the delayed development concern, creates "throw-away" facilities, which are costly and wasteful.

We would ask that the city consider allowing site-specific facilities to be constructed and retained for long-term use if the regional facilities are not available at the time of project construction.

v 503.597.7100 | f 503.597.7149
 17933 NW Evergreen Parkway, Ste. 300
 Beaverton, OR 97006
 cca 181933



Additionally, if specially assessed system development fees are to be applied to this area, we suggest that projects containing neighborhood facilities be deemed to have satisfied their stormwater master plan requirements upon construction of onsite facilities and that no stormwater SDC fee should be assessed.

- The regional detention facility located on our parcel is proposed to be located within a resource area. To our knowledge CWS standards allow for detention to occur within resource areas, however permitting for these facilities in resources includes a complicated and expensive permitting process due to wetland impacts that will be required to make the area function as a detention facility.

We would like to know who will be responsible for permitting and construction of the regional facilities. If the developer constructs the facility, will they be compensated for the oversized portion of the facility? We have previously asked these questions through the implementation subcommittee but have not received a response.

Our experience with regional stormwater plans in parcelized plan areas such as River Terrace is that they are overly expensive and extremely complicated when compared to a more traditional local approach. Ultimately, as we have expressed in the past, we would prefer a more flexible approach that looks at projects and properties on a case-by-case basis. This would allow for implementation of a regional or local solution that is dictated by the unique needs of each individual project.

High Capacity Bypass Pipe

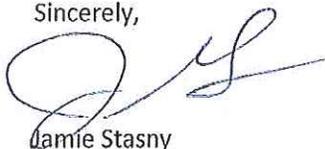
- Our final issue of concern is the high flow bypass pipe that is identified to serve the Southern part of the plan area. Figure 4C indicates that a "high flow bypass pipe" will be constructed with development.

As we expressed during the Implementation Subcommittee Meetings we are concerned about the construction of such a large and interconnected facility. In order for this system to work, the city will need to obtain right of way and permitting through an Urban Reserve area in order to make a connection with the Tualatin River as planned. Due to the unique nature of this approach, we also have very limited information on the costs to construct such a facility.

We strongly encourage the city to explore stream restoration of the existing drainage channel in lieu of the high capacity bypass pipe as described on page 11 of the report.

We appreciate all the hard work that staff and their consultant team have put toward developing this plan and look forward to further discussion of our concerns. This City's commitment to this effort is apparent and we hope that our involvement has been and continues to be helpful to the discussion.

Sincerely,



Jamie Stasny

TriCounty Investments, LLC

May 1st, 2014

City of Tigard
Attn: Susan Shanks, River Terrace Project Manager
13125 SW Hall Blvd.
Tigard, OR 97223

Re: Metropolitan Land Group (MLG) –Request for a Transportation Plan Adjustment and Concerns

Dear Susan,

After our design charrette meeting last night I was left with a number of concerns regarding transportation planning in River Terrace.

The first concern I have is regarding the placement of the intersection towards the southern end of River Terrace Boulevard and the E/W collector.

- This intersection is shown on the southwest corner of our property, and is placed directly over a known resource. As per our previous discussions, this area will also contain a regional stormwater facility. Permitting this facility will be challenging without inclusion of an intersection and any associated impacts.
- Additionally this intersection is shown straddling 3 different properties in separate ownership. Implementation of an intersection design and construction is challenging when it is in singular ownership, this process would be greatly complicated when coordination between three property owners is required.

For these reasons I respectfully request that you shift the intersection to the west.

My second set of concerns stem from the concepts presented for River Terrace Boulevard.

- While I wholeheartedly agree with the idea of creating a signature street for this planning area I am troubled by the lack of financial information to support these concepts. We all share the common goal of creating a unique and livable community, however in order for these ideas to become reality the concepts must be feasible for implementation. Determination of their feasibility requires, at a minimum, a high level understanding of the financial implications and the possible funding mechanisms.
 - After our meeting last night I am left wondering what the financial impacts of this proposed boulevard design will mean for future homebuyers. Will the costs be passed along through an SDC or an LID? This is a critical factor that could affect all property owners in River Terrace.
- Federal funding would be helpful, however as Kenny mentioned last night we cannot assume that those dollars will be available, we must design a road that can be implemented without assistance.

V 503.597.7100 | F 503.597.7149
17933 NW Evergreen Parkway, Ste. 300
Beaverton, OR 97006
ccb 181933



- As I stated at our February SWG meeting, it is very difficult for us to sign off on a plan that is rooted only in concepts with no discussion of the reality of implementation. I recommend that we begin having these financial discussions now, prior to making a recommendation for these TSP amendments to council.

At this point I think the group would be ill-advised to make a recommendation of support for a project concept that has not yet been grounded in the reality of financial feasibility. Please consider initiating the discussions of the financial implications prior to requesting a recommendation on the transportation components from the SWG.

This City's commitment to this effort is apparent and we hope that our involvement has been and continues to be helpful to the discussion.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Stasny', written in a cursive style.

Jamie Stasny

Metropolitan Land Group

February 17th, 2014

City of Tigard

Attn: Susan Shanks, River Terrace Project Manager

13125 SW Hall Blvd.

Tigard, OR 97223

Re: Metropolitan Land Group (MLG) – Site Specific Transportation Plan Scenario Concern

Dear Susan,

It is clear that a tremendous amount of work has been done by you and your team on the planning of River Terrace. Before getting too far down the road, we wanted to voice a concern relative to our property. As you are aware, MLG owns approximately 29 within Area 63.

The following represents our primary concern with the Transportation Plan Scenario that we received for the SWG Meeting to be held on February 19th, 2014.

- **Transportation Plan**

- We are very concerned about the “curved street” scenario proposed for the future extension of SW 161st Avenue. As we briefly discussed at the implementation subcommittee, if the road were built as shown on the updated plan, the entirety of the western portion of our property would become unbuildable.
- Overall we would like to reiterate the importance for flexibility in alignment of future facilities
 - It is critically important to allow adequate flexibility in the future alignment of these roads. Today, we have at best an intermediate understanding of the actual on-the-ground challenges that we will face at the time of development.
 - We should identify flexible beginning and end points for the mapped transportation facilities and describe the intent of each facility between those points.
 - The establishment of a rigid street network will only impede development opportunities, especially in an area where existing grades and resource crossings will already make permitting and construction a challenge.

If this facility must be shown as a “curved street” on the map we respectfully request that the portion of road along our western property line be modified to run with the property line, instead of through the buildable portion of the property.

We are very supportive of the direction that River Terrace is headed and are excited to see some on the ground progress. This City’s commitment to this effort is apparent and we hope that our involvement has been and continues to be helpful to the discussion.

Sincerely,

Jamie Stasny

Metropolitan Land Group

November 14, 2014

RE: River Terrace Community Plan

Dear Planning Commission Members,

I am writing on behalf of the residents of Sterling Park an established community of 262 homes and Churchill Forest a community of 40 homes both located in Beaverton's South Cooper Mountain. We would like to state our support of the signal at Scholls Ferry for the River Terrace Blvd and Multi-Use Trail. On November 5th we presented recommendations to the Beaverton Planning Commission Meeting to align the South Cooper Mountain east-west collector to River Terrace Boulevard. Attached is a summary of our recommendations.

The City plan collector begins at Tire Flat Road and directs traffic through the planning area, by Main Street, the new High School, and 175th, to the Barrows/Loon intersection on Scholls Ferry. This collector will connect to Loon Drive across from the Scholls Heights Elementary playground and athletic fields. Our residents are very concerned about the proximity of this connection to the school and how it will impact pedestrian access and bus routes. The residents are asking the city to veer the collector south just before the Churchill Forest Neighborhood to align with the River Terrace Blvd., creating a seamless collector and trail system for our two new communities.

If the road alignment is not approved, we are asking the City of Beaverton to at least consider aligning the River Terrace Trail with a multi-use path on the Beaverton side and a pedestrian signal at Scholls Ferry. This provides a safe and convenient pedestrian crossing, especially to facilitate travel to and from the new High School as this trail would link to Beaverton's School to School Path.

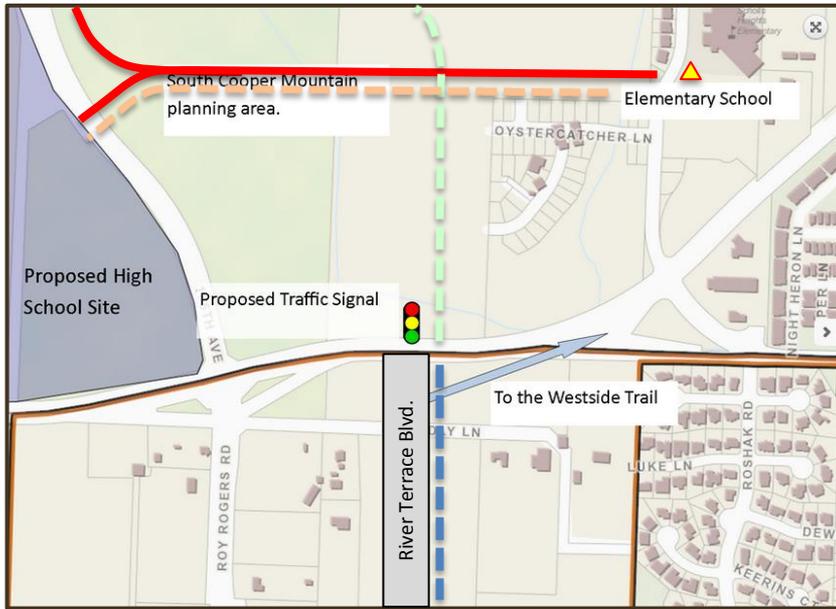
Not aligning these roads and trails would be a missed opportunity to connect our residents to schools, trails, and commercial districts. During the Planning Commission deliberations, the Commission asked staff to provide them with more information on River Terrace. They said it does not make sense to plan one side of the highway and they wanted to ensure our communities are working together.

We hope this letter helps inform Tigard of the plans on the other side of the highway and the wishes of residents to align our communities.

Sincerely,
Andrea Bonard

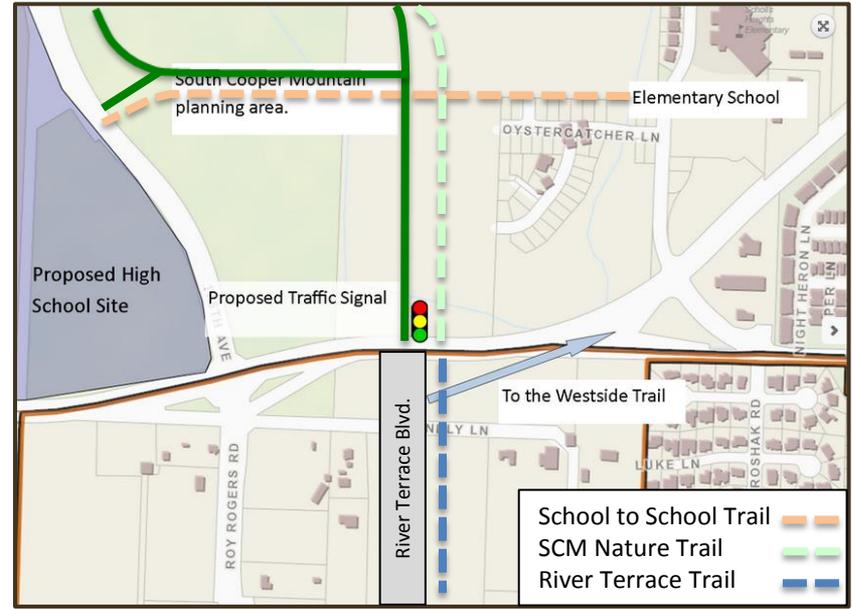
Attachment

Resident recommendations provided to the City of Beaverton Planning Commission regarding the South Cooper Mountain (SCM) East-West Collector Road.



City Plan

Create a three-lane east-west collector road directing traffic from South Cooper Mountain, starting at Tire Flat Road, crossing 175th, to Loon Drive, ending at Scholls Heights Elementary School.



Proposed Residents Solution

Create a collector road that directs traffic from SCM and 175th toward Scholls Ferry and logically connects with River Terrace Boulevard. Connect the River Terrace Trail to SCM Nature Trail, which improves connectivity to the School to School trail.

Proposed Solution Benefits

- ▲ **SAFETY:** Will not result in unsafe school crossings for Scholls Heights children or impact school bus and school traffic routes; because there will not be increased traffic directly from arterial roads and the High School.
- ▲ **SAFETY:** The proposed collector would not connect to Loon across from the fire lane at the school playground.

- **CONNECTED COMMUNITIES:** Seamless SCM and River Terrace collector and trail system.
- **MULTI-USE TRAILS:** Facilitates safe walking and biking paths to schools, shops, and restaurants. Decreases traffic and parking burden.
- **NATURAL RESOURCES:** Decreased disruption to existing stream. Enhanced trail connectivity supports pedestrian and bike transportation.
- **HOME VALUES:** No negative impact to home values on both Loon and Oystercatcher.

Canterbury Tails Horse Farm

Established 1990

November 14, 2014

Via Email and Hand Delivery

City of Tigard Planning Commission
Tigard Town Hall
13125 SW Hall Blvd.
Tigard, OR 97223

Re: River Terrace Community Plan Public Hearing

Dear Planning Commissioners:

This letter is written as a follow-up to comments already submitted on the River Terrace website in response to a request for comments on the proposed Community Plan. I believe our other impacted neighbors have also posted comments to that site and we hope that you will consider those comments during your deliberation. That being said, to be clear for the Planning Commission public hearing record, we believe the idea of including a definitive location for a regional trail at this early stage is a flawed and unnecessary inclusion in the proposed Community Plan. We hope the Planning Commissioners will consider recommending that staff take a more flexible approach to the trail location before the matter is forwarded to City Council.

Unlike parks, which the City planners have wisely identified where a variety of parks "might" be located generally but have not assigned any definitive locations at this early stage in the process, the proposed regional trail is being treated completely differently. In the proposed Plan, it has been definitely located over our property and those of four (4) adjoining neighbors, none of whom are likely to develop into subdivisions at any time, even in the distant future, and none of whom (including us) voted for this annexation. This effectively means the land use will be restricted for all of the property owners immediately upon adoption of the Community Plan (unless modified) and the question of how the land will be paid for and maintained for the next five, to ten to twenty years or more that it takes for all of those lands to be redeveloped, if ever, must also be addressed now.

We, along with our neighbors, who are also impacted property owners, are extremely concerned about the location of the proposed regional trail through our properties, especially without knowing how and when the area will be developed and without knowing how neighborhood roads will be laid out. We are all small individual parcel owners, as opposed to a developer with the land mass who could more easily accommodate such a large regional trail and could develop such a trail on a commonly owned parcel large enough to result in a connected trail sooner rather than later. As the Planning Commissioners are aware, a taking of this property must be at market value and for a legitimate public purpose. We question the legitimacy of exacting a section of trail out any one of these parcels at this time, based on the supposition, that one or more other needed segments might become available at some unidentified point in the future. The reality is that most, if not all, of the impacted parcels will not be developed for many years to come.

We are all concerned with the proposed size and scope of the proposed regional trail for safety, security and nuisance reasons, as well as the impact on our adjoining land's value, especially given that this is the view side of all of our properties. We are concerned as to how the City will address paying for the land since the amount of land proposed to be taken from each individual small acreage is not roughly proportional to the potential development impact and the City's known limited budget for both transportation and parks, not to mention ongoing maintenance. Again, if only one parcel in the middle develops so there can be no trail connectivity for many years, how will the City maintain that taken parcel for the next 20 years so it does not create a nuisance, hazard, or blight on the adjoining and nearby properties and their respective market values? There are insufficient park funds as it is to manage existing developed parks and trails. It is not reasonable for the City to restrict development of a large strip of land for years to come without paying just compensation for it at the time the restriction is imposed (which would be now if the Community Plan is approved, as written) and then properly managing, maintaining and patrolling it for years to come until it can, if ever, be developed.

There are at least three other areas shown on the map that should also be seriously considered for the location of this trail, based on what develops first and who has the land mass to better accommodate such a taking. We don't understand why the park locations can change but this regional trail location is set in stone. If the goal is to achieve a connected River Terrace Trail sooner rather than later, we suggest it would make much more sense to do the same with the trails as you are doing with the parks, and pick locations in the general area but wait to determine the actual location until the City knows better who will develop and when, and where the neighborhood street will be located. Right now the proposed regional trail would run through a swimming pool, an English garden that is home to dwarf rabbits and other woodland creatures, three large and actively used horse pastures, and an established and successful vineyard where the owner has a significant investment of time and money. Metro will certainly not take a positive view of identifying only one location for the regional trail when that location may not allow for construction of that trail for many years, if ever, assuming planners stay true to their word that the City will not condemn the land until redevelopment is ready to occur.

We have all been told repeatedly that the City will not take the property before the owners are ready to develop, nor will it be taken without just compensation. This is not, however, consistent, with the action of definitively placing the trail on these specific properties right now and telling us that this land cannot ever be developed or used by its current owners for any other development purpose. We know that our neighbors who own Horseleap Vineyard certainly have no plans to develop, and it is also highly unlikely that our other two neighbors to the east, who each already have large high end homes located on only own two and a half acre lots (each with about 20% of that acreage being proposed to be taken for this trail, not to mention additional land that will be needed for roads since all properties are currently served by one private narrow driveway), will further develop. These properties are high value estate properties and will likely remain so. Although we have no current plans to develop our property, when I asked what would happen if we wanted to develop and our neighbors did not, I was told we would need to either give an easement or a deed to the City for that piece of land needed for the proposed regional trail as a condition of development but that the planners had not determined how that land would be paid for, when it would be paid for, or how it would be managed or maintained by Tigard as an isolated island strip of a large regional trail that goes nowhere for years to come. I can't imagine many residential homeowners would want lots adjoining such an undefined use with questionable maintenance for an indeterminate amount of time.

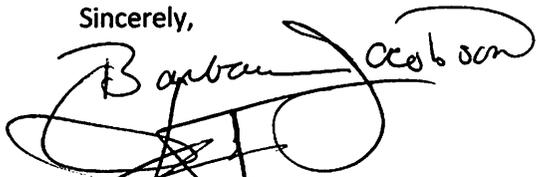
For all of the foregoing reasons, committing the location of a large regional trail at this time on these particular properties, given they are all small acreages in different ownership that are highly unlikely to be developed together or even remotely in the same time frame, is a poor judgment call which will

create a hardship and land devaluation for each property ownership. These decisions will also likely result in a regional trail that may connect to nothing whereas the other viable locations could much more likely develop sooner and create a connected trail, as Metro would like to see, I am sure. The only reason we have been given for this location is that the prior Washington County plan showed a "trail" of undefined size and nature in this location and the Tigard planners had committed not to revise that plan to the greatest extent possible. The truth of the matter is that the planners have revised the Washington County plan in very significant ways and in numerous locations. What is also true is that the Washington County plan also showed the trail running along Beef Bend Road at one point, which is a much more achievable location if the City wants connectivity. Although we understand the planners may argue that some of the properties adjoining Beef Bend Road were excluded from the UGB, there is a strong likelihood, and a known desire on the part of the City, to bring them in sooner rather than later, and placing the trail along Beef Bend Rd. would be an incentive for Metro to do so. Additionally, there is already authority to improve an existing major roadway to meet transportation needs, which include pedestrian and bicycle modes.

Please consider the other options already depicted on your map and treat the trail location as the City is treating the parks—by waiting to identify locations until more is known as to how and when development will occur and what funding will be available for procurement and management. In addition, there is also no need for two trails off 150th Avenue that are only about a quarter mile apart, both merging into the River Terrace arterial Trail, as currently depicted in the proposed Community Plan. Thus, there already exists an identified alternative option to this trail which may be located on land better suited for earlier development, which would also create a more direct route to the River Terrace trail and school. Finally, as outlined above, a trail along Beef Bend Road, where Washington County originally placed it, could be more readily attainable and would be the most direct connection into the Tonquin Trail which, in turn, connects to River Terrace.

We urge you to recommend removal of the current firm placement of the trail on our properties and instead designate several areas for possible trail locations and then select the most appropriate option, as development moves forward, that can result in a connected usable regional trail, rather than limiting the option to one ill-conceived location that, at present, has every indication of being the wrong choice and a costly decision for all concerned.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara Jacobson', written over a circular stamp or seal.

Steve and Barbara Jacobson
Property Owners
15915 SW 150th Avenue
Tigard OR 97224

Cc: Daniel & Pat Knox
Brandt & Karin Hulse
Dr. Mike & Anne McCleskey
Susan Shanks, Tigard Project Manager
Kenny Asher, Tigard Community Development Director

15590 S.W. April Lane
Tigard, Oregon 97224
November 15, 2014

City of Tigard
Planning Commission
13125 S.W. Hall Blvd.
Tigard, Oregon 97223

Dear Planning Commission:

This letter is written in response to the plan for a regional trail across the south side of Area 63.

In 1992 my wife and I bought ten acres in unincorporated Washington County where we built a home and planted a vineyard. When the vines were mature enough, we co-opted with Seufert Winery to begin making wine from the grapes grown on our property. Wine with our pinot noir label is now in several local restaurants and grocery stores. The 2014 harvest was stellar. We harvested a record 20 tons of fruit with a market value of approximately \$60,000.

When Washington County began to developed plans for our area that included several roads through our land, we hired attorney John Rankin to protect our vineyard. John was able to convince the county to remove all the roads except where our part of April Lane will be included in the connector to Woodhaven. When the County turned over its plans to the city of Tigard, the only remaining part of the plan that would affect our vineyard was a walking trail along the south property line.

Now that the city of Tigard has taken over the planning of our area, a **new regional trail** has been added in place of the walking trail. The plan for this trail would cross the south areas of our three neighbors' properties to the east, then cross the lower part of our vineyard and continue through the backyard of our neighbor to the west. As we understand the plan, the trail is designed to be approximately 30 feet wide, paved, and lighted with open access to the land it crosses. An eight-foot high deer fence to keep deer and other animals from eating the grapes surrounds our vineyard. The lower part of the vineyard has enough room along the bottom of the rows to allow the tractor to turn. If the trail were to pass through our vineyard, the fence would have to be removed or moved further north. Removing the fence would allow deer, dogs and people into the vineyard. Moving the fence would result in the loss of many vines and their resulting productivity. We would expect to be compensated appropriately for the loss of vines and future revenue.

We have planned on the income from our grapes and wine as an important part of our retirement. We also love this house and land and plan to maintain it as a working vineyard until we are no longer able to do so. At that time we plan to deed the property to our children for their enjoyment and profit. We do not plan to sell to a developer. We have been a part of Tigard for over 30 years and are anxious to support the planning commission with the development of the community but not if threatens our current and future property value.

MICHAEL MCCLESKEY

ALITA ANNE MCCLESKEY

SENT VIA EMAIL AND HAND DELIVERED

Agnes Kowacz

From: Knox, Daniel <DKnox@SCHWABE.com>
Sent: Monday, November 17, 2014 10:08 AM
To: Susan Shanks
Cc: 'Jacobson, Barbara'
Subject: River Terrace Planning Commission

Susan:

I ask that this note, along with the comments I posted on the River Terrace website, be included in the record for this evening's meeting of the Planning Commission. I regret that my wife and I will be unable to attend the public meeting, but we very much wish the Commission to consider our viewpoint.

My wife, Pat, and I purchased our two-plus acres off 150th (it was being used as a pasture) in 1985. It was four long years before we were able to build our home, and move our young family into the house we'd spent years dreaming about. We're in our 26th year in the home, and have spent that entire time planting trees and shrubs, roses and hedges, enjoying the view across the Tualatin Valley, and welcoming the wildlife that visits us daily. Where once our children enjoyed the freedom and quiet of our home and surroundings, it's now our grandchildren who play in the trees, and feed the apples we grow to our neighbors' horses.

We understand and appreciate that the Commission and the planning staff have a responsibility to look to the future, and to shape the development sure to occur in ways that will benefit all residents of this part of Bull Mountain. What we don't understand is why so little consideration is apparently given to those of us who already live here. The insistence that this trail will be carved only out of the lands that now bear our four homes makes little sense, not when alternatives are readily available which would work no violence to existing homes. Whether the Commission recognizes it or otherwise, adopting a plan which sets aside a significant portion of each of the four properties for a future trail is a "taking" right now. In the event any one of the four of us might wish one day to sell our homes, we'd need to disclose to prospective purchasers that the City of Tigard considers the strip along the southern side of our homes "theirs," and that at any time, the City may take it away.

None of the four residents so affected by the location of this "linear park" have any intention of developing their properties. We simply wish to continue living here, enjoying our homes, our neighbors and our views. If a trail is believed by the Commission to be a crucial part of the development of River Terrace, then please locate it where the development is sure to occur, and where there is sufficient land mass to absorb conveniently the taking as a part of the development and permitting process. Don't locate it where it works maximum disruption to the people who already live here. Please respect our existing homes, as you plan for the residents yet to come.

Most Sincerely,

Dan and Pat Knox
15955 SW 150th Ave
Tigard

contains advice relating to federal taxes, cannot be used for the purpose of avoiding penalties that may be imposed under federal tax law. Any tax advice that is expressed in this message is limited to the tax issues addressed in this message. If advice is required that satisfies applicable IRS regulations, for a tax opinion appropriate for avoidance of federal tax law penalties, please contact a Schwabe attorney to arrange a suitable engagement for that purpose.

NOTICE: This communication (including any attachments) may contain privileged or confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient, you should delete this communication and/or shred the materials and any attachments and are hereby notified that any disclosure, copying or distribution of this communication, or the taking of any action based on it, is strictly prohibited. Thank you.

POLYGON NORTHWEST COMPANY

November 15, 2014

Planning Commission
c/o Kenny Asher
Community Development Director
City of Tigard
13125 SW Hall Boulevard
Tigard, Oregon 97223

RE: River Terrace

Dear Planning Commission:

We at Polygon Northwest are supportive of the City's efforts with regard to the planning of the River Terrace district in the City of Tigard. In my experience, the City has conducted one of the most extensive public outreach efforts that we have been involved in. The City's staff communication is unprecedented. They have been genuinely interested in receiving input and have been proactive in responding to concerns and technical questions. Not unlike your own responsibilities, they must balance the needs and concerns of all the members of the public, formulate balanced solutions and create sound public policy to be considered by the City Council.

The result of the public outreach and planning process thus far has resulted in a great plan for the creation of a neighborhood that will be a sustainable, vibrant and will include parks, trails, a school and significant infrastructure improvements. The River Terrace district will become a positive addition to Bull Mountain and an integral part of the City. The Community Plan has received a great deal of scrutiny at the Stakeholder and Technical Group level. One of the most heavily debated issues was River Terrace Boulevard.

One aspect of the debate over River Terrace Boulevard has been the width of the Right of way. In our Stakeholder Group meetings, the group requested that the width of the right of way allow for flexibility. We supported that notion. The Staff ensured the group that there would be flexibility. The illustrative contained in the Community Plan, in our view sets less than desirable expectations. In our view the community would be better served by removing the illustrative and showing both the minimum and standard width sections. The components of the street, including the trail and the center median, need to be explained in detail and describe how flexibility will be determined. For example, the crossings of streams will not be constructed at the standard width. I'm certain that there will be similar arguments for other sections of River Terrace Boulevard that will require flexibility.

The cost and financing of the public infrastructure will likewise continue to be discussed. That subject will be covered in future meetings and public hearings. We are positive that those matters will be equitably resolved.

River Terrace is deserving of a signature street to help set the framework for a community of its size and stature. We are supportive of the River Terrace boulevard concept. A well designed street, like other community amenities, including parks and trails, will serve to create a strong sense of place. The sense of place will establish a brand for the neighborhood and the City. These amenities, as we have experienced in similar communities we have had a significant role in, create lasting value. We will be building a number of important segments of River Terrace Boulevard. We look forward to that opportunity.

The planning of River Terrace has been extensive, spanning approximately ten years. The result of the public outreach is a well-designed and balanced plan. Again, we are very supportive of the River Terrace Community Plan. We urge you to adopt a positive recommendation to City Council.

Thank you for the commission's efforts and consideration of the River Terrace Community Plan.

Sincerely
POLYGON NORTHWEST

A handwritten signature in black ink, appearing to read "Fred Gast", with a stylized flourish extending to the right.

Fred Gast
Senior VP-Oregon Division President



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November 17, 2014

BY HAND DELIVERY

Planning Commission
City of Tigard
13125 S.W. Hall Boulevard
Tigard, Oregon 97223

Subject: River Terrace Community Plan

Dear Commissioners:

The purpose of this letter is to provide additional testimony on behalf of Tigard-Tualatin School District ("TTSD") regarding the draft River Terrace Community Plan. TTSD is grateful to have been a part of the planning process for the Community Plan and would like to commend staff on a job well done. TTSD was part of the concept planning process at the county level for this area and believes that the City has done a good job carrying forward the substantial work that went into the West Bull Mountain Concept Plan.

As you probably know, TTSD owns 20 acres in River Terrace, which it plans to use as a school site in the future to serve the needs of River Terrace and surrounding areas. TTSD is currently engaged in a facilities planning process that will last through this school year and will help TTSD better plan for future district needs, including identifying facilities that may be required on its River Terrace property. The need for a new school on TTSD's River Terrace property will be mainly driven by growth in the River Terrace area. At this point, Alberta Rider Elementary and Deer Creek Elementary are more or less at capacity and as new homes are built in River Terrace and new families move into the area, TTSD will have to be able to respond quickly to provide additional school capacity. TTSD is concerned that it will not be able to provide the new school facilities that will be necessary to serve this new development in a timely manner, because basic transportation infrastructure may not be in place to serve the school site when it's needed.

At this time, TTSD's property can only be accessed by a private easement, Taylor Lane, from Beef Bend Road. TTSD has always envisioned that S.W. 161st Street



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City of Tigard Planning Commission
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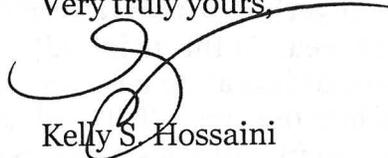
would be extended from its current terminus at Hazeltine Lane to Beef Bend Road. The current draft of the Community Plan is consistent with that assumption. The school property, then, would take its primary access off of the extended S.W. 161st Street. The issue for TTSD is that it is not clear when S.W. 161st Street will be extended and TTSD is concerned that the need for a school on the property will become acute before there is adequate access to that property.

Although extending S.W. 161st Street to Beef Bend Road would be optimal, TTSD understands that there are financial and other constraints that may make this full extension unrealistic in the short term. Therefore, TTSD is asking that an extension of S.W. 161st Street to the school property be added to the list of Recommended Transportation System Improvements, Table 5, in the Transportation System Plan Addendum. The extension does not have to include the cost of a fully built-out street section. The extension could simply be of adequate width for two travel lanes, with the remainder of the street section being constructed as adjacent properties develop. The extension of sewer and water would also have to be coordinated with the road extension.

TTSD understands that there are constrained financial resources for infrastructure, but TTSD has an important public service to provide to the new development in River Terrace. TTSD cannot provide that service if all of the resources are directed only to providing infrastructure that opens the door for new development in the northern and western areas of River Terrace, thereby creating the need for the new school facilities, with the hope that somehow uncoordinated, ad hoc development in the eastern portion of the area will allow for a timely provision of those school facilities.

TTSD appreciates this opportunity to provide these comments, and stands ready to work with the City to ensure that school facilities can be provided to River Terrace when they are needed.

Very truly yours,



Kelly S. Hossaini

cc: Mr. Ernie Brown