



City of Tualatin

TUALATIN CITY PLANNING COMMISSION MEETING

NOVEMBER 18, 2021

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Bill Beers, Chair

Mona St. Clair, Vice Chair

Daniel Bachhuber Randall Hledik

Janelle Thompson Zach Wimer

Ursula Kuhn

CALL TO ORDER & ROLL CALL

ANNOUNCEMENTS & PLANNING COMMISSION COMMUNICATION

1. Recognition of Alan Aplin

APPROVAL OF MINUTES

1. Review of July Minutes.

COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)

Limited to 3 minutes

ACTION ITEMS

1. Consideration of a Variance (VAR 21-0003) for 23500 & 23550 SW Boones Ferry Road, Tax ID: 2S135D000303.

COMMUNICATION FROM CITY STAFF

FUTURE ACTION ITEMS

ADJOURNMENT

Tualatin Planning Commission

MINUTES OF July 15, 2021

TPC MEMBERS PRESENT:	STAFF PRESENT:
William Beers, Chair	Steve Koper
Mona St. Clair, Vice Chair	Johnathan Taylor
Alan Aplin, Commissioner	Lindsey Hagerman
Janelle Thompson, Commissioner	
	GUESTS:
TPC MEMBERS ABSENT:	Elaine Howard- Howard Consulting LLC
Daniel Bachhuber, Commissioner	
Ursula Kuhn, Commissioner	

CALL TO ORDER AND ROLL CALL:

Chair Beers called the meeting to order at 6:30pm. Roll call was taken.

ANNOUNCEMENTS AND PLANNING COMMISSION COMMUNICATION:

None.

APPROVAL OF MINUTES

Minutes were approved 3-0.

1. Review of February 18, 2020
2. Review of May 20, 2021

COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)

None.

ACTION ITEMS:

1. Proposed Southwest and Basalt Creek Development Area Presentation
2. Review the proposed Southwest and Basalt Creek Development Area and vote to find conformance with the Tualatin Comprehensive Plan.

Steve Koper, Assistant Community Development Director introduced Johnathan Taylor,

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request

Economic Development Manager.

Mr. Taylor introduced Elaine Howard with Elaine Howard Consulting Firm LLC. A firm the City of Tualatin has been working with since 2015 on various urban renewal projects.

Ms. Howard started her presentation and explained the role of the planning commission has in reviewing the draft of the SW Basalt Creek Area Plan and the report conformance of the comprehensive plan. She explained some common terminology used in urban renewal as well. She also discussed how property tax increases and how urban renewal works with this funding.

Ms. Howard described the public involvement for this project which included: past public input on the South Tualatin Concept Plan, Basalt Creek Concept Plan, Task Force, Online Open House, Agency, Planning Commission, City Council, and General Public Information.

She moved onto more details of the proposed urban renewal boundary and showed a map of the proposed implementation plan. She showed the funding projections for the area that corresponds with projects. Mr. Taylor added that there are a few current projects not on the list that would be included.

Mr. Taylor commented on the details of the proposed plan projections and explained they were based on existing plans. He went through the slides that showed current and past projects. He mentioned the storm water master plan and two other projects are currently being budgeted for 2021-2022 fiscal year.

Ms. Howard moved onto slide explaining the proposed maximum indebtedness action plan of \$53,200,000. She explained this plan was developed with the city finance director being comfortable to do a 30-year plan calculated for a 6% growth scenario.

Ms. Howard moved on explaining the next steps for the project which included public input, briefing Washington County, Washington County consider vote, Tualatin City Council Hearing, Tualatin City Council Vote on Ordinance.

Commissioner Aaplin asked for clarification on what they are proposing specifically on for the Balsalt Creek. Ms. Howard let him know that the proposal is on the implementation tool used for the Balsalt Creek Concept Plan.

Commissioner Aaplin also asked if there was a specific timeframe that the implementation would need to be completed or deemed completed. Mr. Taylor explained the Balsalt Creek

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residents are in anticipation of 50 years of gravel extraction. Mr. Taylor also explained that if it is finished earlier and in 30 years they can go back and review but really it's based on the property owner and private entities.

Commissioner Aaplin asked about Washington County's unincorporated areas. Ms. Howard explained Washington County also has to agree with plans of development and property taxes will be evaluated based on the projection of growth. They also explained how property taxes will not increase property owner's bill.

Mr. Koper, assistant director of community development was asked to go over page 74 of the agenda packet maps for zoned undesignated. He explained the concept plan was determined the area was an environmental constraint and wouldn't be developmental. He mentioned if a person found a way to work with environmental factors of land use they would have to work with the city to determine zoning.

Chair Beers asked Commissioner Thompson to give a quick overview of her participation in the task force. She mentioned it was a great representation of a variety of property owners and community members on the task force. She explained during the presentation they learned what urban growth is, and went over storm water, projects. She said everyone thought the plan flowed well and felt good about it all.

Mr. Taylor explained the next steps after approval would involve letting the public know by notice letter with their utility bill. He also said a notice letter will go out to residents in urban growth areas of Washington County as well for them to be aware.

Chair Beers moved to make a motion to approve the Southwest and Basalt Creek Development Area Plan and complies with Tualatin Development Code can comprehension plan. Commissioner Aaplin seconded the motion.

Commissioners moved onto the next action item: Review the proposed 11th Amendment to the Leveton Tax Increment Plan and vote to find conformance with the Tualatin Development Code.

Mr. Taylor presented the next action item on the agenda asking for a substantial amendment. He explained how the tax increment is a current boundary not collecting taxes since 2010 due to not enough significant growth. He explained this requires a substantial amendment process with any type of growth after 30 acres and a percentage increase. He also noted that the Herman Road improvement concept plan would need a substantial amendment passed as well

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to move forward.

Mr. Taylor asked the commissioners if the proposed project meets in conformance to the comprehensive plan. Ms. Howard noted one finding that was put into the document included safety and transportation network.

Commissioner Aaplin asked if the proposal is to raise money to fulfill and complete Leveton. Mr. Taylor told him he is correct.

Commissioner Thompson asked if there was a timeline as well. Mr. Taylor responded that there is no timeline and once a project is complete the funding would no longer be collected.

Vice Chair St. Clair asked if the Herman road project would affect the mobile homes land. Mr. Koper let her know that it is the most constrained area of the project being close to homes but will have to possibly do retaining wall and right of way is already there.

Vice Chair St. Clair asked if tenants in the mobile homes will be displaced due to the Herman project. Mr. Koper let her know they should not be and the cities goal is to keep what is established there.

Chair Beers made motion that the Tualatin Commission finds the 11th Amendment to the Leveton Tax Increment Plan is in conformance to the Tualatin Development Code and Tualatin Comprehensive plan. Vice-Chair St. Clair seconded the motion.

COMMUNICATION FROM STAFF:

None.

FUTURE ACTION ITEMS

Mr. Koper let commissioner's know about Autumn Rise subdivision application was given to the city. He mentioned it's a bit unique in now needing a neighborhood meeting unlike the past ARII. He explained that this is new and all the pieces that involve with this land use application.

New applicants for Commissioners are being in process and being appointed with City Council.

ADJOURNMENT

MOTION by Commissioner Thompson adjourn the meeting at 8:00pm

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City of Tualatin

CITY OF TUALATIN Staff Report

TO: Tualatin Planning Commissioners
THROUGH: Steve Koper, Assistant Community Development Director
FROM: Erin Engman, Senior Planner
DATE: November 18, 2021

SUBJECT:

Consideration of a Variance (VAR 21-0003) for 23500 & 23550 SW Boones Ferry Road, Tax ID: 2S135D000303.

EXECUTIVE SUMMARY:

- The subject Variance proposal is a Type-III land use application.
- This hearing is quasi-judicial in nature.
- The proposed Variance would allow:
 - An increase from maximum structure height standard in the High-Density Residential Zone from 35-feet to 54-feet.
 - A decrease to minimum vehicle parking standards for multi-family dwellings in complexes with private internal driveways from 188 required spaces to 170 spaces.
- The property is roughly 4.66 acres, located on the east side of Boones Ferry Road adjacent to the Horizon Christian School, north of Greenhill Lane, south of Norwood Road, and is zoned High-Density Residential (RH).
- Approval criteria for the proposed Variance include showing: proposed relief is from a hardship based on the property that was not self-created, it is necessary to preserve the applicant's property rights, it is not detrimental to the goals of the Comprehensive Plan and surrounding property rights, and it is the minimum relief necessary.
- The applicant has identified limited site access and steep site grading as hardships which limit the amount of buildable area available to build a proposed 116-unit multifamily project, and associated landscaped, hardscaped, and vehicle parking and circulation areas. The use and density are Permitted in the RH zone. Building setbacks and right-of way limit off-site impacts. Therefore the applicant argues taller buildings and less parking is needed, to the extent proposed, as the minimum necessary to preserve their property right.
- Development of the proposed use will require separate approval through the Architectural Review application process, subject to a hearing and decision by the Architectural Review Board.

RECOMMENDATION:

Based on the application materials and the analysis and findings presented (Attachment 2), staff recommends approval of the proposed Variance (VAR 21-0003) with conditions of approval.

OUTCOMES OF DECISION:

Approval of the subject Variance (VAR 21-0003) will facilitate further development of a 116-unit affordable housing complex at this location.

ALTERNATIVES TO RECOMMENDATION:

The Planning Commission may alternatively:

- Approve VAR 21-0003 with further amendments or conditions;
 - Deny VAR 21-0003; or
 - Continue the hearing to a later date.
-

ATTACHMENTS:

- 1: Presentation
- 2: Analysis and Findings for VAR 21-0003
 - A: Applicant's Narrative
 - B: Plan Set
 - C: Supporting Documents
 - D: Geotechnical Report
 - E: Parking Study
 - F: Memorandum from Clean Water Services
 - G: Memorandum from Trimet
 - H: Notification Materials
 - I: Public Comments
- 3: Final Order

VAR 21-000

- Maximum Building Height
- Minimum Vehicle Parking

Plambeck Gardens
23500 & 23550 SW Boones
Ferry Road

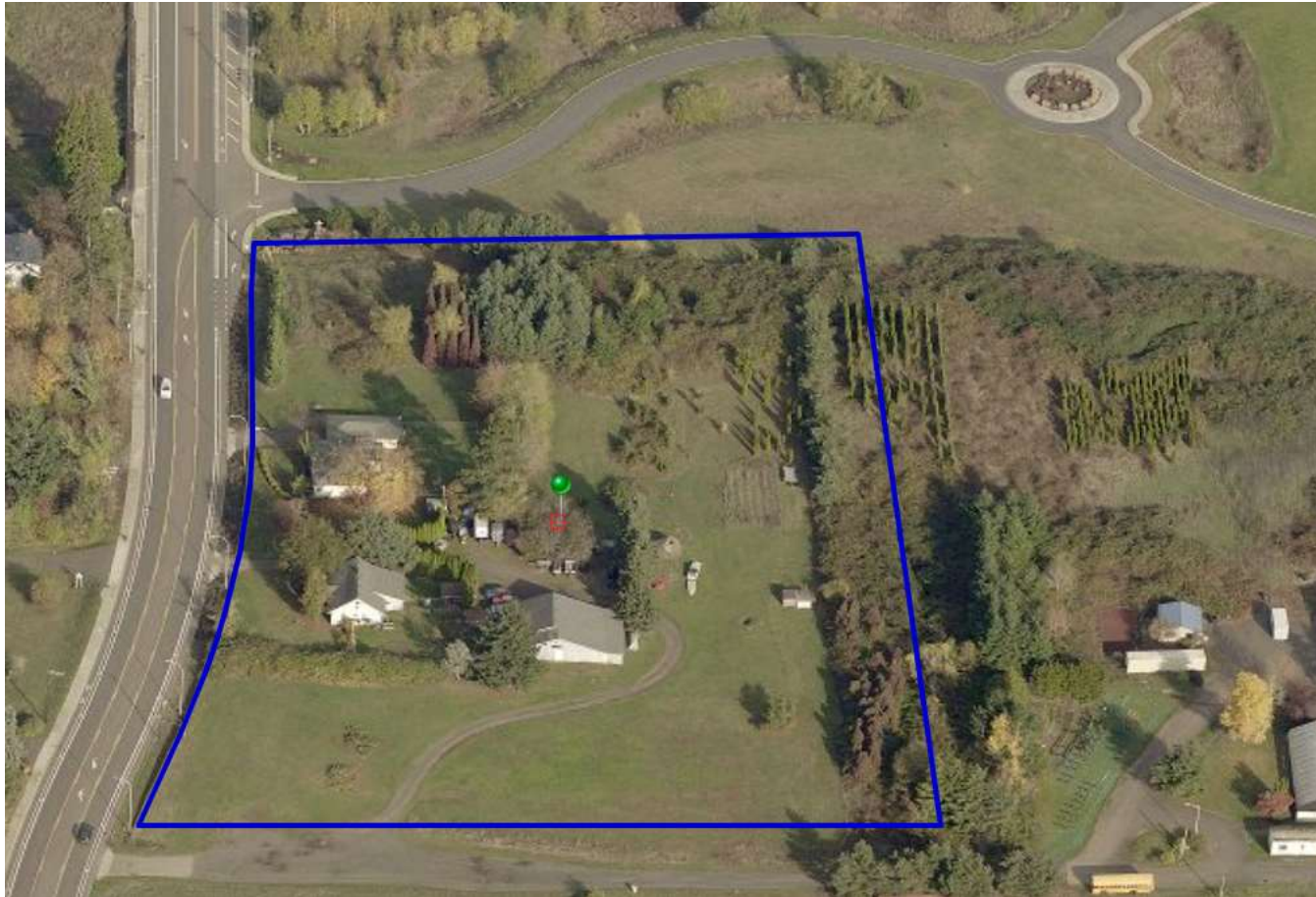


VAR 21-0003
Plambeck Gardens Variance

TUALATIN PLANNING COMMISSION
November 18, 2021



SITE BACKGROUND



VAR 21-0003
Plambeck Gardens Variance

TUALATIN PLANNING COMMISSION
November 18, 2021



SITE BACKGROUND

Site and Project Description:

- 4.68 acres
- Zoned High-Density Residential
- Basalt Creek Planning Area
- Potential affordable housing development
- 116 units ranging from 1-bedroom to 4-bedroom
- Funding through the Washington Co. Metro Affordable Housing Bond Program



Variance

Variations:

- Relief to TDC standards may be allowed when:
 - Hardship due to property conditions;
 - Not created by the applicant;
 - Necessary for preservation of property right;
 - Not detrimental to Comprehensive Plan goals/policies or others' property rights; and
 - Relief is minimum necessary to address hardship.



VARIANCE

Table 43-3 Development Standards in the RH Zone

STANDARD	REQUIREMENT	PROPOSAL
Structure Height	35 feet	54 feet



VAR 21-0003
Plambeck Gardens Variance

TUALATIN PLANNING COMMISSION
November 18, 2021



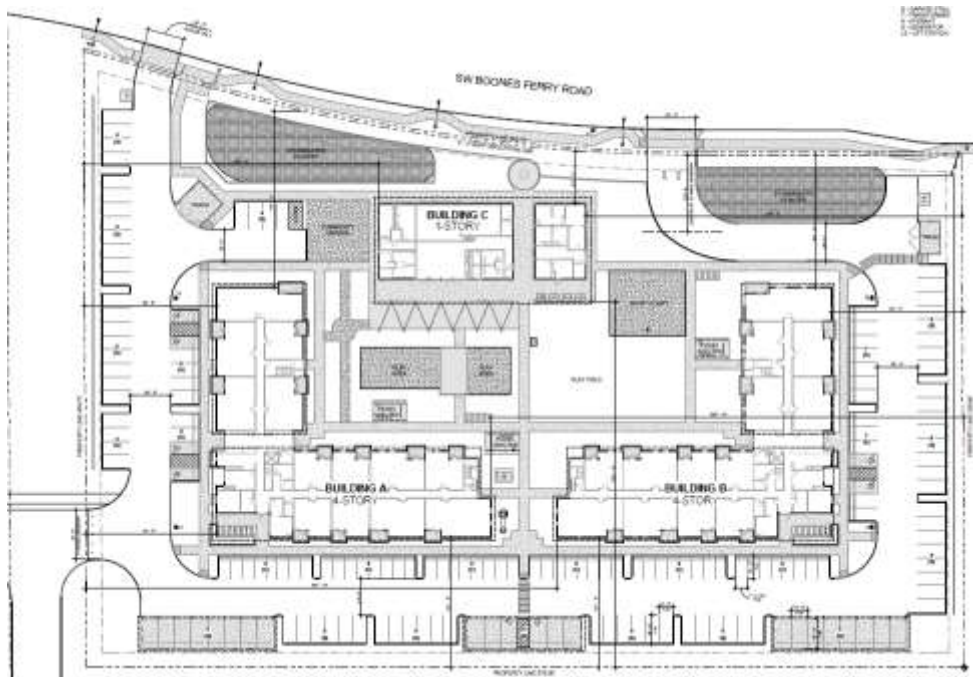
VARIANCE

TDC 73C.100(1)(a)(iii) Minimum Parking Requirements

USE	REQUIREMENT	PROPOSAL
Multi-family dwellings in complexes with private internal driveways	1.0 space / studio, 1.25 space / 1 bedroom, 1.50 space / 2 bedroom, 1.75 space / 3 bedroom in addition to garage	1.47 space / unit
TOTAL	188 stalls	170 stalls



VARIANCE



- The applicant has identified limited site access and steep site grading as hardships which limit the amount of buildable area available to build a proposed 116-unit multifamily project and associated landscaped, hardscaped, and vehicle parking and circulation areas.
- The proposed use is a Permitted use and density in the RH zone.
- Building setbacks and right-of way limit off-site impacts.
- Therefore the applicant argues taller buildings and less parking, as proposed, are the minimum needed to preserve their property right.

VAR 21-0003
Plambeck Gardens Variance

TUALATIN PLANNING COMMISSION
November 18, 2021



RECOMMENDATION

Approval of Variance (VAR 21-0003) with conditions:

- VAR-1** Development of the proposed 116-unit multi-family project will require submittal and approval of an Architectural Review (Type III) application, in accordance with TDC 33.020(3)(d)(iii).
- VAR-2** Modification to this approval will require submittal and approval of a new Type III Variance application in accordance with TDC.
- VAR-3** Structure height for proposed 116-unit multi-family project shall not be more than 54 feet in as measured in TDC 31.060.
- VAR-4** A minimum of 170 vehicle parking spaces shall be provided for the proposed 116-unit multi-family project.



ANALYSIS AND FINDINGS

November 18, 2021

Case #:	VAR 21-0003
Project:	Plambeck Gardens
Location:	23500 & 23550 SW Boones Ferry Rd; Tax ID: 2S135D000303
Applicant:	Jilian Saurage Felton, Community Partners for Affordable Housing
Representative:	Kayla Zander, Carleton Hart Architecture

I. INTRODUCTION

The issue before the Planning Commission is consideration of a Variance to the maximum structure height standard in the High Density Residential zone and to the minimum parking requirements for multi-family dwellings in complexes with private internal driveways as they relate to a future affordable housing development on property owned by Community Partners for Affordable Housing (CPAH).

The subject site is approximately 4.68-acres, is located at 23500 & 23550 SW Boones Ferry Road (Washington County Tax Map: 2S135D Lot 303), and is zoned High Density Residential (RH).

A. Applicable Criteria

The following Chapters of the Tualatin Development Code (TDC) are applicable to the subject proposal:

- TDC 32: Procedures
- TDC 33.120(6): Variance
- TDC 43: High Density Residential (RH) Zone
- TDC 73C: Parking Standards

B. Project Description

The applicant, Carleton Hart Architecture, on behalf of Community Partners for Affordable Housing, requests approval to maximum structure height standards in the High Density Residential zone; and to the minimum parking requirements for multi-family dwellings in complexes with private internal driveways. The request would allow a four-story development (up to 53.5 feet), in lieu of the maximum building height of 35 feet. The applicant is also seeking relief to parking standards by 18 stalls. Following the Variance decision, the proposed multifamily development would be subject to a future Type III Architectural Review decided by the Architectural Review Board.

C. Previous Land Use Actions

- ANN 20-0004 – Annexation by Ordinance 1456-21

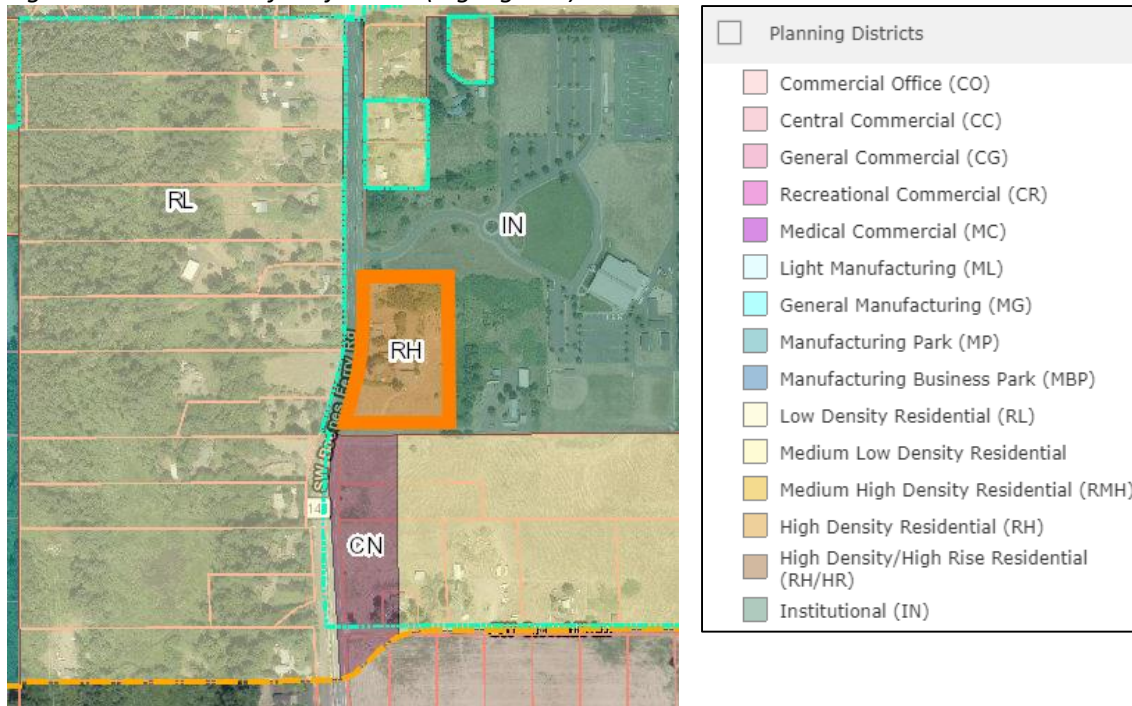
E. Site Description and Surrounding Uses

The subject site is a 4.68 acre lot that is zoned High Density Residential (RH) and is located in the Basalt Creek planning area, near the Horizon Community Church campus. The site currently consists of two single family homes with several small structures scattered around the site. The proposed Plambeck Gardens project would create a 116-unit affordable housing development with units ranging in size from 1-bedroom to 4-bedroom and several support spaces for residents, including laundry rooms, lounges, and a meeting room. The future project has received funding through the Washington County Metro Affordable Housing Bond Program.

Surrounding uses indicate a range of neighborhood uses that include:

- North: Institutional (IN)
- Horizon Community Church and High School Campus
- South: Institutional (IN), Neighborhood Commercial (CN), Residential Medium-Low Density (RML)
- Vacant Land
 - Future Autumn Rise Subdivision (CUP 21-0011 and SB 21-0001)
- West: Unincorporated Washington County
Tualatin Urban Planning Area, designated Low-Density Residential (RL)
- SW Boones Ferry Road
 - Single-family homes on forested land
- East: Residential Medium-Low Density (RML)
- Vacant Land
 - Future Autumn Rise Subdivision (CUP 21-0011 and SB 21-0001)

Figure 1: Aerial view of subject site (highlighted)



F. Public Comments

Staff received three comments from the public (Exhibit H) and two agency comments (Exhibit F and G) as part of the notice of hearing.

- *Cathy Holland*: Voiced concern over existing transit service and parking variance request.
- *Dave Liberte*: Is representing the Lucinis and asked for a number of clarifications pertaining to development. Staff would like to clarify that the details requested may not have a direct impact on the Variance approval criteria found in TDC 33.120(6).
- *Mary Lyn Westenhaver*: Requested clarification on when the meeting link and materials would be available.

G. Exhibit List

- A: Applicant's Narrative
- B: Plan Set
- C: Supporting Documents
- D: Geotechnical Report
- E: Parking Study
- F: Memorandum from Clean Water Services
- G: Memorandum from Trimet
- H: Notice of Application
- I: Public Comments

II. FINDINGS

The Planning Division findings reference the TDC, unless otherwise noted.

Chapter 32: Procedures

Section 32.010 – Purpose and Applicability.

[...]

(2) Applicability of Review Procedures. All land use and development permit applications and decisions, will be made by using the procedures contained in this Chapter. The procedure “type” assigned to each application governs the decision-making process for that permit or application. There are five types of permit/application procedures as described in subsections (a) through (e) below.

Table 32-1 lists the City’s land use and development applications and corresponding review procedure(s).

[...]

(c) Type III Procedure (Quasi-Judicial Review – Public Hearing). Type III procedure is used when the standards and criteria require discretion, interpretation, or policy or legal judgment. Quasi-Judicial decisions involve discretion but implement established policy. Type III decisions are made by the Planning Commission or Architectural Review Board and require public notice and a public hearing, with an opportunity for appeal to the City Council.

[...]

(3) Determination of Review Type. Unless specified in Table 32-1, the City Manager will determine whether a permit or application is processed as Type I, II, III, IV-A or IV-B based on the descriptions above. Questions regarding the appropriate procedure will be resolved in favor of the review type providing the widest notice and opportunity to participate. An applicant may choose to elevate a Type I or II application to a higher numbered review type, provided the applicant pays the appropriate fee for the selected review type.

Table 32-1 – Applications Types and Review Procedures

Application / Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/Developer Mtg Required	Applicable Code Chapter
[...]						
Variance	III	PC	CC	Yes	Yes	TDC 33.120
[...]						
* City Council (CC); Planning Commission (PC); Architectural Review Board (ARB); City Manager or designee (CM); Land Use Board of Appeals (LUBA).						

Finding:

The requested Variance application is classified as Type III Procedure Types according to Table 32-1. They are being processed according to the applicable code for Type III procedures. This standard is met.

Section 32.020 – Procedures for Review of Multiple Applications.

Multiple applications processed individually require the filing of separate applications for each land use action. Each application will be separately reviewed according to the applicable procedure type and processed sequentially as follows:

(1) Applications with the highest numbered procedure type must be processed first;

(2) Applications specifically referenced elsewhere in the TDC as to the particular order must be processed in that order; and

(3) Where one land use application is dependent on the approval of another land use application, the land use application upon which the other is dependent must be processed first (e.g., a conditional use permit is subject to prior approval before architectural review).

Finding:

The proposed development will also require approval of an Architectural Review (Type III). In this case, the approval of the Architectural Review is dependent upon the approval of the variance. VAR 21-0003 is therefore being processed before the Architectural Review, in accordance with 32.020(3). With recommended Condition of Approval VAR -1, this standard is met.

Section 32.030 – Time to Process Applications.

(1) Time Limit - 120-day Rule. The City must take final action on all Type II, Type III, and Type IV-A land use applications, as provided by ORS 227.178, including resolution of all local appeals, within 120 days after the application has been deemed complete under TDC 32.160, unless the applicant provides written request or consent to an extension in compliance with ORS 227.178. (Note: The 120-day rule does not apply to Type IV-B (Legislative Land Use) decisions.)

[...]

Finding:

The application was deemed complete on October 11, 2021. The 120th day will be February 8, 2022. The hearing for VAR 21-0003 is scheduled November 18, 2021. The final action will take place within the 120 days unless the applicant requests an extension in compliance with ORS 227.178. This standard is met.

Section 32.110 – Pre-Application Conference.

(1) Purpose of Pre-Application Conferences. Pre-application conferences are intended to familiarize applicants with the requirements of the TDC; to provide applicants with an opportunity discuss proposed projects in detail with City staff; and to identify approval criteria, standards, and procedures prior to filing a land use application. The pre-application conference is intended to be a tool to assist applicants in navigating the land use process, but is not intended to be an exhaustive review that identifies or resolves all potential issues, and does not bind or preclude the City from enforcing any applicable regulations or from applying regulations in a manner differently than may have been indicated at the time of the pre-application conference.

(2) When Mandatory. Pre-application conferences are mandatory for all land use actions identified as requiring a pre-application conference in Table 32-1. An applicant may voluntarily request a pre-application conference for any land use action even if it is not required.

(3) Timing of Pre-Application Conference. A pre-application conference must be held with City staff before an applicant submits an application and before an applicant conducts a Neighborhood/Developer meeting.

(4) Application Requirements for Pre-Application Conference.

(a) Application Form. Pre-application conference requests must be made on forms provided by the City Manager.

(b) Submittal Requirements. Pre-application conference requests must include:

(i) A completed application form;

(ii) Payment of the application fee;

(iii) The information required, if any, for the specific pre-application conference sought; and

- (iv) Any additional information the applicant deems necessary to demonstrate the nature and scope of the proposal in sufficient detail to allow City staff to review and comment.
- (5) Scheduling of Pre-Application Conference. Upon receipt of a complete application, the City Manager will schedule the pre-application conference. The City Manager will coordinate the involvement of city departments, as appropriate, in the pre-application conference. Pre-application conferences are not open to the general public.
- (6) Validity Period for Mandatory Pre-Application Conferences; Follow-Up Conferences. A follow-up conference is required for those mandatory pre-application conferences that have previously been held when:
 - (a) An application relating to the proposed development that was the subject of the pre-application conference has not been submitted within six (6) months of the pre-application conference;
 - (b) The proposed use, layout, and/or design of the proposal have significantly changed; or
 - (c) The owner and/or developer of a project changes after the pre-application conference and prior to application submittal.

Finding:

A pre-application meeting is mandatory. The applicant participated in a pre-application meeting on July 28, 2021, approximately five weeks prior to submittal. These standards are met.

Section 32.120 – Neighborhood/Developer Meetings.

- (1) Purpose. The purpose of this meeting is to provide a means for the applicant and surrounding property owners to meet to review a development proposal and identify issues regarding the proposal so they can be considered prior to the application submittal. The meeting is intended to allow the developer and neighbors to share information and concerns regarding the project. The applicant may consider whether to incorporate solutions to these issues prior to application submittal.
- (2) When Mandatory. Neighborhood/developer meetings are mandatory for all land use actions identified in Table 32-1 as requiring a neighborhood/developer meeting. An applicant may voluntarily conduct a neighborhood/developer meeting even if it is not required and may conduct more than one neighborhood/developer meeting at their election.
- (3) Timing. A neighborhood/developer meeting must be held after a pre-application meeting with City staff, but before submittal of an application.
- (4) Time and Location. Required neighborhood/developer meetings must be held within the city limits of the City of Tualatin at the following times:
 - (a) If scheduled on a weekday, the meeting must begin no earlier than 6:00 p.m.
 - (b) If scheduled on a weekend, the meeting must begin between 10:00 a.m. and 6:00 p.m.
- (5) Notice Requirements.
 - (a) The applicant must provide notice of the meeting at least 14 calendar days and no more than 28 calendar days before the meeting. The notice must be by first class mail providing the date, time, and location of the meeting, as well as a brief description of the proposal and its location. The applicant must keep a copy of the notice to be submitted with their land use application.
 - (b) The applicant must mail notice of a neighborhood/developer meeting to the following persons:
 - (i) All property owners within 1,000 feet measured from the boundaries of the subject property;

(ii) All property owners within a platted residential subdivision that is located within 1,000 feet of the boundaries of the subject property. The notice area includes the entire subdivision and not just those lots within 1,000 feet. If the residential subdivision is one of two or more individually platted phases sharing a single subdivision name, the notice area need not include the additional phases; and

(iii) All designated representatives of recognized Citizen Involvement Organizations as established in TMC Chapter 11-9.

(c) The City will provide the applicant with labels for mailing for a fee.

(d) Failure of a property owner to receive notice does not invalidate the neighborhood/developer meeting proceedings.

(6) Neighborhood/Developer Sign Posting Requirements. The applicant must provide and post on the subject property, at least 14 calendar days before the meeting. The sign must conform to the design and placement standards established by the City for signs notifying the public of land use actions in TDC 32.150.

(7) Neighborhood/Developer Meeting Requirements. The applicant must have a sign-in sheet for all attendees to provide their name, address, telephone number, and email address and keep a copy of the sign-in sheet to provide with their land use application. The applicant must prepare meeting notes identifying the persons attending, those commenting and the substance of the comments expressed, and the major points that were discussed. The applicant must keep a copy of the meeting notes for submittal with their land use application.

Finding:

The applicant has provided evidence that they held a Neighborhood/Developer meeting on August 11, 2021, approximately three weeks prior to application submittal. The applicant has provided documentation of sign posting and notification in compliance with this section, as well as a sign-in sheet and notes from the meeting. These standards are met.

Section 32.130 – Initiation of Applications.

(1) Type I, Type II, Type III, and Type IV-A Applications. Type I, Type II, Type III, and Type IV-A applications may be submitted by one or more of the following persons:

(a) The owner of the subject property;

(b) The contract purchaser of the subject property, when the application is accompanied by proof of the purchaser's status as such and by the seller's written consent;

(c) A lessee in possession of the property, when the application is accompanied by the owners' written consent; or

(d) The agent of any of the foregoing, when the application is duly authorized in writing by a person authorized to submit an application by paragraphs (a), (b) or (c) of this subsection, and accompanied by proof of the agent's authority.

[...]

Finding:

The application has been signed by an agent of Community Partners for Affordable Housing, who serves as the property owner's legal representative. This standard is met.

Section 32.140 – Application Submittal.

(1) Submittal Requirements. Land use applications must be submitted on forms provided by the City. A land use application may not be accepted in partial submittals. All information supplied on the

application form and accompanying the application must be complete and correct as to the applicable facts. Unless otherwise specified, all of the following must be submitted to initiate completeness review under TDC 32.160:

(a) A completed application form. The application form must contain, at a minimum, the following information:

- (i) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;**
- (ii) The address or location of the subject property and its assessor's map and tax lot number;**
- (iii) The size of the subject property;**
- (iv) The comprehensive plan designation and zoning of the subject property;**
- (v) The type of application(s);**
- (vi) A brief description of the proposal; and**
- (vii) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).**

(b) A written statement addressing each applicable approval criterion and standard;

(c) Any additional information required under the TDC for the specific land use action sought;

(d) Payment of the applicable application fee(s) pursuant to the most recently adopted fee schedule;

(e) Recorded deed/land sales contract with legal description.

(f) A preliminary title report or other proof of ownership.

(g) For those applications requiring a neighborhood/developer meeting:

- (i) The mailing list for the notice;**
- (ii) A copy of the notice;**
- (iii) An affidavit of the mailing and posting;**
- (iv) The original sign-in sheet of participants; and**
- (v) The meeting notes described in TDC 32.120(7).**

(h) A statement as to whether any City-recognized Citizen Involvement Organizations (CIOs) whose boundaries include, or are adjacent to, the subject property were contacted in advance of filing the application and, if so, a summary of the contact. The summary must include the date when contact was made, the form of the contact and who it was with (e.g. phone conversation with neighborhood association chairperson, meeting with land use committee, presentation at neighborhood association meeting), and the result;

(i) Any additional information, as determined by the City Manager, that may be required by another provision, or for any other permit elsewhere, in the TDC, and any other information that may be required to adequately review and analyze the proposed development plan as to its conformance to the applicable criteria;

(2) Application Intake. Each application, when received, must be date-stamped with the date the application was received by the City, and designated with a receipt number and a notation of the staff person who received the application.

(3) Administrative Standards for Applications. The City Manager is authorized to establish administrative standards for application forms and submittals, including but not limited to plan details, information detail and specificity, number of copies, scale, and the form of submittal.

Finding:

The applicant submitted an application for VAR 21-0003 on September 2, 2021. The application was deemed complete on October 11, 2021. The general land use submittal requirements were included with this application. These standards are met.

Section 32.150 - Sign Posting.

- (1) When Signs Posted.** Signs in conformance with these standards must be posted as follows:
 - (a)** Signs providing notice of an upcoming neighborhood/developer meeting must be posted prior to a required neighborhood/developer meeting in accordance with Section 32.120(6); and
 - (b)** Signs providing notice of a pending land use application must be posted after land use application has been submitted for Type II, III and IV-A applications.
- (2) Sign Design Requirements.** The applicant must provide and post a sign(s) that conforms to the following standards:
 - (a)** Waterproof sign materials;
 - (b)** Sign face must be no less than eighteen (18) inches by twenty-four (24) inches (18" x 24"); and
 - (c)** Sign text must be at least two (2) inch font.
- (3) On-site Placement.** The applicant must place one sign on their property along each public street frontage of the subject property. (Example: If a property adjoins four public streets, the applicant must place a sign at each of those public street frontages for a total of four signs). The applicant cannot place the sign within public right of way.
- (4) Removal.** If a sign providing notice of a pending land use application disappears prior to the final decision date of the subject land use application, the applicant must replace the sign within forty-eight (48) hours of discovery of the disappearance or of receipt of notice from the City of its disappearance, whichever occurs first. The applicant must remove the sign no later than fourteen (14) days after:
 - (a)** The meeting date, in the case of signs providing notice of an upcoming neighborhood/developer meeting; or
 - (b)** The City makes a final decision on the subject land use application, in the case of signs providing notice of a pending land use application.

Finding:

The applicant provided certification within Exhibit C that signs in conformance with this section were placed on site in accordance with this section. These standards are met.

Section 32.160 – Completeness Review.

- (1) Duration.** Except as otherwise provided under ORS 227.178, the City Manager must review an application for completeness within 30 days of its receipt.
- (2) Considerations.** Determination of completeness will be based upon receipt of the information required under TDC 32.140 and will not be based on opinions as to quality or accuracy. Applications that do not respond to relevant code requirements or standards can be deemed incomplete. A determination that an application is complete indicates only that the application is ready for review on its merits, not that the City will make a favorable decision on the application.
- (3) Complete Applications.** If an application is determined to be complete, review of the application will commence.
- (4) Incomplete Applications.** If an application is determined to be incomplete, the City Manager must provide written notice to the applicant identifying the specific information that is missing and allowing the applicant the opportunity to submit the missing information. An application which has been determined to be incomplete must be deemed complete for purposes of this section upon receipt of:
 - (a)** All of the missing information;
 - (b)** Some of the missing information and written notice from the applicant that no other information will be provided; or

- (c) Written notice from the applicant that none of the missing information will be provided.
- (5) Vesting. If an application was complete at the time it was first submitted, or if the applicant submits additional required information within 180 days of the date the application was first submitted, approval or denial of the application must be based upon the standards and criteria that were in effect at the time the application was first submitted.
- (6) Void Applications. An application is void if the application has been on file with the City for more than 180 days and the applicant has not provided the missing information or otherwise responded, as provided in subsection (4) of this section.
- [...]

Finding:

The applicant submitted an application for VAR 21-0003 on September 2, 2021. The application was deemed complete on October 11, 2021. These standards are met.

Section 32.230. - Type III Procedure (Quasi-Judicial Review—Public Hearing).

Type III decisions involve the use of discretion and judgment and are made by the Planning Commission or Architectural Review Board after a public hearing with an opportunity for appeal to the City Council. The decision body for each application type is specified in Table 32-1. A hearing under these procedures provides a forum to apply standards to a specific set of facts to determine whether the facts conform to the applicable criteria and the resulting determination will directly affect only a small number of identifiable persons.

- (1) Submittal Requirements. Type III applications must include the submittal information required by TDC 32.140(1).
- (2) Determination of Completeness. After receiving an application for filing, the City Manager will review the application will for completeness in accordance with TDC 32.160.
- (3) Written Notice of Public Hearing—Type III. Once the application has been deemed complete, the City must mail by regular first class mail Notice of a Public Hearing to the following individuals and agencies no fewer than 20 days before the hearing.

(a) Recipients:

- (i) The applicant and, the owners of the subject property;
- (ii) All property owners within 1,000 feet measured from the boundaries of the subject property;
- (iii) All property owners within a platted residential subdivision that is located within 1,000 feet of the boundaries of the subject property. The notice area includes the entire subdivision and not just those lots within 1,000 feet. If the residential subdivision is one of two or more individually platted phases sharing a single subdivision name, the notice area need not include the additional phases;
- (iv) All recognized neighborhood associations within 1,000 feet from the boundaries of the subject property;
- (v) All designated representatives of recognized Citizen Involvement Organizations as established in TMC Chapter 11-9;
- (vi) Any person who submits a written request to receive a notice;
- (vii) Any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected agencies, including but not limited to: school districts; fire district; where the project either adjoins or directly affects a state highway, the Oregon Department of Transportation; and where the project site would access a County road or otherwise be subject to review by the County, then the County; and

Clean Water Services; Tri Met; and, ODOT Rail Division and the railroad company if a railroad-highway grade crossing provides or will provide the only access to the subject property. The failure of another agency to respond with written comments on a pending application does not invalidate an action or permit approval made by the City under this Code;

(viii) Utility companies (as applicable); and,

(ix) Members of the decision body identified in Table 32-1.

(b) The Notice of a Public Hearing, at a minimum, must contain all of the following information:

(i) The names of the applicant(s), any representative(s) thereof, and the owner(s) of the subject property;

(ii) The street address if assigned, if no street address has been assigned then Township, Range, Section, Tax Lot or Tax Lot ID;

(iii) The type of application and a concise description of the nature of the land use action;

(iv) A list of the approval criteria by TDC section for the decision and other ordinances or regulations that apply to the application at issue;

(v) Brief summary of the local decision making process for the land use decision being made and a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings;

(vi) The date, time and location of the hearing;

(vii) Disclosure statement indicating that if any person fails to address the relevant approval criteria with enough detail, he or she may not be able to appeal to the Land Use Board of Appeals on that issue, and that only comments on the relevant approval criteria are considered relevant evidence;

(viii) The name of a City representative to contact and the telephone number where additional information may be obtained; and

(ix) Statement that the application and all documents and evidence submitted to the City are in the public record and available for review, and that copies can be obtained at a reasonable cost from the City; and

(x) Statement that a copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing and will be provided at reasonable cost.

(c) Failure of a person or agency to receive a notice, does not invalidate any proceeding in connection with the application, provided the City can demonstrate by affidavit that required notice was given.

Finding:

After submittal and completeness review as required by this section, notice for the Type III hearing concerning VAR 21-0003 was mailed by city staff on October 13, 2021 and contained the information required by this section (Exhibit H). These standards are met.

(4) Conduct of the Hearing—Type III. The person chairing the hearing must follow the order of proceedings set forth below. These procedures are intended to provide all interested persons a reasonable opportunity to participate in the hearing process and to provide for a full and impartial hearing on the application before the body. Questions concerning the propriety or the conduct of a hearing will be addressed to the chair with a request for a ruling. Rulings from the chair must, to the extent possible, carry out the stated intention of these procedures. A ruling given by the chair on such question may be modified or reversed by a majority of those members of the decision body present

and eligible to vote on the application before the body. The procedures to be followed by the chair in the conduct of the hearing are as follows:

(a) At the commencement of the hearing, the person chairing the hearing must state to those in attendance all of the following information and instructions:

(i) The applicable substantive criteria;

(ii) That testimony, arguments and evidence must be directed toward the criteria described in paragraph (i) of this subsection or other criteria in the plan or land use regulation which the person believes to apply to the decision;

(iii) That failure to raise an issue accompanied by statements or evidence sufficient to afford the decision maker and the parties an opportunity to respond to the issue precludes appeal to the State Land Use Board of Appeals based on that issue;

(iv) At the conclusion of the initial evidentiary hearing, the decision body must deliberate and make a decision based on the facts and arguments in the public record; and

(v) Any participant may ask the decision body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing; if the decision body grants the request, it will schedule a date to continue the hearing as provided in TDC 32.230(4)(e), or leave the record open for additional written evidence or testimony as provided TDC 32.230(4)(f).

(b) The public is entitled to an impartial decision body as free from potential conflicts of interest and pre-hearing ex parte (outside the hearing) contacts as reasonably possible. Where questions related to ex parte contact are concerned, members of the decision body must follow the guidance for disclosure of ex parte contacts contained in ORS 227.180. Where a real conflict of interest arises, that member or members of the decision body must not participate in the hearing, except where state law provides otherwise. Where the appearance of a conflict of interest is likely, that member or members of the decision body must individually disclose their relationship to the applicant in the public hearing and state whether they are capable of rendering a fair and impartial decision. If they are unable to render a fair and impartial decision, they must be excused from the proceedings.

(c) Presenting and receiving evidence.

(i) The decision body may set reasonable time limits for oral presentations and may limit or exclude cumulative, repetitious, irrelevant, or personally derogatory testimony or evidence;

(ii) No oral testimony will be accepted after the close of the public hearing. Written testimony may be received after the close of the public hearing only as provided by this section; and

(iii) Members of the decision body may visit the property and the surrounding area, and may use information obtained during the site visit to support their decision, if the information relied upon is disclosed at the beginning of the hearing and an opportunity is provided to dispute the evidence.

(d) The decision body, in making its decision, must consider only facts and arguments in the public hearing record; except that it may take notice of facts not in the hearing record (e.g., local, state, or federal regulations; previous City decisions; case law; staff reports). Upon announcing its intention to take notice of such facts in its deliberations, it must allow persons who previously participated in the hearing to request the hearing record be reopened, as necessary, to present evidence concerning the newly presented facts.

(e) If the decision body decides to continue the hearing, the hearing must be continued to a date that is at least seven days after the date of the first evidentiary hearing (e.g., next regularly scheduled meeting). An opportunity must be provided at the continued hearing for persons to

present and respond to new written evidence and oral testimony. If new written evidence is submitted at the continued hearing, any person may request, before the conclusion of the hearing, that the record be left open for at least seven days, so that he or she can submit additional written evidence or arguments in response to the new written evidence. In the interest of time, after the close of the hearing, the decision body may limit additional testimony to arguments and not accept additional evidence.

(f) If the decision body leaves the record open for additional written testimony, the record must be left open for at least seven days after the hearing. Any participant may ask the decision body in writing for an opportunity to respond to new evidence (i.e., information not disclosed during the public hearing) submitted when the record was left open. If such a request is filed, the decision body must reopen the record, as follows:

- (i) When the record is reopened to admit new evidence or arguments (testimony), any person may raise new issues that relate to that new evidence or testimony;
- (ii) An extension of the hearing or record granted pursuant to this section is subject to the limitations of TDC 32.030, unless the applicant waives his or her right to a final decision being made within the required timeframe; and
- (iii) If requested by the applicant, the decision body must grant the applicant at least seven days after the record is closed to all other persons to submit final written arguments, but not evidence, provided the applicant may expressly waive this right.

Finding:

The Tualatin Planning Commission will follow the hearing requirements set forth by this section in hearing VAR 21-0003. These standards will be met.

(5) Notice of Adoption of a Type III Decision. Notice of Adoption must be provided to the property owner, applicant, and any person who provided testimony at the hearing or in writing. The Type III Notice of Adoption must contain all of the following information:

- (a) A description of the applicant's proposal and the City's decision on the proposal, which may be a summary, provided it references the specifics of the proposal and conditions of approval in the public record;
- (b) The address or other geographic description of the property proposed for development, including a map of the property in relation to the surrounding area;
- (c) A statement that a copy of the decision and complete case file, including findings, conclusions, and conditions of approval, if any, is available for review and how copies can be obtained;
- (d) The date the decision becomes final, unless a request for appeal is submitted; and
- (e) The notice must include an explanation of rights to appeal the decision to the City Council in accordance with TDC 32.310.

Finding:

A final decision and any appeal will follow the requirements of this section. These standards will be met.

Chapter 33: Applications and Approval Criteria

H. Section 33.120 Variances and Minor Variances

[...]

(2) Applicability. Variances may be granted to the requirements of the TDC as provided in this Section when it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of the TDC would cause an undue or unnecessary hardship.

- (a) Variances may be requested for the following:**
(i) Standards in TDC Chapters 40-69 and 71-73A through 73F.

Finding:

A Variance is proposed to the maximum structure height standard described in TDC Table 43-3 for development standards in the High Density Residential zone, and to the minimum parking requirements for multi-family dwellings in complexes with private internal driveways described in TDC 73C.100(1)(a)(iii). The proposed building heights and parking plan are shown in the applicant's site plans (Exhibit B). The Variance process is applicable per TDC 33.120(2)(a)(i).

[...]

FINDINGS FOR VARIANCE TO STRUCTURE HEIGHT IN TDC TABLE 43-3:

(6) Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility. A variance must not be granted unless it can be shown that criterion (a) is met and three of the four approval criteria (b)-(e) are met for non-sign requests:

- (a) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone or vicinity and the conditions are a result of lot size or shape, topography, or other physical circumstances applying to the property over which the applicant or owner has no control.**

Finding:

Table 43-3 presents that the maximum structure height in the RH zone be no greater than 35 feet. The variance request is to grant approval of a four-story development with a structure height up to 54 feet; or 19 feet over the standard.

Structure Height is defined in TDC 31.060 as: Height of a structure is the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum must be elected by either of the following, whichever yields a greater height of building:

- (1) the elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than ten feet above lowest grade;*
- (2) An elevation ten feet higher than the lowest grade when the sidewalk or ground surface described in Item (1) above is more than ten feet above lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building.*

The applicant notes that there are several pressures pointing toward development constraints including existing site topography, soil suitability, site access requirements, and utility connection limitations. The current site conditions include an existing retaining wall along the west property line at Boones Ferry Road. The highest grading point on the site is located along the east property line. From the east property line, the grades slope to the northwest and southwest corners off the site. The slope at the northwest corner of the site is particularly steep. Additionally, there is a large hill in the northeast corner of the site. This existing topography on the north side of the site makes this portion of the property undevelopable for buildings.

In addition to the existing grading and steep slopes on the north side of the site, the development team conducted a geotechnical survey (Exhibit D), including 10 test pit locations dispersed throughout the site. To build a multi-family structure, the building will need a bearing pressure that requires the site to be over-excavated through the soft native soils near the surface to reach the stiff soil stratum below. The two test pits located on the north side of the site indicated that soft soils extend to a much greater depth in that area. These soft soils are unsuitable for the weight of buildings.

As development in the Basalt Creek Planning Area continues, extension of utility infrastructure and utility planning are ongoing and subject to City and Clean Water Services standards. The subject site is proposing a public sanitary sewer connection at the future Autumn Sunrise development, to the south. The below ground connection point for the sanitary sewer on Autumn Sunrise's property is at a higher elevation than most of the grade on the subject site, specifically along the north side and along the Boones Ferry Road frontage. By shifting the buildings away from the north and west sides of the site as shown in the proposed site plan (Exhibit B), the project can provide a gravity sanitary sewer connection for both residential buildings on site to address infrastructure standards.

The combination of soft soils, slopes, and sanitary sewer connection limitations creates a hardship that is beyond the owner's capacity to build on a portion of the site. Based on these site conditions, a site plan that would meet the maximum building height, as well as other applicable development standards, while allowing for the applicant to exercise their property right is not feasible. However, by reducing the overall footprint to two buildings and increasing the building height to 4-stories, keeps foundations away from the worst conditions while maintaining density standards and keeping development of the site viable. Consolidating the design to two buildings also provides more open space on site and provides a greater setback from surrounding property lines, which mitigate impacts to area properties. To achieve this, the project team is seeking a variance to increase the maximum structure height of the two residential buildings by 19 feet, to maintain a density of 116 units, which is the allowed density for the RH zone. Criterion A is met.

(b) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or financial situation of the applicant or owner, or from regional economic conditions.

Finding:

The circumstances described in the above section related to existing grading, soil conditions, and utility limitations are not inherently the result of owner actions, circumstances, or finances, and do not result directly from regional economic conditions. Criterion B is met.

(c) The variance is necessary for the preservation of a property right of the applicant or owner substantially the same as is possessed by owners of other property in the same zone or vicinity.

Finding:

As noted above, the applicant has a proposed a 116-unit multifamily development. The use and density are Permitted within the RH zoning district. As discussed under subsection (a), the hardship would preclude the applicant from exercise of their property right. Criterion C is met.

(d) The variance must not be detrimental to the applicable goals and policies of the Tualatin Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.

Finding:

Applicable Comprehensive Plan goals and policies include:

- **Goal 1.1 Community Involvement** – Implement community involvement practices in line with Statewide Planning Goal 1.
- **Policy 1.1.3** – Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.
- **Goal 3.1 Housing Supply** – Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.
- **Policy 3.1.2 - Zoning for Multifamily.** Provide zoning for multifamily development, which may be located in areas adjacent to transit.
- **Policy 3.1.6 – Infrastructure Planning.** Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.
- **Goal 3.2 – Housing for all.** Encourage development and preservation of housing that is affordable for all households in Tualatin.

The applicant describes their coordination with Washington County on a series of listening sessions related to housing needs. Feedback revealed a need for multi-family housing and senior housing to serve diverse demographics. In response the applicant has included larger unit types, including 4-bedroom units to their proposal.

The 2019 Housing Needs Analysis cites an expected growth of 218% in the Basalt Creek area during the 2020-2040 period. Per the analysis, there is a need to plan for approximately 456 multifamily units over this timeframe. With the requested variance, the site will generate 116 affordable units, which accounts for roughly 25% of that need. The subject site is also served by Trimet Line 96.

Additionally, the project site was identified as the only area in the Basalt Creek Concept Plan that is available and serviceable for high density residential. The future development proposal will extend a new public water line from SW Norwood Road south to the site, which will provide a connection point for future developments. The project will also connect to and extend a public sanitary sewer line that will be constructed by the Autumn Sunrise development to the south.

The proposal includes units at 60% Area Median Income (AMI) for 60 years as required by the State of Oregon to use Low Income Housing Tax Credits (LIHTC). In addition to this requirement, the project will meet the requirements of the Washington County Metro Affordable Housing Bond Program, which includes a minimum of 30% of total units to be restricted to 30% AMI or below for 60 years and a minimum of 50% of the total units to be 2-bedroom or larger. The units at 30% AMI or below are considered deeply affordable housing and are often the most needed in communities. Not surprisingly, this subsidy level is the most difficult and costly for affordable housing developers to provide. With recommend Condition of Approval VAR21-0002, criterion D is met.

(e) The variance is the minimum remedy necessary to alleviate the hardship.

Finding:

The applicant states that multiple design iterations were explored to work around the existing grading, soil conditions, and utility limitations. These options were not feasible on the northern portion of the site containing slopes and unsuitable soil and the west side of the site being lower than surrounding properties. By reducing the overall building footprint to two taller buildings (4-stories), the project can succeed at avoiding areas that are not feasible for development while maintaining density and compliance with additional code requirements for shared outdoor areas, children’s play areas, and parking lot landscaping, as well as meeting applicable access and circulation requirements. With recommend Condition of Approval VAR-3, criterion E is met.

Chapter 43: High Density Residential District (RH)

Section 43.300. - Development Standards.

Development standards in the RH zone are listed in Table 43-3. Additional standards may apply to some uses and situations, see TDC 43.310.

**Table 43-3
 Development Standards in the RH Zone**

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
[...]		
MAXIMUM STRUCTURE HEIGHT		
All Uses	35 feet	May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building.
[...]		

Finding:

The applicant states that the site-specific hardships have resulted in a need for increased structure height to keep the development viable. The exact height needed for each façade is altered based on the varying grading around the site. Elevation drawings (Exhibit B) show the heights at each corner of the residential buildings. The tallest height occurs on the north side of the site where the existing grading has the steepest slopes, resulting in a 53’-7” height at the northwest corner of Building B as measured per the structure height definition above. The shortest height for the residential buildings occurs in the center of the site at the northeast corner of Building A at a height of 46’-11” as measured per the structure height definition above.

Per Table 43-3, the maximum structure height standard is 35 feet or 50 feet through a conditional use permit subject to increased setbacks. The criteria for a variance from these standards have been addressed above. The remainder of the development standards are to be addressed through Architectural Review. These standards are or will be met.

FINDINGS FOR VARIANCE TO MINIMUM PARKING REQUIREMENTS IN TDC 73C.100(1)(a)(iii):

(6) Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility. A variance must not be granted unless it can be shown that criterion (a) is met and three of the four approval criteria (b)-(e) are met for non-sign requests:

(a) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone or vicinity and the conditions are a result of lot size or shape, topography, or other physical circumstances applying to the property over which the applicant or owner has no control.

Finding:

The proposed multifamily development would require a minimum of 188 vehicle parking spaces to comply with TDC 73C.100(1)(a)(iii). This variance is seeking less than a 10% reduction in total parking stalls to 170.

The subject site is located along Boones Ferry Road, which is a major arterial under Washington County's jurisdiction, and requires a minimum of 600-feet of separation between access points when collector access is not available, per Washington County Code, Section 501-8.5. There is no location along the property line that will allow for 600-feet of separation between driveways at neighboring Horizon Community Church (north/south) and Autumn Sunrise (south) access points. Washington County has confirmed that subject site is not permitted to have a driveway off Boones Ferry Road without an approved Design Exception, and that any direct driveway connection from Boones Ferry Road to the subject property would be considered temporary.

Washington County has further indicated that the subject site is required to provide for a future connection across Horizon's property south of the project site to connect to a proposed new driveway in the Autumn Sunrise development. This new driveway will align with the Autumn Sunrise proposed "M-Street" once it is built, and is the preferred access point. The applicant team is negotiating access with Horizon Community Church, however there is no indication that an easement will be accepted by Horizon. Therefore a Washington County Design Exception is required to permit temporary access to the site.

The proposal includes site access located on the northern end of the site (Exhibit B). Due to the slopes at the northern end of the site, main access location must hook south to meet up with Boones Ferry Road at a point where the grading is less steep. This additional length of driveway to meet Boones Ferry Road at a less steep location and the steep grades at the northwest corner of the site make this section unable to accommodate parking. A second access point that is limited to emergency responders is included on the southern end of the site.

Due to the various constraints for access to the site, the applicant is unable to provide the required number of parking stalls, and is seeking a variance for uncovered surface parking stalls to provide a design that meets jurisdictional requirements. Criterion A is met.

(b) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or financial situation of the applicant or owner, or from regional economic conditions.

Finding:

The circumstances described in the above section related to access limitations and site topography are not inherently the result of owner actions, circumstances, or finances, and do not result directly from regional economic conditions. Criterion B is met.

(c) The variance is necessary for the preservation of a property right of the applicant or owner substantially the same as is possessed by owners of other property in the same zone or vicinity.

Finding:

As noted above, the applicant has a proposed a 116-unit multifamily development. The use and density are Permitted within the RH zoning district. As discussed under subsection (a), the hardship would preclude the applicant from exercise of their property right. Criterion C is met.

(d) The variance must not be detrimental to the applicable goals and policies of the Tualatin Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.

Finding:

Applicable Comprehensive Plan goals and policies include:

- **Goal 1.1 Community Involvement** – Implement community involvement practices in line with Statewide Planning Goal 1.
- **Policy 1.1.3** – Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.
- **Goal 3.1 Housing Supply** – Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.
- **Policy 3.1.2 - Zoning for Multifamily.** Provide zoning for multifamily development, which may be located in areas adjacent to transit.
- **Policy 3.1.6 – Infrastructure Planning.** Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.
- **Goal 3.2 – Housing for all.** Encourage development and preservation of housing that is affordable for all households in Tualatin.

The applicant describes their coordination with Washington County on a series of listening sessions related to housing needs. Feedback revealed a need for multi-family housing and senior housing to serve diverse demographics. In response the applicant has included larger unit types, including 4-bedroom units to their proposal.

The 2019 Housing Needs Analysis cites an expected growth of 218% in the Basalt Creek area during the 2020-2040 period. Per the analysis, there is a need to plan for approximately 456 multifamily units over this timeframe. With the requested variance, the site will generate 116 affordable units, which accounts for roughly 25% of that need. The subject site is also served by Trimet Line 96.

Additionally, the project site was identified as the only area in the Basalt Creek Concept Plan that is available and serviceable for high density residential. The future development proposal will extend a new public water line from SW Norwood Road south to the site, which will provide a connection point for

future developments. The project will also connect to and extend a public sanitary sewer line that will be constructed by the Autumn Sunrise development to the south.

The proposal includes units at 60% Area Median Income (AMI) for 60 years as required by the State of Oregon to use Low Income Housing Tax Credits (LIHTC). In addition to this requirement, the project will meet the requirements of the Washington County Metro Affordable Housing Bond Program, which includes a minimum of 30% of total units to be restricted to 30% AMI or below for 60 years and a minimum of 50% of the total units to be 2-bedroom or larger. The units at 30% AMI or below are considered deeply affordable housing and are often the most needed in communities. Not surprisingly, this subsidy level is the most difficult and costly for affordable housing developers to provide. Criterion D is met.

(e) The variance is the minimum remedy necessary to alleviate the hardship.

Finding:

A parking study of three similar sites and the ITE Parking Generation Manual for affordable housing was submitted as Exhibit E. The selected sites are similar in affordability, unit size, unit mix and set in suburban areas with bus service in the vicinity and has been included in this application for reference.

The proposed site plan (Exhibit B) includes 170 parking stalls, rather than the required 188 parking stalls. The applicant’s parking study found that the three comparable sites resulted in a parking rate of 1.30 spaces per unit (equal to 151 parking stalls). In looking at comparable, the study suggests that variance request would grant the proposal 19 parking stalls above the average demand at similar sites, which is consistent with applicant’s experience owning and operating affordable housing developments across Washington County for the past 27 years. With Condition VAR-4, criterion E is met.

Chapter 73C: Parking Standards

Section 73C.100 - Off-Street Parking Minimum/Maximum Requirements.

(1)The following are the minimum and maximum requirements for off-street motor vehicle parking in the City, except these standards do not apply in the Core Area Parking District. The Core Area Parking District standards are in TDC 73C.110.

USE	MINIMUM MOTOR VEHICLE PARKING	MAXIMUM MOTOR VEHICLE PARKING	BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
(a) Residential Uses				
(iii) Multi-family dwellings in complexes with private internal driveways	1.0 space/studio, 1.25 space/1 bedroom, 1.50 space/2 bedroom, 1.75 space/3=	None	Developments with four or more units; none required if a garage is provided as an integral element of a unit; otherwise 1.00 space per unit	100

USE	MINIMUM MOTOR VEHICLE PARKING	MAXIMUM MOTOR VEHICLE PARKING	BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
	bedroom in addition to garage			

Finding:

The applicant states that the site-specific hardships have resulted in a need for decreased parking minimums to keep the development viable. The project consists of 116 total units comprised of 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedrooms. While the code does not state a specific standard for 4-bedroom units, the 3-bedroom standard has been applied to the 4-bedroom units).

This variance is seeking less than a 10% reduction in total parking stalls. The project is proposing 148 surface parking stalls and 22 garage stalls, totaling 170 parking stalls, thus seeking a variance for a reduction of 18 surface parking stalls as detailed on the next page.

Surface Parking Stall Calculation:

- 1-Bedroom: 54 units x 1.25 = 67.5
- 2-Bedroom: 40 units x 1.50 = 60
- 3-Bedroom: 16 units x 1.75 = 28
- 4-Bedroom: 6 units x 1.75 = 10.5

Total Required Surface Parking: 166

Total **Provided** Surface Parking: **148**

Garage Parking Stall Calculation:

- 1-Bedroom: 54 units x 0 = 0
- 2-Bedroom: 40 units x 0 = 0
- 3-Bedroom: 16 units x 1 = 16
- 4-Bedroom: 6 units x 1 = 6

Total Required Garage Parking: 22

Total **Provided** Garage Parking: **22**

Per TDC 73C.100, the minimum parking standards would require a total of 188 parking stalls. The criteria for a variance from these standards have been addressed above. The remainder of the development standards are to be addressed through Architectural Review. These standards are or will be met.

III. RECOMMENDATION

Based on the application materials and analysis and findings presented above, staff finds that the applicable criteria have been met relative to VAR 21-0003, and therefore recommends approval of the application with the following conditions of approval:

- VAR-1** Development of the proposed 116-unit multi-family project will require submittal and approval of an Architectural Review (Type III) application, in accordance with TDC 33.020(3)(d)(iii).
- VAR-2** Modification to this approval will require submittal and approval of a new Type III Variance application in accordance with TDC.
- VAR-3** Structure height for proposed 116-unit multi-family project shall not be more than 54 feet in as measured in TDC 31.060.
- VAR-4** A minimum of 170 vehicle parking spaces shall be provided for the proposed 116-unit multi-family project.



PLAMBECK GARDENS

23500 & 23550 SW BOONES FERRY ROAD

09.02.21

NARRATIVE & SUPPORTING DOCUMENTS

LAND USE – VARIANCE APPLICATION (TYPE III)

VARIANCE: STRUCTURE HEIGHT & PARKING REDUCTION



CARLETON HART ARCHITECTURE PC

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PROJECT INFORMATION

Project Name: Plambeck Gardens **Project no:** 19031
Representative: Kayla Zander
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Property Address: 23500 & 23550 SW Boones Ferry Road
Tualatin, Oregon 97062
Zoning Designation: RH – High Density Residential
Uses: Household Living (Multi-Family Structure), Residential Accessory Uses

PROJECT DESCRIPTION

The proposed Plambeck Gardens project is a new 116-unit affordable housing development at 23500 & 23550 SW Boones Ferry Road. The site currently consists of two single family homes with several small structures scattered around the site.

The developer for this project, Community Partners for Affordable Housing (CPAH) has a 27-year track record of creating and maintaining safe, healthy, and sustainable housing with supportive services for diverse resident populations including families, seniors, and people with disabilities in Washington County and Multnomah County. CPAH believes in this work and looks for innovative ways to meet the growing needs for affordable housing. They currently have 474 units of regulated affordable housing units in their portfolio, with 351 more in development.

Understanding the lack of affordable housing in the area and the City of Tualatin's plan to develop the Basalt Creek Concept Plan in conjunction with Washington County, CPAH engaged the City about this SW Boones Ferry site in early 2019. Identified for high density residential development, the site offered an excellent location to bring needed affordable housing to Tualatin. In May of 2020, CPAH submitted the Basalt Creek project to the Washington County Metro Affordable Housing Bond Program Notice of Funding Availability, which is a competitive funding cycle, and the project was awarded funding in August of 2020. Both Washington County and the City of Tualatin were supportive of the project. Subsequently, the site was annexed into the City of Tualatin in April of 2021.

The Plambeck Gardens project proposes two 4-story wood-framed residential buildings with fiber cement cladding, patios or balconies for each unit, and a pitched roof. The residential buildings consisting of units ranging in size from 1-bedroom to 4-bedroom and several support spaces for residents, including laundry rooms, resident lounges, unit storage and a meeting room. In addition to the support spaces within the residential buildings, there is a separate community building centrally located on the site that includes additional resident services, management offices, and classrooms intended for resident use only.

TDC 32.140 (1)(A) – LAND USE APPLICATION.

Refer to Supplemental Information section below.

TDC 32.140 (1)(B) – WRITTEN STATEMENT: VARIANCE: STRUCTURE HEIGHT.

CHAPTER 31: GENERAL PROVISIONS

TDC 31.060 – Definitions

Height, Structure.

Height of a structure is the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum must be elected by either of the following, whichever yields a greater height of building:

(1) the elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than ten feet above lowest grade;

(2) An elevation ten feet higher than the lowest grade when the sidewalk or ground surface described in Item (1) above is more than ten feet above lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building.

Structure Height measured in accordance with the definition above. Refer to attached drawings for specific heights and five-foot horizontal measurement point.

CHAPTER 33: APPLICATIONS AND APPROVAL CRITERIA

TDC 33.120 – Variances and Minor Variances

(6) Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility. A variance must not be granted unless it can be shown that criterion (a) is met and three of the four approval criteria (b)-(e) are met for non-sign requests:

(a) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone or vicinity and the conditions are a result of lot size or shape, topography, or other physical circumstances applying to the property over which the applicant or owner has no control.

The existing site grading, unsuitable soils and utility connection limitations are site-specific conditions that individually are exceptional circumstances and collectively create an extraordinary difficult site to develop. These site-specific conditions necessitate a structure height variance.

The current site conditions include an existing retaining wall along the west property line at Boones Ferry Road. The highest grading point on the site is located along the east property line. From the east property line, the grades slope to the northwest and southwest corners off the site. The slope at the northwest corner of the site is particularly steep. Additionally, there is a large hill in the northeast corner of the site. This existing topography on the north side of the site makes this portion of the property undevelopable for buildings without extreme measures due to the excessive sloping conditions.

In addition to the existing grading and steep slopes on the north side of the site, the development team conducted a geotechnical survey, including 10 test pit locations dispersed

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throughout the site. To build a multi-family structure, the building will need a bearing pressure that requires the site to be overexcavated through the soft native soils near the surface to reach the stiff soil stratum below. The two test pits located on the north side of the site indicated that soft soils extend to a much greater depth in that area. These soft soils are unsuitable for the weight of buildings. Extensive excavation measures will be required to get to soil adequate for structural bearing.

As development in the Basalt Creek Planning Area continues, infrastructure and utility planning are ongoing by the City of Tualatin and Clean Water Services. The two existing single-family homes on site utilize a septic system, while the Plambeck Gardens development will be required to connect to the public sanitary sewer system. The new public sanitary sewer line connection point will be located on the proposed Autumn Sunrise development to the south of our site at the future driveway connection. The below ground connection point for the sanitary sewer on Autumn Sunrise's property is at a higher elevation than most of the grade on the Plambeck Gardens site, specifically along the north side and along the Boones Ferry Road frontage. The City of Tualatin and Clean Water Services have constraints and preferences regarding a gravity connection for sanitary sewer. By shifting the buildings away from the north and west sides of the site as shown in the proposed plan, the project can provide a gravity sanitary sewer connection for both residential buildings on site to address the jurisdictional constraints.

The combination of soft soils, steep slopes and sanitary sewer connection limitations creates a hardship that is beyond the owner's capacity to build on a portion of the site. Based on these site conditions, the development team's original plan of building three 3-story buildings is no longer feasible. However, reducing the overall footprint of the buildings by developing two 4-story buildings keeps foundations away from the worst conditions while maintaining the allowable unit count, making development of the site viable. Consolidating the design to two taller buildings also provides more open space on site and provides a greater setback from surrounding property lines. To achieve this, the project team is seeking a variance to increase the height of the two residential buildings to maintain 116 units.

(b) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or financial situation of the applicant or owner, or from regional economic conditions.

As described above in section (a) the hardships for the structure height are based on the existing grading, soil conditions and utility connection limitations of the site. These items are not the result from the applicant, owner, or previous owner. These hardships are not of financial benefit to the project, as the existing grading conditions, native soft soil conditions and utility connection limitations will significantly increase the cost of development regardless of where the buildings are located on the site.

(c) The variance is necessary for the preservation of a property right of the applicant or owner substantially the same as is possessed by owners of other property in the same zone or vicinity.

Not Applicable.

(d) The variance must not be detrimental to the applicable goals and policies of the Tualatin Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.

This development and the goals of for this project are in alignment with the goals and policies laid out in the Tualatin 2040 Comprehensive Plan. Specifically, Plambeck Gardens supports Tualatin's stated goals and policies in addition to providing benefits to the surrounding area

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as described in the application below. This variance is not injurious to other properties in the zone and vicinity of Plambeck Gardens.

Goal 1.1 Community Involvement - Implement community involvement practices in line with Statewide Planning Goal 1.

Policy 1.1.3 – Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

This project has been working closely with Washington County and the City of Tualatin to ensure that we are meeting the needs of the immediate and surrounding communities. Washington County has conducted a series of listening sessions related to housing needs. Involvement in these listening sessions came from a variety of jurisdictions throughout Washington County, including Tualatin. Feedback from these listening sessions has been directly applied to the project. Listening session topics have included multi-family housing and senior housing with diverse demographics. Plambeck Gardens has responded to the listening session comments by adding larger unit types, including the addition of 4-bedroom units into the overall unit mix for the project. Additionally, covered and diversified outdoor areas within the site and larger indoor community spaces for families to gather have been included.

CPAH is continuing communication with neighbors that have reached out with questions about the development before and after the two Neighborhood/ Developer Meetings for the Annexation and Land Use processes.

Goal 3.1 Housing Supply – Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.

Policy 3.1.2 - Zoning for Multifamily. Provide zoning for multifamily development, which may be located in areas adjacent to transit.

The 2019 Housing Needs Analysis references the Metro TAZ Forecast, Population Estimates (TAZ 980 and 981) from November 6th, 2015, which cites an expected growth from 2020-2040 in the Basalt Creek area of 218%. The analysis also found that only 5 acres of land in the Basalt Creek area was considered buildable for high density residential, which appears to be the Plambeck Gardens site. The project site is a 4.66 acre parcel that will permit up to 116 units. Per the analysis, Tualatin will need to plan for approximately 456 multifamily units over this timeframe. Plambeck Gardens will account for roughly 25% of that need and all 116 units will be affordable housing.

Policy 3.1.6 – Infrastructure Planning. Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.

The Tualatin Housing Strategy is organized around six priorities. Plambeck Gardens meets the needs of all six priorities. The project site was identified as the only area in the Basalt Creek Concept Plan that is available and serviceable for high density residential. The project will redevelop land currently occupied by just two single family homes into 116 units and consists of unit types including 1-4 bedrooms, all of which will be affordable housing for 60 years. Each unit type will have adaptable units, or Type B as defined by accessibility code and fully accessible units, or Type A as defined by accessibility code and further explained in Policy 3.2.1 section below.

The Plambeck Gardens development will build a new public water line to the site from SW Norwood Road and provide a connection point for other future

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developments. The project will meet stormwater standards complying with CWS standards in addition to the HUD and NOAA standards that would not apply to a market-rate development in this area. The project will connect the private sanitary sewer lines at a private manhole on site where they will meet the public sanitary sewer line that will be constructed by the Autumn Sunrise development to the south.

Goal 3.2 – Housing for all. Encourage development and preservation of housing that is affordable for all households in Tualatin.

Policy 3.2.1 – Housing Type Diversity. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.

Plambeck Gardens includes a variety of unit sizes meant to address a diverse range of family and household living situations. The project includes 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom units to meet this need. Over 50% of the total units will be 2-bedroom or larger, providing much needed family sized units. The 4-bedroom units are designed to support multi-generational households with a design that separates one bedroom/ bath suite from the remaining bedrooms and bathroom.

All units in the project will be designed to a minimum of ICC/ANSI A117.1 2009 Type B accessibility standards to allow for all needs of residents with different abilities or residents aging in place. Five percent of units will meet ICC/ANSI A117.1 2009 Type A standards and Uniform Federal Accessibility Standards, which provide a higher degree of design for person with mobility impairment. Two percent of units will comply with sight and hearing impairment design standards per the Uniform Federal Accessibility Standards. Additionally, all common areas will comply with full accessibility standards including the American with Disabilities Act to provide a universal design throughout all buildings and the site.

Goal 3.3 - Affordable Housing. Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.

This project will bring 116 units of affordable housing to Tualatin. Per the 2019 Tualatin Housing Needs Analysis, Tualatin's key challenge over the next 20 years is providing opportunities for development of affordable housing.

Plambeck Gardens is an affordable housing development that will offer a range of affordability in the units provided. The project will comply with the Reservation and Extended Use Agreement (REUA) standards, including all units at 60% Area Median Income (AMI) for 60 years as required by the State of Oregon to use Low Income Housing Tax Credits (LIHTC). In addition to this requirement, the project will meet the requirements of the Washington County Metro Affordable Housing Bond Program, which includes a minimum of 30% of total units to be restricted to 30% AMI or below for 60 years and a minimum of 50% of the total units to be 2-bedroom or larger. The units at 30% AMI or below are considered deeply affordable housing and are often the most needed in communities. Additionally, this subsidy level is the most difficult and costly for affordable housing developers to provide.

(e) The variance is the minimum remedy necessary to alleviate the hardship.

Multiple design iterations were explored to work around the existing grading, native soil conditions and utility connection limitations. Previous iterations included designs with three 3-story residential buildings to achieve the 116-unit count. None of these options were feasible with the northern portion of the site containing the steep slopes and unsuitable soil

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and the west side of the site being lower than surrounding properties. By reducing the overall residential building count from three 3-story buildings to two 4-story buildings, the project can avoid areas that are not feasible for building and develop the allowable density of the site while maintaining compliance with the code required shared outdoor areas, children's play areas and parking lot landscaping standards.

CHAPTER 43: HIGH DENSITY RESIDENTIAL ZONE (RH)

TDC 43.300 – Development Standards

Table 43-3

Maximum Density

Household Living Uses - Maximum: 25 units per acre/ Minimum: 16 units per acre

Lot Size: 4.66 Acres = 116.5 units permitted, 116 units proposed.

Minimum Lot Size

Multi-Family Structure – Development on More than One Acre: 1,742 square feet per unit

Lot Size: 4.66 Acres = 202,989.6 sf/ 1,742 sf = 116.52 units permitted, 116 unit proposed.

Minimum Average Lot Width

Multi-Family Structure – 75 feet

Front Property Line (West): 582.7 feet

Rear Property Line (East): 575 feet

Average Lot Width: 578.85 feet

Minimum Setbacks

Front Setback – 1 story = 20 feet

Building C (Community Building) – 33'-2" setback provided.

Front Setback – 2.5 story = 35 feet

The Tualatin Development Code does not provide setback requirements for anything above 2.5 stories in the High Density Residential Zone section. Front setbacks increase by 5 feet for every half story per table 43-3. If that same ratio is applied to a 4-story structure, the front setback would equate to a minimum of 50 feet. Both residential building setbacks exceed this value as indicated below.

Building A (Residential) – 114'-2" setback provided

Building B (Residential) – 85'-8" setback provided

Side and Rear Setback – 1 story = 5 feet

Building C (Community Building)

South Side: 192'-4" setback provided

North Side: 245'-2" setback provided

East Rear: 238'-6" setback provided

Side and Rear Setback – 2.5 story = 12 feet

The Tualatin Development Code does not provide setback requirements for anything above 2.5 stories in the High Density Residential Zone section. Side and rear setbacks increase by 5 feet for every story. If that same ratio is applied to a 4-story structure, the side and rear setbacks would equate to a minimum of 20 feet. Both residential buildings setbacks exceed this value as indicated below.

Building A (Residential)

South Side: 84'-8" setback provided

North Side: 308'-10" setback provided

East Rear: 84'-0" setback provided

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Building B (Residential)

South Side: 307'-10" setback provided

North Side: 85'-2" setback provided

East Rear: 84'-0" setback provided

Maximum Structure Height

All Uses – 35 feet

The project is seeking a variance for maximum structure height for the two residential buildings proposed on site. The site-specific hardships that have resulted in this need are listed in the Chapter 33 section above. The exact height needed for each façade is altered based on the varying grading around the site. Elevation drawings are attached showing the heights at each corner of the residential buildings. The tallest height occurs on the north side of the site where the existing grading has the steepest slopes, resulting in a 53'-7" height at the northwest corner of Building B as measured per the structure height definition above. The shortest height for the residential buildings occurs in the center of the site at the northeast corner of Building A at a height of 46'-11" as measured per the structure height definition above.

Maximum Lot Coverage

All Other Permitted Uses – 45%

Residential Building A – 14,686 sf

Residential Building B – 14,686 sf

Community Building C – 6,100 sf

Garage D – 1,760 sf

Garage E – 1,520 sf

Garage F – 1,760 sf

Total building footprint – 40,512 sf

Total site area: 4.66 acres = 203,082 sf

Total Lot Coverage: 19.95%

TDC 32.140 (1)(B) – WRITTEN STATEMENT: VARIANCE: PARKING REDUCTION.

CHAPTER 33: APPLICATIONS AND APPROVAL CRITERIA

TDC 33.120 – Variances and Minor Variances

(6) Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility. A variance must not be granted unless it can be shown that criterion (a) is met and three of the four approval criteria (b)-(e) are met for non-sign requests:

(a) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone or vicinity and the conditions are a result of lot size or shape, topography, or other physical circumstances applying to the property over which the applicant or owner has no control.

Boones Ferry Road is located on the east side of the site, with Horizon Community Church's property surrounding the site on the north, east and south sides. The south portion of Horizon's lot is approximately a 50-foot wide pole lot. Further south of that pole lot is the proposed Autumn Sunrise development. The west side of Boones Ferry Road across from the project site consists of single-family homes. Plambeck Gardens is in a unique position of having only one existing road for access, but permanent access to that road is not permitted by Washington County. Furthermore, site conditions including steep slopes coupled with the site's elevation above Boones Ferry Road further limit the available locations for parking on site.

Boones Ferry Road is a county road classified as a three-lane arterial, which requires a minimum of 600-feet of separation between driveways or roads. Washington County has indicated that Plambeck Gardens is not permitted to have a driveway off Boones Ferry Road without an approved Design Exception. There is no location along the property line at the road that will allow for 600-feet of separation between both Horizon and Autumn Sunrise access points. Washington County has indicated that all driveways along Boones Ferry Road are considered temporary.

Washington County has indicated that Plambeck Gardens is required to provide the option for a future connection across Horizon's property at the small portion of land south of the project site to connect to a proposed new driveway in the Autumn Sunrise development. This new driveway will align with the Autumn Sunrise proposed "M-Street" once it is built, and is Washington County and the City of Tualatin's preferred sole access location for Plambeck Gardens. The Plambeck Gardens project team is continuing communication with Horizon Community Church, however there is no indication yet that an easement will be accepted by Horizon. The Plambeck Gardens project team needs to move forward with design and permitting to meet the requirements of the project's Metro Housing Bond funding. Therefore, the Washington County Design Exception is required to allow access to the site that is not dependent on the timelines of other developments.

The proposed plan includes the main site access located along Boones Ferry Road on the northern end of the site. Due to the steep slopes at the northern end of the site, as stated above in the structure height variance, the main access location must hook south to meet up with Boones Ferry Road at a point where the grading is less steep. This additional length of driveway to meet Boones Ferry Road at a less steep location and the steep grades at the northwest corner of the site make this section unable to accommodate parking.

In addition to the requirements from Washington County for this site and the surrounding property driveway locations, Tualatin Valley Fire and Rescue has indicated that the project will be required to provide a second emergency access point to comply with aerial apparatus

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requirements. This emergency access point is located along Boones Ferry Road on the southern end of the site.

Due to the various constraints for access to the site, including the developments located to the north and south of our site, their access locations along Boones Ferry Road, the future connection point to Autumn Sunrise as well as the steep grading on the north end of the site, Plambeck Gardens is unable to provide the required number of parking stalls, and is seeking a variance for uncovered surface parking stalls to provide a design that meets the requirements of the City of Tualatin, Washington County, and Tualatin Valley Fire and Rescue. The project team is not seeking a variance for the required garage parking stalls.

(b) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or financial situation of the applicant or owner, or from regional economic conditions.

The result of this hardship is not from the actions of the applicant, owner or previous owner and do not result from personal circumstances or financials. As indicated in section (a) above, the need for the parking reduction is due to the limiting circumstances, which includes the steep grading in the northwest corner of the site and the requirements from Washington county as to the location of access points.

(c) The variance is necessary for the preservation of a property right of the applicant or owner substantially the same as is possessed by owners of other property in the same zone or vicinity.

Not Applicable.

(d) The variance must not be detrimental to the applicable goals and policies of the Tualatin Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.

As noted below in response to item (e), this variance is the minimum necessary to alleviate the hardships to this site. This project supports numerous goals and policies of the Tualatin 2040 Comprehensive Plan, and due to the constraints of the site, a parking variance is necessary for the project to go forward. Specific ways in which this project supports Tualatin goals and policies in addition to providing benefits to the surrounding area are described below.

This variance is not injurious to other properties in the zone and vicinity of Plambeck Gardens. To confirm this, a parking study of three similar sites and the ITE Parking Generation Manual for affordable housing was reviewed and analyzed as part of the study. The selected sites are similar in affordability, unit size, unit mix and set in suburban areas with bus service in the vicinity and has been included in this application for reference.

The study found that the City of Tualatin code requires a parking rate of 1.62 spaces per unit based on the project's unit mix (equal to 188 parking stalls). Based on the trips generated over the three sites during the study, the average peak parking demand resulted in 1.30 spaces per unit (equal to 151 parking stalls). The current Plambeck Gardens site plan with 116 units provides a parking rate of 1.47 spaces per unit (equal to 170 parking stalls). This study suggests that the project is providing 19 parking stalls above the average demand at similar sites, which is consistent with CPAH's experience owning and operating affordable housing developments across Washington County for the past 27 years.

In addition to the parking study, it should be noted that the Tualatin 2040 Comprehensive Plan indicates a proposed new bus line along Boones Ferry Road, which could further decrease the number of motor vehicles used or needed by residents of Plambeck Gardens.

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Goal 1.1 Community Involvement - Implement community involvement practices in line with Statewide Planning Goal 1.

Policy 1.1.3 – Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

This project has been working closely Washington County and the City of Tualatin to ensure that we are meeting the needs of the immediate and surrounding communities. Washington County has conducted a series of listening sessions related to housing needs. Involvement in these listening sessions came from a variety of jurisdictions throughout Washington County, including Tualatin. Feedback from these listening sessions have been directly applied to the project. Listening session topics have included multi-family housing and senior housing with diverse demographics. Plambeck Gardens has responded to the listening session comments by adding larger unit types, including the addition of 4-bedroom units into the overall unit mix for the project. Additionally, covered and diversified outdoor areas within the site and larger indoor community spaces for families to gather have been included.

CPAH is continuing communication with neighbors that have reached out with questions about the development before and after the two Neighborhood/ Developer Meetings for the Annexation and Land Use processes.

Goal 3.1 Housing Supply – Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.

Policy 3.1.2 - Zoning for Multifamily. Provide zoning for multifamily development, which may be located in areas adjacent to transit.

The 2019 Housing Needs Analysis references the Metro TAZ Forecast, Population Estimates (TAZ 980 and 981) from November 6th, 2015, which cites an expected growth from 2020-2040 in the Basalt Creek area of 218%. The analysis also found that only 5 acres of land in the Basalt Creek area was considered buildable for high density residential, which appears to be the Plambeck Gardens site. The project site is a 4.66 acre parcel that will permit up to 116 units. Per the analysis, Tualatin will need to plan for approximately 456 multifamily units over this timeframe. Plambeck Gardens will account for roughly 25% of that need and all 116 units will be affordable housing.

Policy 3.1.6 – Infrastructure Planning. Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.

The Tualatin Housing Strategy is organized around six priorities. Plambeck Gardens meets the needs of all six priorities. The project site was identified as the only area in the Basalt Creek Concept Plan that is available and serviceable for high density residential. The project will redevelop land currently occupied by just two single family homes into 116 units and consists of unit types including 1-4 bedrooms, all of which will be affordable housing for 60 years. Each unit type will have adaptable units, or Type B as defined by accessibility code and fully accessible units, or Type A as defined by accessibility code and further explained in Policy 3.2.1 section below.

The Plambeck Gardens development will build a new public water line to the site from SW Norwood Road and provide a connection point for other future developments. The project will meet stormwater standards complying with CWS standards in addition to the HUD and NOAA standards that would not apply to a

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market-rate development in this area. The project will connect the private sanitary sewer lines at a private manhole on site where they will meet the public sanitary sewer line that will be constructed by the Autumn Sunrise development to the south.

Goal 3.2 – Housing for all. Encourage development and preservation of housing that is affordable for all households in Tualatin.

Policy 3.2.1 – Housing Type Diversity. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.

Plambeck Gardens includes a variety of unit sizes meant to address a diverse range of family and household living situations. The project includes 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom units to meet this need. Over 50% of the total units will be 2-bedroom or larger, providing much needed family sized units. The 4-bedroom units are designed to support multi-generational households with a design that separates one bedroom/ bath suite from the remaining bedrooms and bathroom.

All units in the project will be designed to a minimum of ICC/ANSI A117.1 2009 Type B accessibility standards to allow for all needs of residents with different abilities or residents aging in place. Five percent of units will meet ICC/ANSI A117.1 2009 Type A standards and Uniform Federal Accessibility Standards, which provide a higher degree of design for person with mobility impairment. Two percent of units will comply with sight and hearing impairment design standards per the Uniform Federal Accessibility Standards. Additionally, all common areas will comply with full accessibility standards including the American with Disabilities Act to provide a universal design throughout all buildings and the site.

Goal 3.3 - Affordable Housing. Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.

This project will bring 116 units of affordable housing to Tualatin. Per the 2019 Tualatin Housing Needs Analysis, Tualatin's key challenge over the next 20 years is providing opportunities for development of affordable housing.

Plambeck Gardens is an affordable housing development that will offer a range of affordability in the units provided. The project will comply with the Reservation and Extended Use Agreement (REUA) standards, including all units at 60% Area Median Income (AMI) for 60 years as required by the State of Oregon to use Low Income Housing Tax Credits (LIHTC). In addition to this requirement, the project will meet the requirements of the Washington County Metro Affordable Housing Bond Program, which includes a minimum of 30% of total units to be restricted to 30% AMI or below for 60 years and a minimum of 50% of the total units to be 2-bedroom or larger. The units at 30% AMI or below are considered deeply affordable housing and are often the most needed in communities. Additionally, this subsidy level is the most difficult and costly for affordable housing developers to provide.

(e) The variance is the minimum remedy necessary to alleviate the hardship.

Numerous parking iterations were studied as part of the site design process to work around the access requirements and grading issues.

The architectural team started with a site plan that included all 188 required parking stalls. This plan included the main driveway access on the south end of the site along Boones Ferry Road, and the emergency access on the northern end of the site. The team was in contact

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with the waste hauler for the site, Republic Services. Their front-loading trucks require either a second access point or a turn-around for the trash enclosure on the north side of the site. The team reached out to Washington County to gain approval to allow the waste trucks to use the emergency access driveway as their second exit point, but the request was rejected by the County. Therefore, parking spaces were removed to provide a turnaround point for the waste hauler.

Given the constraints from Republic Services and Washington County, the team then explored a site plan option that reduced the count to 177 parking stalls and addressed all the issues above by creating a turnaround in the northwest corner. Additionally, the steep slopes in the northwest corner of the site are not suitable for parking or the emergency access location. This challenge pushed the emergency access point further south along Boones Ferry Road with a hooked shaped driveway to avoid the northwest corner of the site. After this scheme was completed, we learned that the Autumn Sunrise road will be approximately 40-feet more to the west and not align with the east drive aisle. Therefore, the shift in the future driveway connection point with the required fire truck turning radius effectively removed additional parking spaces, reducing the count to 174 parking stalls.

The design team is continuing communication with Horizon Community Church to gain an easement across their pole lot to allow the Plambeck Gardens site to connect to the future road in Autumn Sunrise's development. However, there is no indication yet that an easement will be accepted by Horizon, and the team needs to move forward with design and permitting to meet requirements of the project's Metro Housing Bond funding. The current site plan includes the access point along Boones Ferry Road, which will require a Design Exception with Washington County. Washington County could require Plambeck Gardens to remove their driveway along Boones Ferry Road in the future and connect to the Autumn Sunrise road if and when the Horizon property develops additional structures on their site. Additionally, the City of Tualatin will require Horizon to connect to the Autumn Sunrise road in the future if and when they develop additional structures on their site. Therefore, the team is required to maintain the future connection point in the southeast corner of the site in lieu of additional parking stalls. The scheme included in this variance application includes a total of 170 parking stalls. The site plan included in this variance application addresses the concerns of The City of Tualatin, Washington County, Tualatin Valley Fire and Rescue and Republic Services in addition to working around the site-specific grading constraints.

CHAPTER 73C: PARKING STANDARDS

TDC 73C.010 – Off-Street Parking and Loading Applicability and General Requirements

(1) *Applicability. Off-street parking and loading is required to be provided by the owner and/or developer, in all zones, whenever the following occurs:*

(a) *Establishment of a new structure or use*

This project includes new structures and off-street parking provided by the owner/ developer, Community Partners for Affordable Housing (CPAH).

(b) *Not Applicable.*

(c) *Not Applicable.*

(2) *General Requirements. Off-street parking spaces, off-street vanpool and carpool parking spaces, off-street bicycle parking, and off-street loading berths must be as provided as set forth in TDC 73C.100, unless greater requirements are otherwise established by the conditional use permit or the Architectural Review process.*

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(a) *The following apply to property and/or use with respect to the provisions of TDC 73C.100:*

(i) *Not Applicable.*

(ii) *Not Applicable.*

(iii) *Not Applicable.*

(iv) *Calculations to determine the number of required parking spaces and loading berths must be rounded to the nearest whole number;*

All calculations have been rounded to the nearest whole number.

(v) *Not Applicable.*

(vi) *Parking and loading requirements for structures not specifically listed herein must be determined by the City Manager, based upon requirements of comparable uses listed;*

Section 73C.100(a)(iii) of the Tualatin Development Code does not specify a minimum motor vehicle parking requirement for anything larger than a 3-bedroom apartment. The design team confirmed with City Planning staff that the same 3-bedroom standard applies to the 4-bedroom units as described below.

(vii) *Not Applicable.*

(viii) *Off-street parking spaces for dwellings must be located on the same lot with the dwelling. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site. The parcel upon which parking facilities are located must be in the same ownership as the structure;*

All off-street parking spaces for the dwelling units are located on the same lot as the dwelling units.

(ix) *Required parking spaces must be available for the parking of operable passenger automobiles of residents, customers, patrons, and employees and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business;*

All parking spaces are intended to be used for the operable passenger automobiles.

(x) *Not Applicable.*

(xi) *Not Applicable.*

TDC 73C.020 – Parking Lot Design Standards

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks, must comply with the following:

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- (1) *Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1;*

The design team is providing all parking at a 90-degree angle. The standard stalls are 9'-0" wide and 18'-6" in length. The compact parking stalls are 7'-8-1/2" wide and 15'-0" in length. See item (10) below for additional compliance with drive aisle widths.

(a) *Not Applicable.*

- (2) *Parking lot drive aisles must be constructed of asphalt, concrete, or pervious concrete;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (3) *Parking stalls must be constructed of asphalt, concrete, previous concrete, or a pervious surface such as pavers or grasscrete, but not gravel or woody material. Pervious surfaces, are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (4) *Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (5) *Parking bumpers or wheel stops or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (6) *Disability parking spaces and accessibility must meet ADA standards applicable at time of construction or alteration;*

All accessible parking stalls will be designed to comply with 2010 ADA standards, Chapter 11 of the 2019 OSSC, 2009 ICC A117.1 and Oregon Transportation Commission Standards for Accessible Parking Places August 2018.

- (7) *Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking stalls required by TDC 73C.100. Stalls in excess of the number required by TDC 73C.100 can be sub-compact stalls;*

The project includes a total of 170 parking stalls, 48 of which are sub-compact. This results in sub-compact parking making up 28% of total parking stalls provided on site.

- (8) *Groups of more than four parking spaces must be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

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- (9) *Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (10) *On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic;*

The north and south drive aisles, that are double loaded with parking are 26'-0" wide to comply with both the City of Tualatin standards as well as the Tualatin Valley Fire and Rescue width requirements when adjacent to a fire hydrant. The east drive aisle, which is double loaded with parking is 24'-0" wide to comply with City of Tualatin Standards as well as Tualatin Valley Fire and Rescue drive aisle width when not adjacent to a fire hydrant. The four parking spaces located on the southwest corner of the site near the Community Building are a single loaded drive aisle that is 20'-0" wide to comply with City of Tualatin Standards and Tualatin Valley Fire and Rescue aerial apparatus requirements. These dimensions have been provided on the submitted site plan for reference.

- (11) *Artificial lighting, must be deflected to not shine or create glare in a residential zones, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (12) *Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200; and*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (13) *Not Applicable.*

TDC 73C.030 – Not Applicable to Project.

TDC 73C.040 – Not Applicable to Project.

TDC 73C.050 – Bicycle Parking Requirements and Standards

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

TDC 73C.060 – TDC 73C.100 – Off-Street Parking Minimum/ Maximum Requirements

- (1) *The following are the minimum and maximum requirements for off-street motor vehicle parking in the City, except these standards do not apply in the Core Area Parking District. The Core Area Parking District standards are in TDC 73C.110.*

- (a) *Residential Uses*

Multi-family dwellings in complexes with private internal driveways

1.0 space per Studio

1.25 space per 1-Bedroom

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1.5 space per 2-Bedroom

1.75 space per 3-Bedroom in addition to garage

The project consists of 116 total units comprised of 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom as indicated below. While the code does not state a specific standard for 4-bedroom units, the design team confirmed with Planning staff that the same 3-bedroom standard applies to the 4-bedrooms, as described above in section 73C.010(2)(vi).

The total number of required surface parking stalls required is 166. The total number of required garage parking stalls for 3-bedroom and 4-bedroom units is 22. The project is proposing only a variance for the required number of surface parking stalls, as all 22 garages are proposed in the design. The total number of required surface parking stalls and garage stalls totals 188.

This variance is seeking less than a 10% reduction in total parking stalls. The project is proposing 148 surface parking stalls and 22 garage stalls, totaling 170 parking stalls, thus seeking a variance for a reduction of 18 surface parking stalls as detailed below.

Surface Parking Stall Calculation:

1-Bedroom: 54 units x 1.25 = 67.5

2-Bedroom: 40 units x 1.50 = 60

3-Bedroom: 16 units x 1.75 = 28

4-Bedroom: 6 units x 1.75 = 10.5

Total Required Surface Parking: 166

Total Surface Parking Provided: 148

Garage Parking Stall Calculation:

1-Bedroom: 54 units x 0 = 0

2-Bedroom: 40 units x 0 = 0

3-Bedroom: 16 units x 1 = 16

4-Bedroom: 6 units x 1 = 6

Total Required Garage Parking: 22

Total Garage Parking Provided: 22

(b) Not Applicable.

(c) Not Applicable.

(d) Not Applicable.

(e) Not Applicable.

(f) Not Applicable.

(g) Not Applicable.

(2) Not Applicable.

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TDC 73C.110 – Not Applicable to Project.

TDC 73C.120 – Not Applicable to Project.

TDC 73C.130 – Parking Lot Driveway and Walkway Minimum Requirements

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

TDC 73C.200 – Parking Lot Landscaping Standards Purpose and Applicability

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

TDC 73C.210 – Common Wall Parking Lot Landscaping Requirements

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

TDC 73C.220 – Not Applicable to Project.

TDC 73C.230 – Not Applicable to Project.

TDC 73C.240 – Not Applicable to Project.

TDC 73C.250 – Not Applicable to Project.

LAND USE: VARIANCE SUBMITTAL

TDC 32.140 (1)(C) – ADDITIONAL INFORMATION REQUIRED UNDER TDC PER SPECIFIC LAND USE ACTION SOUGHT.

TDC 33.120 (4)(a) – Contact Information

Architect:

Carleton Hart Architecture, PC
830 SW 10th Avenue, #200
Portland, Oregon 97205
Contact: Kayla Zander
Phone: (608) 354-8163

Civil Engineer:

Vega Civil Engineering, LLC
1300 SE Stark Street, #201
Portland, Oregon 97214
Contact: Martha Williamson
Phone: (503) 349-1381

Landscape Architect:

Marianne Zarkin Landscape Architects
1326 NE 63rd Avenue
Portland, Oregon 97213
Contact: Marianne Zarkin
Phone: (503) 802-0031

TDC 33.120 (4)(b) – Survey

Refer to Supplemental Information section below.

TDC 32.140 (1)(D) – PAYMENT OF APPLICATION FEE.

Payment was made to the City of Tualatin on July 1st, 2021.

TDC 32.140 (1)(E) – RECORDED DEED/ LAND SALES CONTRACT WITH LEGAL DESCRIPTION.

Refer to Supplemental Information section below.

TDC 32.140 (1)(F) – PRELIMINARY TITLE REPORT OR OTHER PROOF OF OWNERSHIP.

Refer to Supplemental Information section below.

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TDC 32.140(1)(G) – FOR THOSE APPLICATIONS REQUIRING A NIEGHBORHOOD/ DEVELOPER MEETING.

TDC 32.140(g)(i) – The mailing list for the notice

Refer to Supplemental Information section below.

TDC 32.140(g)(ii) – A copy of the notice

Refer to Supplemental Information section below.

TDC 32.140(g)(iii) – An affidavit of the mailing and posting

Refer to Supplemental Information section below.

TDC 32.140(g)(iv) – The original sign-in sheet of participants; and

Refer to Supplemental Information section below.

TDC 32.140(g)(v) – The meeting notes as described in TDC 32.120(7)

Refer to Supplemental Information section below.

TDC 32.140 (1)(H) – STATEMENT AS TO WEATHER ANY CITY-REGONIZED CITIZEN INVOLVEMENT ORGANIZATIONS (CIOS) WHOSE BOUNDARIES INCLUDE, OR ARE ADJACENT TO, THE SUBJECT PROPERTY WERE CONTACTED IN ADVANCE OF FILING THE APPLICATION AND, IF SO, A SUMMARY OF THE CONTACT.

TDC 32.120(5)(b)(iii) – The applicant must mail notice of a neighborhood/developer meeting to the following persons. All designated representatives of recognized Citizen Involvement Organizations as established in TMC Chapter 11-8.

Community Partners for Affordable Housing sent an email on Tuesday 07/27/21 to the CIO officers inviting them to attend the neighborhood meeting on 08/11/21 at 6:30pm based on the CIO contact sheet provided by City Planning staff. Additionally, it was confirmed by City Planning staff that email is an acceptable notification method. The Byrom CIO President, Alex Thurber, attended the neighborhood meeting in addition to CIO Lead, Ed Casey.

TDC 32.140 (1)(I) – ANY ADDITIONAL INFORMATION, AS DETERMINED BY CITY MANAGER.

The applicant team confirmed with City Planning staff that this project requires no additional information from the City Manager.

LAND USE: VARIANCE SUBMITTAL

SUPPLEMENTAL INFORMATION

LAND USE VARIANCE APPLICATION

SITE SURVEY

RECORDED DEED/ LAND SALES CONTACT WITH LEGAL DESCRIPTION

PRELIMINARY TITLE REPORT

NEIGHBORHOOD/ DEVELOPER MEETING ITEMS

DRAWINGS: SITE PLAN, GRADING PLAN & ELEVATIONS

PARKING STUDY

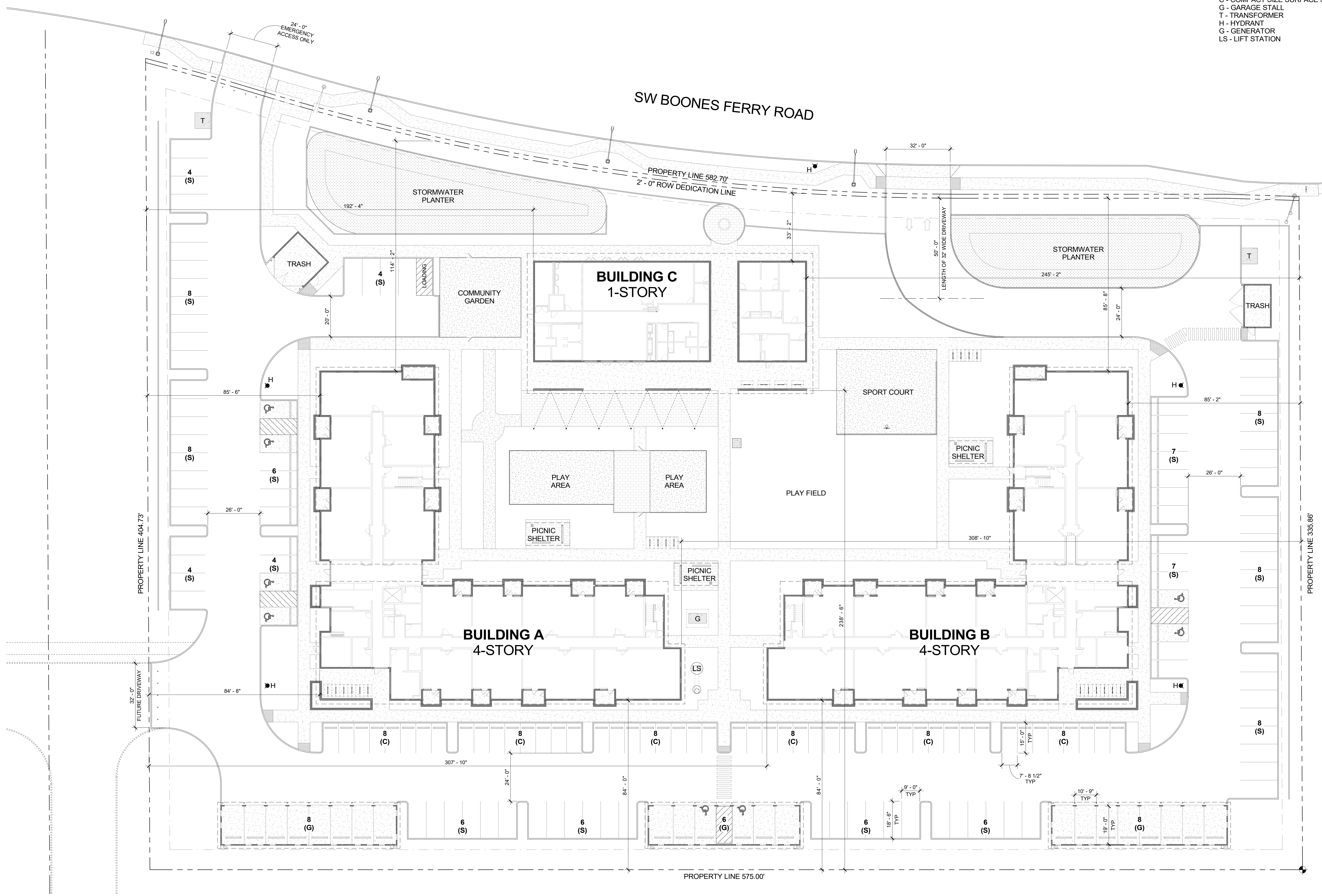
GEOTECHNICAL REPORT

PLAMBECK GARDENS

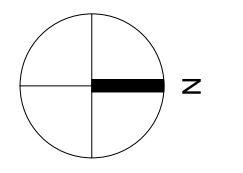


SITE RENDERING
SCALE: NOT TO SCALE

- LEGEND:**
- S - STANDARD SIZE SURFACE STALL
 - C - COMPACT SIZE SURFACE STALL
 - G - GARAGE STALL
 - T - TRANSFORMER
 - H - HYDRANT
 - G - GENERATOR
 - LS - LIFT STATION

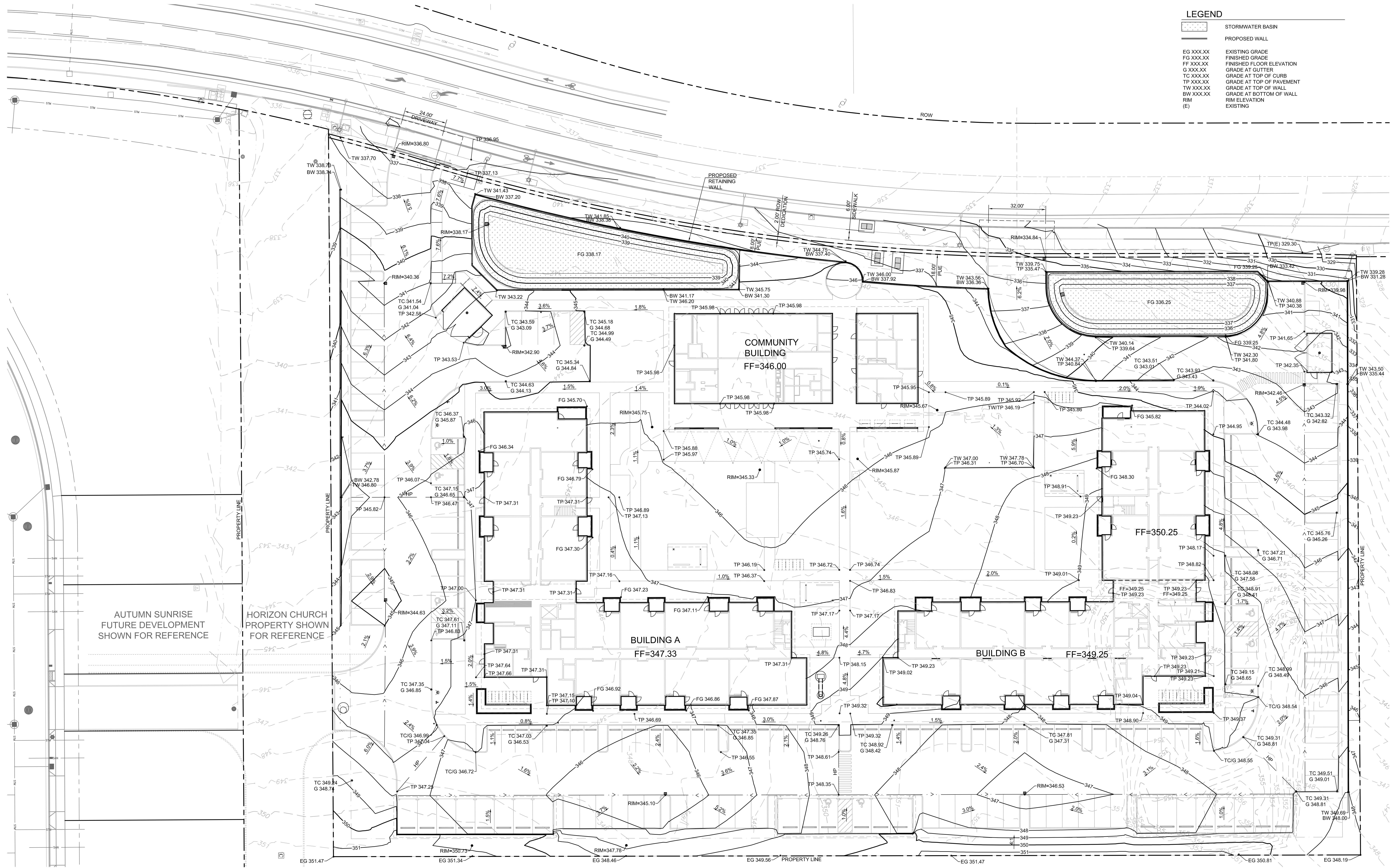


SITE PLAN
SCALE: 1" = 20'-0"



LEGEND

	STORMWATER BASIN
	PROPOSED WALL
EG XXX.XX	EXISTING GRADE
FG XXX.XX	FINISHED GRADE
FF XXX.XX	FINISHED FLOOR ELEVATION
G XXX.XX	GRADE AT TOP OF GUTTER
TC XXX.XX	GRADE AT TOP OF CURB
TP XXX.XX	GRADE AT TOP OF PAVEMENT
TW XXX.XX	GRADE AT TOP OF WALL
BW XXX.XX	GRADE AT BOTTOM OF WALL
RIM XXX.XX	RIM ELEVATION
(E)	EXISTING

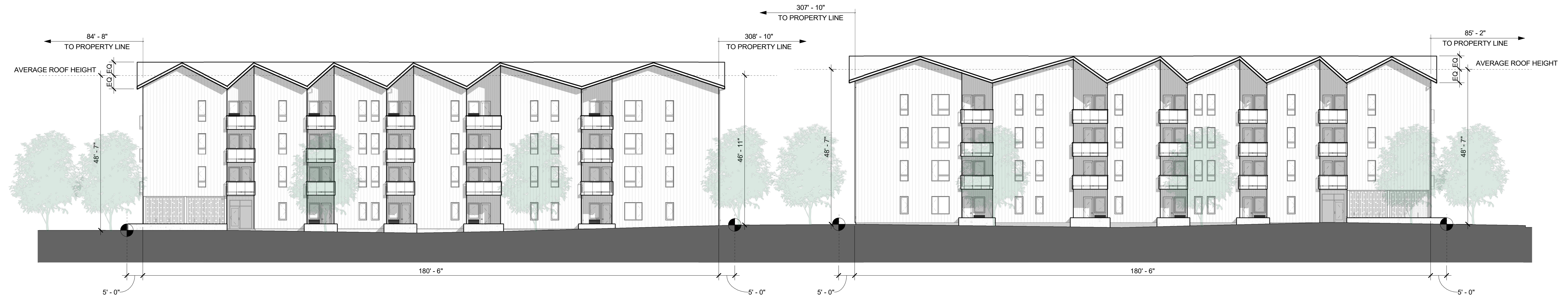


GRADING PLAN
SCALE: 1" = 20'-0"

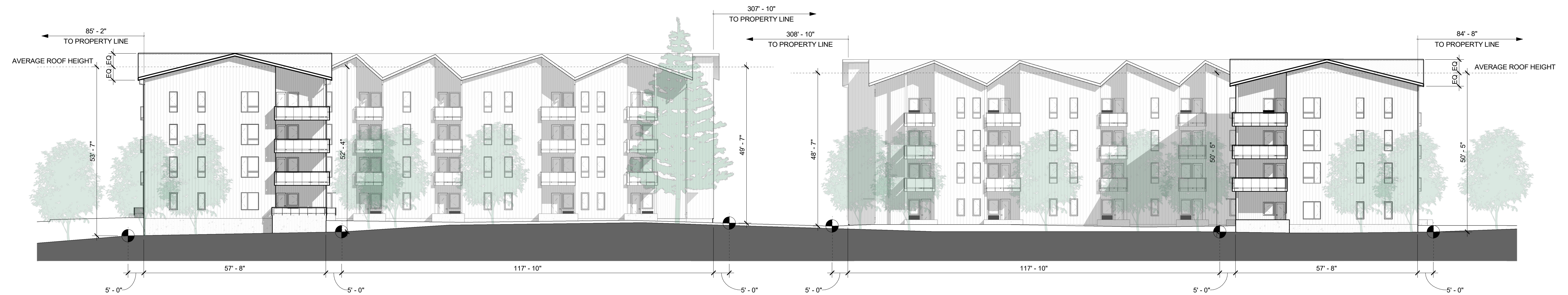
PLAMBECK GARDENS
23500 & 23550 SW BOONES FERRY ROAD
TUALATIN, OREGON 97062

LAND USE: VARIANCE APPLICATION
09.02.2021





EAST ELEVATION



WEST ELEVATION

BUILDING ELEVATIONS
SCALE: 1/16" = 1'-0"

PLAMBECK GARDENS
23500 & 23550 SW BOONES FERRY ROAD
TUALATIN, OREGON 97062

LAND USE: VARIANCE APPLICATION
09.02.2021



SOUTH ELEVATION



NORTH ELEVATION

BUILDING ELEVATIONS
SCALE: 1/16" = 1'-0"

PLAMBECK GARDENS
23500 & 23550 SW BOONES FERRY ROAD
TUALATIN, OREGON 97062

LAND USE: VARIANCE APPLICATION
09.02.2021



Land Use Application

Project Information

Project Title: **Plambeck Gardens**

Brief Description:

Plambeck Gardens is an multifamily affordable housing project that will provide 116 new affordable units, ranging from 1-bedroom to 4-bedroom units in the City of Tualatin. The project is seeking a variance for surface parking stalls and a second variance for structure height increase for the two 4-story residential buildings proposed.

Property Information

Address: **23500 & 23550 SW Boones Ferry Road**

Assessor's Map Number and Tax Lots:

Applicant/Primary Contact

Name: **Jilian Saurage Felton**

Company Name: **Community Partners for Affordable Housing**

Address: **6380 SW Capitol Highway, #151**

City: **Portland**

State: **Oregon**

ZIP: **97239**

Phone: **503-293-4038**

Email: **jsaurage@cpahoregon.org**

Property Owner

Name: **Community Partners for Affordable Housing**

Address: **6380 SW Capitol Highway, #151**

City: **Portland**

State: **Oregon**

ZIP: **97239**

Phone: **503-293-4038**

Email: **jsaurage@cpahoregon.org**

Property Owner's Signature:

Date: **9/1/2021**

(Note: Letter of authorization is required if not signed by owner)

AS THE PERSON RESPONSIBLE FOR THIS APPLICATION, I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION IN AND INCLUDED WITH THIS APPLICATION IN ITS ENTIRETY IS CORRECT. I AGREE TO COMPLY WITH ALL APPLICABLE CITY AND COUNTY ORDINANCES AND STATE LAWS REGARDING BUILDING CONSTRUCTION AND LAND USE.

Applicant's Signature:

Date: **9/1/2021**

Land Use Application Type:

- | | | |
|--|---|---|
| <input type="checkbox"/> Annexation (ANN) | <input type="checkbox"/> Historic Landmark (HIST) | <input type="checkbox"/> Minor Architectural Review (MAR) |
| <input type="checkbox"/> Architectural Review (AR) | <input type="checkbox"/> Industrial Master Plan (IMP) | <input type="checkbox"/> Minor Variance (MVAR) |
| <input type="checkbox"/> Architectural Review—Single Family (ARSF) | <input type="checkbox"/> Plan Map Amendment (PMA) | <input type="checkbox"/> Sign Variance (SVAR) |
| <input type="checkbox"/> Architectural Review—ADU (ARADU) | <input type="checkbox"/> Plan Text Amendment (PTA) | <input checked="" type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Conditional Use (CUP) | <input type="checkbox"/> Tree Removal/Review (TCP) | |

Office Use

Case No:	Date Received:	Received by:
Fee:	Receipt No:	

CERTIFICATION OF SIGN POSTING



The applicant must provide and post a sign pursuant to Tualatin Development Code ([TDC 32.150](#)). The block around the word "NOTICE" must remain purple composed of the RGB color values Red 112, Green 48, and Blue 160. A template of this sign design is available at: <https://www.tualatinoregon.gov/planning/land-use-application-sign-templates>

NOTE: For larger projects, the Community Development Department may require the posting of additional signs in conspicuous locations.

As the applicant for the Plambeck Gardens project,
I hereby certify that on this day, September 13, 2021 sign(s) was/were posted on the subject property in
accordance with the requirements of the Tualatin Development Code and the Community Development Division.

Applicant's Name: Geoffrey Taylor *(Please Print)*

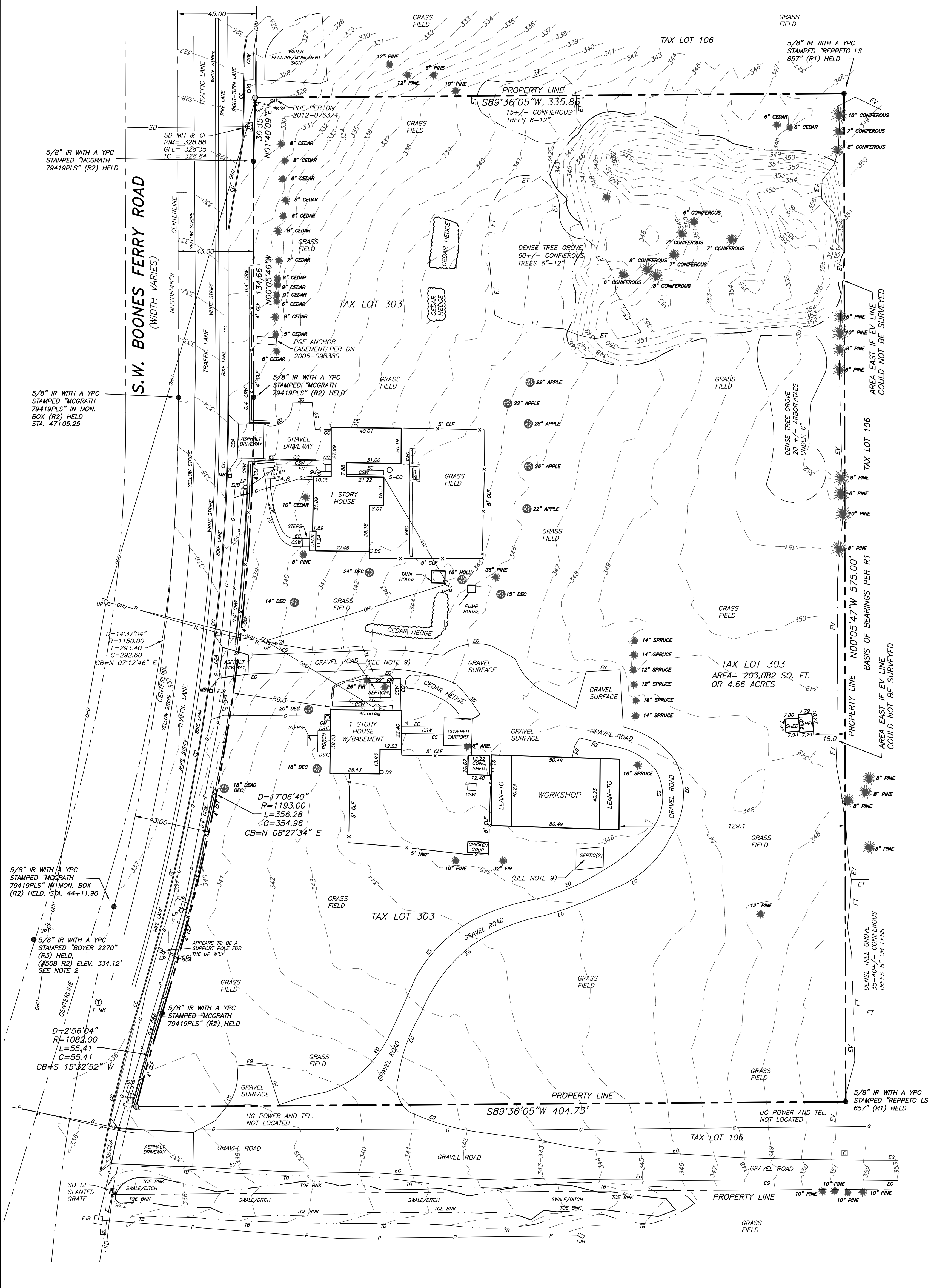
Applicant's Signature: 

Date: September 13, 2021

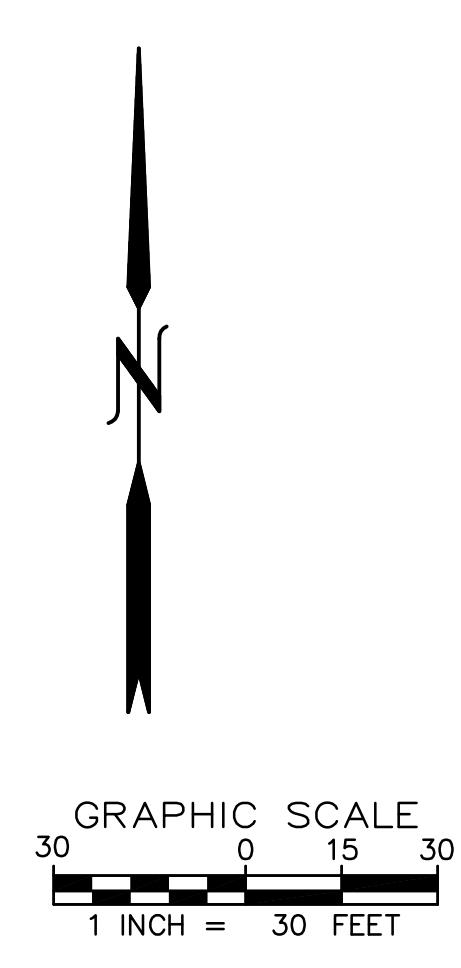
SITE SURVEY

TOPOGRAPHIC DESIGN SURVEY AND PRE-CONSTRUCTION ALTA/ACSM LAND TITLE SURVEY

TAX LOT 303, IN THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 2 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF TUALATIN, COUNTY OF WASHINGTON, OREGON



- LEGEND**
- = MONUMENT FOUND AS NOTED.
 - = 5/8" IR WITH A YPC STAMPED "REPPETO & ASSOC. INC." SET AT THE PROPERTY CORNER
 - = CATCH BASIN
 - = ELECTRICAL J BOX
 - = GAS METER
 - = GAS VALVE
 - = LIGHT POLE
 - = POWER METER
 - = SPOT ELEVATION AT FINISHED GRADE OR FLOWLINE, UNLESS NOTED OTHERWISE.
 - ⊗ = STORM DRAINAGE MANHOLE
 - ⊗ = TELEPHONE MANHOLE
 - ⊗ = TELEPHONE RISER
 - ⊗ = UTILITY POLE
 - ⊗ = WATER METER
 - ⊗ = WATER VALVE
 - ⊗ = CONIFEROUS TREE
 - ⊗ = DECIDUOUS TREE
- CB = CATCH BASIN
CC = CONCRETE CURB
CDA = CONCRETE DRIVEWAY APRON
CI = CURB INLET
CLF = CHAIN LINK FENCE
CO = CLEANOUT
CSW = CONCRETE SIDEWALK
DI = DITCH INLET
DS = DOWNSPOUT
EC = EDGE OF CONCRETE
EG = EDGE OF GRAVEL
EJB = ELECTRICAL JUNCTION BOX
EP = EDGE OF PAVEMENT
ET = EDGE OF TREE GROVE
EV = EDGE OF VEGETATION AND DENSE BRUSH
FB = FOUND BY
G = NATURAL GAS LINE
GA = GUY ANCHOR
GFL = GUTTER GRADE AT FLOW LINE
GM = GAS METER
GP = GUY POLE
GV = GAS VALVE
HWF = HOG WIRE FENCE
IE = INVERT ELEVATION
IP = IRON PIPE
IR = IRON ROD
LP = LIGHT POLE
MB = MAIL BOX
MH = MANHOLE
OHU = OVERHEAD UTILITY LINES
OU = ORIGIN UNKNOWN
P = UNDERGROUND POWER LINE
PM = POWER METER
PUE = PUBLIC UTILITY EASEMENT
PT = POWER TRANSFORMER
PV = POWER VAULT
RIM = RIM OF MANHOLE ELEVATION
R1 = SN 26269
R2 = SN 32841
R3 = SN 24709
SD = STORM DRAINAGE LINE
SF = SQUARE FEET
SI = SIGN
SN = SURVEY RECORD NO. PER WASHINGTON COUNTY SURVEY RECORDS.
S-CO = POSSIBLE SEPTIC CLEANOUT
TB = TOP OF BANK
TC = TOP OF CURB ELEVATION
TEL = TELEPHONE
TL = UNDERGROUND TELEPHONE LINE
T-MH = TELEPHONE MANHOLE
TR = TELEPHONE RISER
TVR = CABLE TV RISER
TW = TOP OF WALL ELEVATION
UG = UNDERGROUND
UP = UTILITY POLE
UPM = UTILITY POLE W/POWER METER
W.C.D.R. = WASHINGTON COUNTY DEED RECORDS
WF = WOOD FENCE
WM = WATER METER
WRF = WIRE FENCE
WV = WATER VALVE
YPC = YELLOW PLASTIC CAP
() = RECORD INFORMATION



- NOTES**
- PROPERTY BOUNDARY LINES AND BASIS OF BEARINGS ARE PER SURVEY NUMBER 26269 AND 32841, WASHINGTON COUNTY SURVEY RECORDS.
 - ELEVATIONS BASED ON POINT #508, AN IRON ROD WITH CAP, ELEVATION 334.12 FEET, AS PER SAID SURVEY 32841, NGVD 29 DATUM.
 - THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. ALL UNDERGROUND UTILITY LINES MUST BE VERIFIED PRIOR TO CONSTRUCTION.
 - THIS MAP AND SURVEY IT IS BASED ON ARE REPRESENTATIVE OF THE CONDITIONS FOUND ON THE GROUND ON JANUARY 21, 2021 THE DATE THE FIELD WORK WAS COMPLETED & UPDATED MARCH 2, 2021.
 - RECORD EASEMENTS SHOWN ON THIS SURVEY ARE PER A PRELIMINARY REPORT PREPARED BY WFG NATIONAL TITLE INSURANCE COMPANY, ORDER NO. 19-338106, DATED JANUARY 4, 2021.
 - THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X, DEFINED AS AN "AREA OF MINIMAL FLOOD HAZARD", PER FEMA FEDERAL INSURANCE RATE MAP COMMUNITY PANEL NO. 41067C0607E, DATED NOVEMBER 4, 2016.
 - THE ADDRESS OF THE SUBJECT SITE IS 23500 SW BOONES FERRY ROAD, TUALATIN, OREGON 97062.
 - THE SEPTIC TANK LOCATIONS SHOWN ON THIS SURVEY ARE APPROXIMATE AS SHOWN BY THE TENANT OF THE PROPERTY.
 - THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS ON JANUARY 21, 2021.
 - TITLE REPORT EXCEPTION NO. 6, A POLE LINE AND ANCHOR EASEMENT GRANTED TO THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, RECORDED AUGUST 14, 1948 IN BOOK 28, PAGE 14, MAY AFFECT THE PROPERTY, BUT THE LOCATION OF SAID LINE AND ANCHORS ARE NOT DISCLOSED IN SAID DOCUMENT AND CANNOT BE DETERMINED.
 - TITLE REPORT EXCEPTION NO. 7, AN ANCHOR EASEMENT GRANTED TO PGE, RECORDED IN DOCUMENT NO. 2006-098380, AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED ON THIS SURVEY. HOWEVER, THE ANCHOR REFERENCED IN SAID DOCUMENT WAS NOT FOUND.
 - TITLE REPORT EXCEPTION NO. 8, A PERMANENT PUBLIC UTILITY EASEMENT, RECORDED IN DOCUMENT NO. 2012-076374, AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED ON THIS SURVEY.

SURVEYOR'S CERTIFICATE

TO WFG NATIONAL TITLE INSURANCE COMPANY AND COMMUNITY PARTNERS FOR AFFORDABLE HOUSING, AN OREGON NON-PROFIT PUBLIC BENEFIT CORPORATION:

THIS IS TO CERTIFY THAT THIS MAP AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7(a), 7(b)(1), 8, 9, 11, 16, 19, 20 AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 21, 2021.

Steven P. Buckles MARCH 10, 2021
STEVEN P. BUCKLES - OREGON PLS 2231 DATE

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Steven P. Buckles
OREGON
JULY 17, 1986
STEVEN P. BUCKLES
2231
RENEWABLE: 12/31/21

LEGAL DESCRIPTION

A tract of land in the Southeast one-quarter of Section 35, Township 2 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows: Beginning at a point which is 295 feet North of the Southwest corner of the Northwest one-quarter of the Southeast one-quarter of said Section 35, Township 2 South, Range 1 West of the Willamette Meridian; thence East 380 feet to a point; thence South 575 feet to a point; thence West to a point in the center of SW Boones Ferry Road (State Highway No. 217); thence in a Northerly direction along the center line of SW Boones Ferry Road to the point of beginning.

EXCEPTING that portion lying within SW Boones Ferry Road (County Road No. 125, 60 feet wide).

FURTHER EXCEPTING THEREFROM that portion described in Dedication Deed to Washington County, a political subdivision of the State of Oregon, recorded September 14, 2012, Recording No. 2012-076374.

REPPETO & ASSOCIATES, INC.
LAND SURVEYORS

Plaza 125, Building G
12730 SE Stark Street
Portland, Oregon 97233
Phone: (503) 408-1507
www.reppetosurveying.com

DATE: MARCH 10, 2021	FILE: C20061.DWG
DRAWN BY: BM/SB	JOB NO. C20061

**RECORDED DEED/ LAND SALES CONTRACT
WITH LEGAL DESCRIPTION**



After recording return to:
Community Partners for Affordable
Housing
PO Box 23206
Tigard, OR 97281

Until a change is requested all tax
statements shall be sent to the
following address:
Community Partners for Affordable
Housing
PO Box 23206
Tigard, OR 97281

File No.: 7013-3372515 (as)
Date: December 22, 2019

Washington County, Oregon **2020-026648**
D-DW
Stn=4 A STROM **03/30/2020 02:12:24 PM**
\$15.00 \$11.00 \$5.00 \$60.00 \$2,320.00 **\$2,411.00**

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

Margaret Garza, Interim Director of
Assessment and Taxation, Ex-Officio

THIS SPACE RESE

STATUTORY WARRANTY DEED

Thomas J. Re and Kathryn S. Re, as tenants by the entirety, Grantor, conveys and warrants to
**Community Partners for Affordable Housing, an Oregon Non-Profit Public Benefit
Corporation**, Grantee, the following described real property free of liens and encumbrances, except as
specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$2,320,000.00**. (Here comply with requirements of ORS 93.030)

FIRST AMERICAN 3372515-44W



After recording return to:
Community Partners for Affordable
Housing
PO Box 23206
Tigard, OR 97281

Until a change is requested all tax
statements shall be sent to the
following address:
Community Partners for Affordable
Housing
PO Box 23206
Tigard, OR 97281

File No.: 7013-3372515 (as)
Date: December 22, 2019

THIS SPACE RESERVED FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Thomas J. Re and Kathryn S. Re, as tenants by the entirety, Grantor, conveys and warrants to **Community Partners for Affordable Housing, an Oregon Non-Profit Public Benefit Corporation**, Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$2,320,000.00**. (Here comply with requirements of ORS 93.030)

FIRST AMERICAN 3372515-HW

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

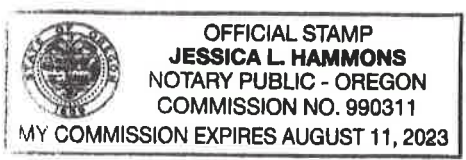
Dated this 27th day of MARCH, 2020.

[Signature]
Thomas J. Re

[Signature]
Kathryn S. Re

STATE OF Oregon)
County of Multnomah)ss.
)

This instrument was acknowledged before me on this 27th day of March, 2020
by **Thomas J. Re and Kathryn S. Re.**



[Signature]
Notary Public for Oregon
My commission expires: 8-11-23

APN: R1136023

Statutory Warranty Deed
- continued

File No.: 7013-3372515 (as)

EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Washington, State of Oregon, described as follows:

Beginning at a point which is 295 feet North of the Southwest corner of the Northwest one-quarter of the Southeast one-quarter of Section 35, Township 2 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon; thence East 380 feet to a point; thence South 575 feet to a point; thence West to a point in the center of SW Boones Ferry Road (State Highway No. 217); thence in a Northerly direction along the center line of SW Boones Ferry Road to the point of beginning.

Excepting therefrom that portion conveyed to the Washington County, a political subdivision of the State of Oregon as disclosed in Dedication Deed recorded September 14, 2012 as Fee No. 2012 076374.

NOTE: This legal description was created prior to January 1, 2008.

PRELIMINARY TITLE REPORT



25 NW 23rd Place Suite 1 / Commercial Dept
Portland, OR 97210
Phone (503) 219-9088 Fax (503) 477-6476

WFG National Title Insurance Company
Trevor Cheyne
25 NW 23rd Place Suite 1 / Commercial Dept
Portland, OR 97210

Date Prepared: January 4, 2021

**FIRST SUPPLEMENTAL
PRELIMINARY TITLE REPORT**

Order Number: **19-338106**
Escrow Officer: Trevor Cheyne
Phone: (503) 444-7047
Fax: (503) 296-5869
Email: tcheyne@wfgnationaltitle.com

Seller(s): Community Partners for Affordable Housing
Buyer(s): Partnership or LLC to be formed

Property: 23500 SW Boones Ferry Road, Tualatin, OR 97062

23550 SW Boones Ferry Road, Tualatin, OR 97062

The following items have been amended:

Change vestee; show taxes paid; removed Trust deed on prior owner; remove Farm deferral; and add pre-development Trust deed.

Stewart Title Guaranty Company, is prepared to issue a title insurance policy, as of the effective date and in the form and amount shown on Schedule A, subject to the conditions, stipulations and exclusions from coverage appearing in the policy form and subject to the exceptions shown on Schedule B. This Report (and any Amendments) is preliminary to and issued solely for the purpose of facilitating the issuance of a policy of title insurance at the time the real estate transaction in question is closed and no liability is assumed in the Report. The Report shall become null and void unless a policy is issued and the full premium paid.

This report is for the exclusive use of the person to whom it is addressed. Title insurance is conditioned on recordation of satisfactory instruments that establish the interests of the parties to be insured; until such recordation, the Company may cancel or revise this report for any reason.

SCHEDULE A

1. The effective date of this preliminary title report is **8:00 A.M. on 28th day of December, 2020**
2. The policies and endorsements to be insured and the related charges are:

<u>Policy/Endorsement Description</u>	<u>Liability</u>		<u>Charge</u>
ALTA 2006 EXT. Owners Policy Short Term Rate	TBD	\$0.00	\$0.00

Proposed Insured: Community Partners for Affordable Housing, Inc.

<u>Policy/Endorsement Description</u>	<u>Liability</u>		<u>Charge</u>
ALTA 2006 Ext. Loan Policy Short Term Rate	TBD	\$0.00	\$100.00
OTIRO 209.10 and 222 Commercial		\$100.00	

Proposed Insured: To Follow

Government Service Fee: \$0.00

This is a preliminary billing only, a consolidated statement of charges, credits and advances, if any, in connection with this order will be provided at closing.

3. Title to the land described herein is vested in:

Community Partners for Affordable Housing, an Oregon Non-Profit Public Benefit Corporation

4. The estate or interest in land is:

Fee Simple

5. The land referred to in this report is described as follows:

SEE ATTACHED EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"
LEGAL DESCRIPTION

A tract of land in the Southeast one-quarter of Section 35, Township 2 South, Range 1 West of the Willamette Meridian, in the County of Washington and State of Oregon, described as follows:

Beginning at a point which is 295 feet North of the Southwest corner of the Northwest one-quarter of the Southeast one-quarter of said Section 35, Township 2 South, Range 1 West of the Willamette Meridian; thence East 380 feet to a point; thence South 575 feet to a point; thence West to a point in the center of SW Boones Ferry Road (State Highway No. 217); thence in a Northerly direction along the center line of SW Boones Ferry Road to the point of beginning.

EXCEPTING that portion lying within SW Boones Ferry Road (County Road No. 125, 60 feet wide).

FURTHER EXCEPTING THEREFROM that portion described in Dedication Deed to Washington County, a political subdivision of the State of Oregon, recorded September 14, 2012, Recording No. 2012-076374.

SCHEDULE B

GENERAL EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

SPECIAL EXCEPTIONS

6. Easement, including the terms and provisions thereof:

For	:	Pole Line with Anchors
Granted to	:	The Pacific Telephone and Telegraph Company, a California corporation
Recorded	:	August 14, 1948
Recording No(s)	:	(book) 288 (page) 14
Affects	:	a portion of the premises herein
7. Easement, including the terms and provisions thereof:

For	:	Anchor
Granted to	:	Portland General Electric Company, an Oregon corporation
Recorded	:	August 17, 2006
Recording No(s)	:	2006-098380
Affects	:	see document for location
8. Easement, including the terms and provisions thereof:

For	:	Permanent Utility
Granted to	:	Washington County, a political subdivision of the State of Oregon
Recorded	:	September 14, 2012
Recording No(s)	:	2012-076374
Affects	:	a strip of land along the Westerly lot line, abutting SW Boones Ferry Road

9. Deed of Trust, Assignment of Leases and Rents, Security Agreement, and Fixture Filing (Pre-Development Loan), including the terms and provisions thereof to secure the amount noted below and other amounts secured thereunder, if any:
- | | | |
|-----------------|---|--|
| Grantor | : | Community Partners for Affordable Housing, an Oregon nonprofit public benefit corporation |
| Trustee | : | First American Title Insurance Company |
| Beneficiary | : | Network for Oregon Affordable Housing (NOAH), an Oregon nonprofit public benefit corporation |
| Dated | : | March 30, 2020 |
| Recorded | : | March 30, 2020 |
| Recording No(s) | : | 2020-026649 |
| Amount | : | \$1,782,500.00 |
10. Any unrecorded leases or rights of tenants in possession.
11. Statutory liens for labor or materials, including liens for contributions due to the State of Oregon for unemployment compensation and for workmen's compensation, which have now gained or hereafter may gain priority over the lien of the insured mortgage where no notice of such liens appear of record.
12. For title insurance purposes in connection with transactions involving real property interests held by non-profit organizations, we will require copies of the following:
- (a) Resolution authorizing the transaction.
 - (c) Minutes of the meeting at which said resolution was passed.
13. This Commitment is subject to approval by personnel of WFG National Title Insurance Company and any additional limitations, requirements or exceptions made by WFG National Title Insurance Company.
14. We are informed that the proposed owner's policy is to be an ALTA Extended Form. Prior to issuing the policy in such form without including the 5 standard pre-printed exceptions contained herein, we will require the following which may result in additional exceptions to the title policy:
- (a) Current ALTA/NSPS survey
 - (b) The ALTA/NSPS survey request must include Standards Table A, Option 11 for location of utilities.
 - (c) A physical inspection of the herein described premises to be made by WFG National Title Insurance Company.
 - (d) An Indemnity Agreement executed by the owners regarding any matters which do not appear as exceptions on this Preliminary Report which the owner has actual knowledge of, including but not limited to, negotiable instruments, taxes and assessments, debts and liens, including statutory liens for labor or materials, including liens for contributions due to the State of Oregon for unemployment compensation and for workmen's compensations and regarding parties in possession or claiming to be in possession, other than the vestees shown herein and unrecorded leaseholds, and security interest in trade fixtures, personal property or unattached improvements.

LINKS FOR ADDITIONAL SUPPORTING DOCUMENTS:

- [Assessor's map](#)
- [Taxes](#)
- [Vested Deed](#)
- [Deed 2012-076374 excepted in legal](#)

END OF EXCEPTIONS

NOTE: We find NO judgments or Federal Tax Liens against the name(s) of Community Partners for Affordable Housing, an Oregon Non-Profit Public Benefit Corporation

NOTE: Taxes paid in full for 2020 -2021:

Levied Amount	:	\$13,358.65
Property ID No.	:	R1136023
Levy Code	:	088.13
Map Tax Lot No.	:	2S135D0-00303

The above taxes include \$3,142.09 for special assessment. Levied taxes for farmland lien.

NOTE: In no event shall WFG National Title Insurance Company have any liability for the tax assessor's imposition of any additional assessments for omitted taxes unless such taxes have been added to the tax roll and constitute liens on the property as of the date of closing. Otherwise, such omitted taxes shall be the sole, joint and several responsibility of seller(s) and buyer(s), as they may determine between themselves.

NOTE: The Oregon Corporation Commission disclosed that [Community Partners for Affordable Housing](#), is an active Oregon non profit public benefit corporation:

Filed : September 25, 1993
President : Judith Werner
Secretary : Marianne Potts
Registered Agent : Rachael Duke

NOTE: The following is incorporated herein for information purposes only and is not part of the exception from coverage (Schedule B-II of the prelim and Schedule B of the policy):The following instrument(s), affecting said property, is (are) the last instrument(s) conveying subject property filed for record within 24 months of the effective date of this preliminary title report:

Warranty Deed

Grantee(s): Community Partners for Affordable Housing, an Oregon Non-Profit Public Benefit Corporation
Grantor(s): Thomas J. Re and Kathryn S. Re, as tenants by the entirety
Recorded Date: March 30, 2020
Recording No: (instrument) 2020-026648, of Official Records
COMMENTS: [2020-026648](#)

NOTE: Due to current conflicts or potential conflicts between state and federal law, which conflicts may extend to local law, regarding marijuana, if the transaction to be insured involves property which is currently used or is to be used in connection with a marijuana enterprise, including but not limited to the cultivation, storage, distribution, transport, manufacture, or sale of marijuana and/or products containing marijuana, the Company declines to close or insure the transaction, and this Preliminary Title Report shall automatically be considered null and void and of no force and effect.

NOTE: The following applicable recording fees will be charged by the county:

Multnomah County-First Page \$86.00
Washington County-First Page \$81.00
Clackamas County-First Page \$93.00
Each Additional Page \$ 5.00
Non-standard Document Fee \$20.00
E-recording Fee \$ 3.00

Washington County Ordinance No. 193, recorded May 13, 1977 in Washington County, Oregon imposes a tax of \$1.00 per \$1,000.00 or fraction thereof on the transfer of real property located within Washington County.

NOTE: IMPORTANT INFORMATION REGARDING PROPERTY TAX PAYMENTS

Fiscal Year: July 1st through June 30th
Taxes become a lien on real property, but are not yet payable. July 1st
Taxes become certified and payable (approximately on this date) October 15th
First one third payment of taxes are due November 15th
Second one third payment of taxes are due February 15th
Final payment of taxes are due May 15th

Discounts: If two thirds are paid by November 15th, a 2% discount will apply.
If the full amount of the taxes are paid by November 15th, a 3% discount will apply.

Interest: Interest accrues as of the 15th of each month based on any amount that is unpaid by the due date.
No interest is charged if the minimum amount is paid according to the above mentioned payment schedule.

NOTE: THE FOLLOWING NOTICE IS REQUIRED BY STATE LAW: YOU WILL BE REVIEWING, APPROVING AND SIGNING IMPORTANT DOCUMENTS AT CLOSING. LEGAL CONSEQUENCES FOLLOW FROM THE SELECTION AND USE OF THESE DOCUMENTS. YOU MAY CONSULT AN ATTORNEY ABOUT THESE DOCUMENTS. YOU SHOULD CONSULT AN ATTORNEY IF YOU HAVE QUESTIONS OR CONCERNS ABOUT THE TRANSACTION OR ABOUT THESE DOCUMENTS. IF YOU WISH TO REVIEW TRANSACTION DOCUMENTS THAT YOU HAVE NOT SEEN, CONTACT THE ESCROW AGENT.

End of Report

Your Escrow Officer

Trevor Cheyne
WFG National Title Insurance Company
25 NW 23rd Place Suite 1 / Commercial Dept
Portland, OR 97210
Phone: **(503) 444-7047**
Fax: **(503) 296-5869**
Email: **TeamTrevor@wfgnationaltitle.com**

Your Title Officer

Diane Brokke
WFG National Title Insurance Company
12909 SW 68th Pkwy., Suite 350
Portland, OR 97223
Phone: **(503) 431-8504**
Fax: **(503) 684-2978**
Email: **dbrokke@wfgnationaltitle.com**



WFG National Title Insurance Company is prepared to issue, as of the date specified in the attached Preliminary Title Report (the Report), a policy or policies of title insurance as listed in the Report and describing the land and the estate or interest set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as a General or Specific Exception or not excluded from coverage pursuant to the printed Exclusions and Conditions of the policy form(s).

The printed General Exceptions and Exclusions from the coverage of the policy or policies are listed in Exhibit One to the Report. In addition, the forms of the policy or policies to be issued may contain certain contract clauses, including an arbitration clause, which could affect the party's rights. Copies of the policy forms should be read. They are available from the office which issued the Report.

The Report (and any amendments) is preliminary to and issued solely for the purpose of facilitating the issuance of a policy of title insurance at the time the real estate transaction in question is closed and no liability is assumed in the Report.

The policy(s) of title insurance to be issued will be policy(s) of Stewart Title Guaranty Company.

Please read the Specific Exceptions shown in the Report and the General Exceptions and Exclusions listed in Exhibit One carefully. The list of Specific and General Exceptions and Exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy to be issued and should be read and carefully considered.

It is important to note that the Report is not an abstract of title, a written representation as to the complete condition of the title of the property in question, and may not list all liens, defects and encumbrances affecting title to the land.

The Report is for the exclusive use of the parties to this transaction, and the Company does not have any liability to any third parties or any liability under the terms of the policy(s) to be issued until the full premium is paid. Until all necessary documents are recorded in the public record, the Company reserves the right to amend the Report.

Countersigned

A handwritten signature in black ink, appearing to be 'J. B. G.', written in a cursive style.

Exhibit One
2006 American Land Title Association Loan Policy 6-17-06
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

THE ABOVE POLICY FORM MAY BE ISSUED TO AFFORD EITHER Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

2006 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY 6-17-06
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.

Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

NEIGHBORHOOD/ DEVELOPER MEETING



NEIGHBORHOOD MEETING MAILING LIST – PROVIDED BY CITY OF TUALATIN

TLID	Owner	Owner Address	Owner City	Owner State	Owner Zip
2S135D000102	[REDACTED]	23240 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135D000108	[REDACTED]	9300 Sw Norwood Rd	Tualatin	OR	97062
2S135CA00200	[REDACTED]	6140 Sw Boundary St Apt 145	Portland	OR	97221
2S135D000107	[REDACTED]	18880 Sw Martinazzi Ave	Tualatin	OR	97062
2S135D000109	[REDACTED]	23050 Sw Boones Ferry Rd	Tualatin	OR	97062
3S102B000104	[REDACTED]	Po Box 829	Tualatin	OR	97062
2S135CA00600	[REDACTED]	23365 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CA00700	[REDACTED]	23405 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135D000100	[REDACTED]	Po Box 691	White Salmon	WA	98672
2S135CA00800	[REDACTED]	23465 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CD00400	[REDACTED]	23845 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CD00302	[REDACTED]	23677 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CA00300	[REDACTED] t	23155 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CD00200	[REDACTED]	23605 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135D000106	[REDACTED]	Po Box 2690	Tualatin	OR	97062
2S135CD00500	[REDACTED]	23855 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CA00100	[REDACTED] s	23035 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135D000303	[REDACTED]	Po Box 23206	Tigard	OR	97281
2S135D000101	[REDACTED]	3539 Dianna Way	Wenatchee	WA	98801
3S102AB00100	[REDACTED]	9000 Sw Greenhill Ln	Tualatin	OR	97062
2S135CA00400	[REDACTED]	23205 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CA00500	[REDACTED]	36449 Hwy 34	Lebanon	OR	97355
2S135D000400	[REDACTED]	485 S State St	Lake Oswego	OR	97034
2S135CD00100	[REDACTED] d	23515 Sw Boones Ferry Rd	Tualatin	OR	97062
2S135CD00300	[REDACTED]	23745 Sw Boones Ferry Rd	Tualatin	OR	97062



July 27th, 2021

RE: Land Use Variance for 23500 SW Boones Ferry Road

Dear Property Owner:

You are cordially invited to attend a meeting on **August 11th, 2021 at 6:30pm** and via Microsoft Teams, with the URL for the meeting below. This meeting shall be held to discuss a proposed project located at 23500 SW Boones Ferry Road, Tualatin Oregon, 97062. The proposal is to request a variance for increase of structure height and parking reduction as part of the project's land use application. A call-in option is also available at 323-484-2116 with the conference ID 236 450 759# .

This is an informational meeting to share the development proposal with interested neighbors. You will have the opportunity to review preliminary plans and identify topics of interest or consideration by contacting me at the phone, email, or address below.

A previous version of this letter had a typo which stated the incorrect date of the meeting.

Regards,

Jilian Saurage Felton
Director of Housing Development
Community Partners for Affordable Housing
PO Box 23206
Tigard, OR 97281-3206
503-293-4038 x302
jsaurage@cpahoregon.org
URL for meeting

https://teams.microsoft.com/l/meetup-join/19%3ameeting_MWNIMmQyYzYtOGVIZC00NGZhLWlxMzltNTg0Y2QyZjM0OWU1%40thread.v2/0?context=%7b%22tid%22%3a%227bb8306d-7dd3-4968-bafd-8070ed4af3a3%22%2c%22oid%22%3a%2279cc59f2-1182-4864-82c2-dc736e7afe84%22%7d

a link may also be found at

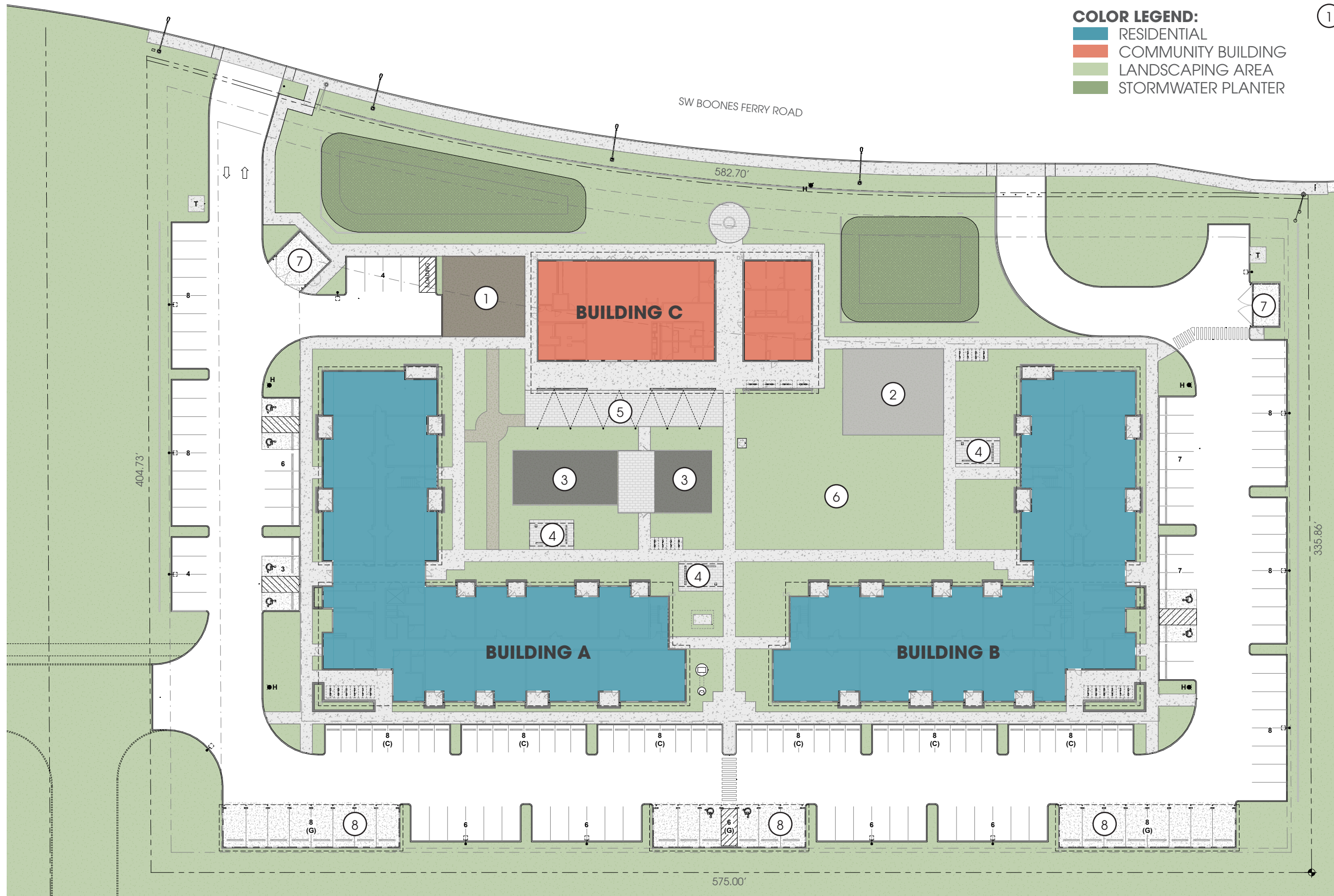
<https://www.tualatinoregon.gov/planning/neighborhood-developer-meetings>

cc: lhagerman@tualatin.gov ; Tualatin Community Development Department
eengman@tualatin.gov ; Tualatin Planning Department

PLAMBECK GARDENS

NEIGHBORHOOD MEETING / DEVELOPMENT MEETING



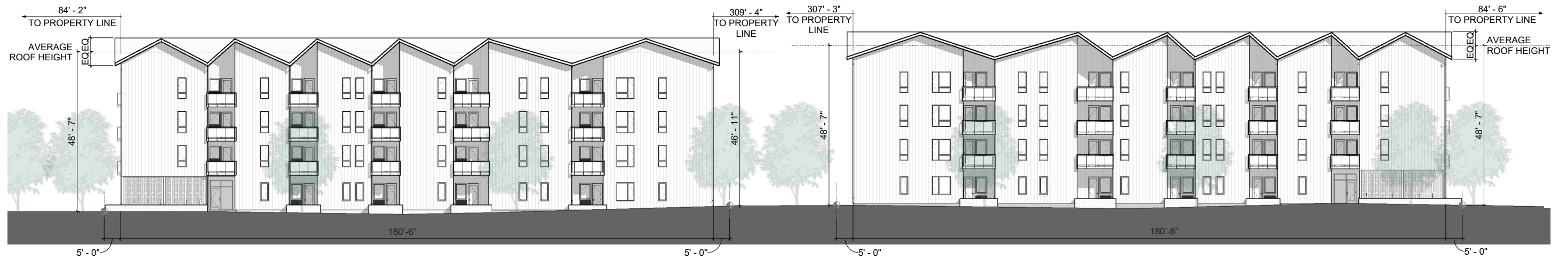


- COLOR LEGEND:**
- RESIDENTIAL
 - COMMUNITY BUILDING
 - LANDSCAPING AREA
 - STORMWATER PLANTER

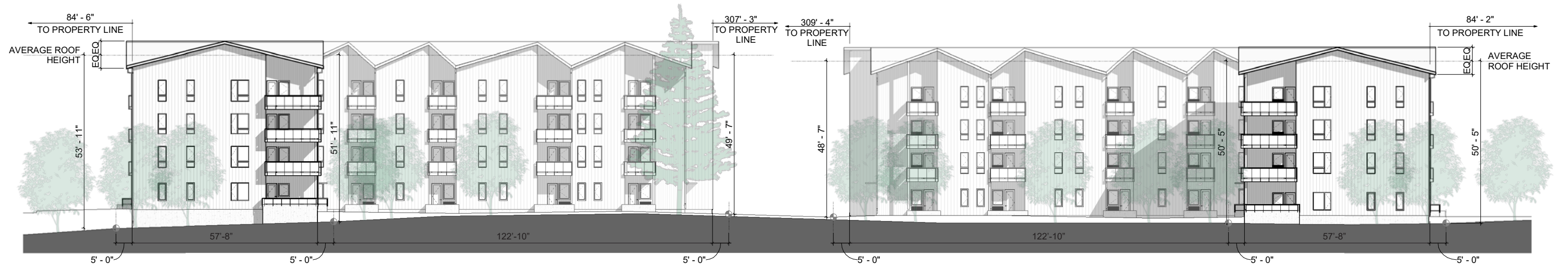
- KEYNOTES:**
1. COMMUNITY GARDEN
 2. SPORT COURT
 3. PLAY AREA
 4. PICNIC SHELTER
 5. PATIO
 6. PLAY LAWN
 7. TRASH ENCLOSURE
 8. GARAGE

SITE PLAN
NOT TO SCALE





EAST ELEVATION | BUILDING A & B
NOT TO SCALE



WEST ELEVATION | BUILDING A & B
NOT TO SCALE



SOUTH ELEVATION | BUILDING A
NOT TO SCALE



NORTH ELEVATION | BUILDING B
NOT TO SCALE



SITE RENDERING

AFFIDAVIT OF MAILING NOTICE

STATE OF OREGON)
) SS
COUNTY OF ~~WASHINGTON~~) MULTNOMAH

I, Geoffrey M. Taylor being first duly sworn, depose and say:

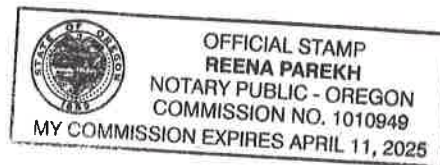
That on the 28th day of July, 20 21, I served upon the persons shown on Exhibit "A" (Mailing Area List), attached hereto and by this reference incorporated herein, a copy of the Notice of Neighborhood/Developer Meeting marked Exhibit "B," attached hereto and by this reference incorporated herein, by mailing to them a true and correct copy of the original hereof. I further certify that the addresses shown on said Exhibit "A" are their regular addresses as determined from the books and records of the Washington County and/or Clackamas County Departments of Assessment and Taxation Tax Rolls, and that said envelopes were placed in the United States Mail with postage fully prepared thereon.

Geoffrey M. Taylor
Signature

SUBSCRIBED AND SWORN to before me this 1st day of September, 20 21.

Reena Parekh
Notary Public for Oregon
My commission expires: APRIL 11, 2025

RE: Plambeck



CERTIFICATION OF SIGN POSTING

<p>NOTICE</p> <p>NEIGHBORHOOD / DEVELOPER MEETING</p> <p>__/__/2010 __:__.m.</p> <p>SW _____</p> <p>503-__-__</p>

In addition to the requirements of TDC 32.150, the 18" x 24" sign must display the meeting date, time, and address as well as a contact phone number. The block around the word "NOTICE" must remain **orange** composed of the **RGB color values Red 254, Green 127, and Blue 0**. A PowerPoint template of this sign is available at: <https://www.tualatinoregon.gov/planning/land-use-application-sign-templates>.

As the applicant for the Plambeck Gardens project, I hereby certify that on this day, July 28, 2021 sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Community Development Division.

Applicant's Name: Jilian Saurage Felton, Housing Director, CPAH

Applicant's Signature: *Jilian Saurage Felton*
(Please Print)

Date: July 28, 2021



NEIGHBORHOOD MEETING SIGN-IN SHEET

Project: **19031 – Plambeck Gardens**

Date/ Time: **08/11/2021 – 6:30pm**

Project Team in Attendance:

Rachael Duke	Community Partners for Affordable Housing	rduke@cpahinc.org
Jilian Saurage Felton	Community Partners for Affordable Housing	jsaurage@cpahinc.org
Geoffrey Taylor	Community Partners for Affordable Housing	gtaylor@cpahoregon.org
Bobby Daniels	Wenaha Group	bobbyd@wenahagroup.com
Michelle Black	Carleton Hart Architecture	michelle.black@carletonhart.com
Melissa Soots	Carleton Hart Architecture	melissa.soots@carletonhart.com
Kayla Zander	Carleton Hart Architecture	kayla.zander@carletonhart.com
Noah Harvey	Carleton Hart Architecture	noah.harvey@carletonhart.com
Dristi Manandhar	Carleton Hart Architecture	dristi.manandhar@carletonhart.com

Neighbors in Attendance:

Ed Casey CIO Lead	22555 SW 102 nd Place Tualatin, Oregon
Alex Thurber Byrom CIO President	9875 SW Iowa Drive Tualatin, Oregon 97062
Mary Lyn Westenhaver	9845 SW Iowa Drive Tualatin, Oregon 97062
Rebecca Kimmel	23605 SW Boones Ferry Road Tualatin, Oregon 97062
Dylan Potter	23405 SW Boones Ferry Road Tualatin, Oregon 97062
John Lucini	23677 SW Boones Ferry Road Tualatin, Oregon 97062
Grace Lucini	23677 SW Boones Ferry Road Tualatin, Oregon 97062
Christine Bazant	23285 SW Boones Ferry Road Tualatin, Oregon 97062



NEIGHBORHOOD MEETING NOTES

Project: **19031 – Plambeck Gardens**

Date/ Time: **08/11/2021 – 6:30pm**

Project Team Presentation: 23 min

- Team member introductions from CPAH and Carleton Hart Architecture
- Introduction to Community Partners for Affordable Housing (CPAH)
 - o Located primarily in Washington County and SW Portland
 - o CPAH is a Tier 1 Community Housing Development Organization in Washington County
 - o Started 27 years ago from a group of people at St Anthony's Church. A group of people from the church came together to form a 501(c)(3) to provide affordable housing to people in the community.
 - o CPAH has 10 buildings, nearly 500 units – primarily multifamily buildings, with more than half of their units in Washington County.
 - o CPAH purchased the site in March of last year. The project is named after Doug Plambeck, who was a long term Tualatin resident and founding board member of CPAH.
 - o Approximately 25% of current Tualatin residents make less than \$41,000 a year, which is considered rent burdened based on current market rents.
 - o There is a deficit in Tualatin for affordable housing for residents making \$35,000 a year or less
 - o Plambeck Gardens will provide 116 units of affordable housing
 - 6 four-bedroom units
 - 16 three-bedroom units
 - 40 two-bedroom units
 - 54 one-bedroom units
 - o The project will have a full time resident services coordinator to help residents with things like after school programs, navigating various services with services providers, and operating community building.
 - o Who needs affordable housing? All units at Plambeck Gardens will be affordable to 60% Area Median Income (AMI) and below.
 - 60% AMI for a family of four is \$58,000. This is the salary range for jobs like a teacher, license practical nurse, two parents working full time at just above minimum wage.
 - 30% AMI is about \$29,000, which is about one full time minimum wage earner or two or more social security benefit recipients.
 - o The project applied and was awarded funds last year through the Metro Affordable Housing Bonds through the Washington County Housing Authority. The number one provider of affordable housing throughout the US does not come from HUD or Washington County, but rather the IRS through Low Income Housing Tax Credits (LIHTC). This project will also take advantage of the LIHTC, which then makes this a public/ private partnership. There is a private investor who invests funds by purchasing the tax credits. In turn, CPAH receives the money to build the project and the third component of the funding is debt. Putting the layers together takes time, which is what CPAH is working on while the design team works on the project. The Plambeck Gardens project is at about 50% of the way through the entire project timeline from acquisition to opening doors. This 50% mark indicates that financing has been arranged and design work is underway.
 - o CPAH does four things as an organization: build affordable housing, operate affordable housing, provide resident services for residents living in CPAH communities and other affordable communities, and advocate for affordable housing in Washington County.
 - o CPAH values housing as a human right and places value on creating spaces that not only serve their residents, but create a lasting benefit for the community. CPAH creates opportunity to integrate affordable housing with the community and vice versa.

- Variance Application
 - o The design team has explored many iterations of the site plan and thought about what best suits the conditions of the site, while meeting the programmatic needs and design goals of CPAH.
 - o We are still early in the design, so the graphics shared today will show building form and building placement on site, which will not be changing much as we go forward. Other items such as siding patterns and colors will continue to develop as well as the finer details of the project will continue to develop into spring of next year.
 - o Site Plan
 - Located on SW Boones Ferry Road.
 - North is to the right on the graphics, as indicated on the plan.
 - Horizon Community Church's property is to the north and wraps around the east with a little sliver/ pole lot to the south.
 - Further to the south of Horizon is the propose Autumn Sunrise development. Their Land Use process is similar to ours. However, it is a different project and a different property. Our teams are working together, but they have a different process than us.
 - The two residential buildings on site are 4-stories each and are L-shaped to create a courtyard space. These residential buildings include the units as well as some common area spaces such as laundry room, lounge, and meeting room. Additionally, there is a 1-story community building which will include administrative offices as well as large classrooms and gathering spaces for resident services and ultimately create a place for residents to gather and mingle.
 - We have provided covered outdoor space, play areas, community garden, a large play lawn and sport court with a variety of picnic shelters around the site. These spaces are joined together in a courtyard that is shaped by the two residential buildings.
 - Site plan includes multiple access points. We are still working out what the access to the site will look like. When we sent out this plan, the main access was in the southwest corner with fire truck emergency access located in the northwest corner. Since this plan was sent out, we have had conversations with Washington County and we think that the primary driveway will move to the northwest and the emergency access will move to the southwest.
 - In the southeast corner of the plane there are some dashed in lines, that indicate the future connection to the Autumn Sunrise development. This connection is encouraged by Washington County and the City of Tualatin. This is a longer process, as it requires easements as well as timing between developments.
 - There are some covered parking areas on the east side of the site plan, with the remaining parking stalls as surface parking stalls.
 - o Elevations
 - The residential buildings are four stories. Each unit will have its own balcony, which is emphasizes with the building form. Each unit will also have a storage closet either connected to the balcony, or elsewhere in the building.
 - You can see in the building elevations that the slopes across the site vary extensively.
 - Building height is one of the variances that we are applying for.
 - You can see that the two buildings are the same in number of levels, but that Building A is technically higher because the grade slopes down steeper around it.
- Site Challenges
 - o Initially when we looked at the site, we had planned on 3 three-story residential buildings, that would meet the maximum height per the zoning code without a variance. We had planned on that approach, but as we learned more about the site, including the steep grading along the north side of the property we had to change our plan. Additionally, when we did our geotechnical explorations, we discovered that there is a soft layer of soil at the top of the site that is not suitable for building. That soft soil is deepest at the north side of the site. Additionally, we are looking to make a gravity sewer connection to the south, so we need a certain finished floor height for the buildings to achieve that. These three factors made it so that we could not place a building on the north side of the site.

- We looked at different ways to make the three residential building design work, but realized we needed to consolidate to two buildings and in order to make everything fit on site, we needed to add another story to the residential buildings. After redesigning to two residential buildings, we felt that the development benefitted from the outdoor courtyard shape in the middle of the site that is framed by the buildings.
- By consolidating the building with a smaller footprint, we can meet the other zoning requirements for outdoor space. This was proving challenging with the larger unit sizes this project includes. With the larger units, we have a larger building, but still require the same amount of outdoor space.
- We have landed on a design that is close to the parking requirements, but every time a new site constraint was identified, we would have to lose a few more stalls. We are currently providing 170 parking spaces, with a code required 188 spaces. This is less than a 10% request in reduction to parking.
- Process
 - This meeting is part of our Land Use application process. Our next step is to submit variances for the parking reduction and building height increase.
 - The parking reduction is to permit 170 parking spaces in lieu of 188.
 - The height variance will be to go to 4-stories and exceed the 35'-0" height limit
 - From here, we will continue with design development and submit for the Land Use Architectural Review Submittal. At the same time, we will be requesting a design exception request for Washington County which will allow us to have access to Boones Ferry Road.
 - Assuming all the processes go smoothly we will be submitted for a building permit spring of 2022 and start construction in the spring of 2023, with construction wrapping up in summer of 2024.
- Parking Study Update
 - CPAH has elected to complete a parking study, which is not a requirement of the variance. The study included three other similar projects that were affordable multifamily projects with family size units with public transit located nearby. The three project sites were located in Tualatin, Wilsonville and Tigard.
 - Initial findings from the parking study indicate that for 116 units of affordable housing we would need to provide 151 parking spaces. Being able to provide 170 stalls, which is above the 151 study value has the team feeling good about the amount of parking provided.

Question & Answer Portion: 35 min

- Will open spaces be public?
 - There is not currently a partnership with the parks district. Community rooms are not open to the public, but can be used for CIO meetings, neighborhood meetings, etc if the organizations reach out to CPAH about reserving the space.
 - Play grounds and other outdoor elements will be for residents only.
- Gridlock from Day Road south to Tualatin High School or further north. Getting in and out of this development at the time when there is gridlock and lots of traffic on the road is difficult. Is there a traffic signal planned?
 - CPAH shared what is speculated at this point based on conversations with City, County and ODOT. The jurisdictions are considering adding a signal to the Autumn Sunrise development at the proposed H-Street location.
 - CPAH's preference would be to connect to Autumn Sunrise and have all Plambeck Gardens traffic flow through H-street. However, if the timing doesn't work out with Horizon, Autumn Sunrise and CPAH, we might need to wait to make that connection. The county has stated that if the traffic report indicates issues, that we could potentially have to do right turn in, right turn out only driveway. The traffic report is still a work in progress, as our traffic study and Autumn Sunrise traffic study are working together.
- Do you know where the proposed extension of 124th street, which is the bypass that Washington County has told Tualatin they must build? It will come from 124th at Grands Ferry and connect to Boones Ferry, not sure exactly where. It will dump a lot more people and will likely require a traffic signal. Not sure how

- far it will be from this project site. Currently there is an area called Victoria Woods, which is about 3 blocks south of Tualatin High School and they have a difficult time getting in and out of their subdivision.
- CPAH does not have any intel on this location, but has heard of various stop lights being proposed in different land use presentations. This issue is outside of our scope of work, and is something that ODOT will need to step in on.
 - What School District will this project be in?
 - TBD – The project is currently in the Sherwood school district, but is practically within walking distance of Tualatin High School. The two school districts will need to work together to determine what makes the most sense. CPAH is currently reaching out to both school districts to help figure out the school district for their residents.
 - Note from neighbor: The school district swap has been done in the past.
 - Currently, there is one bus line along there (TriMet – 96). South Metro Area Rapid Transit (SMART) doesn't have any coverage from Wilsonville for this. If this is low income housing, assuming people are taking public transit. Traffic signal will help with residents being able to cross the road to catch the southbound bus.
 - The design team has talked with TriMet and they are open to creating more stops along the 96 route. However, TriMet is reactionary, as they are not able to use a tax base that doesn't exist yet. TriMet bases their bus frequency on use and will create new bus lines based on ridership. Also, as part of the Basalt Creek Concept Plan, TriMet has said that they are interested in adding another bus line. CPAH is not sure on the specifics of that plan, but assumes once Autumn Sunrise and Plambeck Gardens are built, the ridership will increase and at that point we are guessing more frequent bus service, and then perhaps a new bus line will be developed.
 - Why the change in the location of the driveway access and emergency access?
 - This is in response to comments from Washington County as Autumn Sunrise develops their traffic study. The request from the County is that we be as far away as possible from H-Street. By switching them, we will be about 600-feet away from their driveway, which is Washington County's spacing requirements between streets, and is the safest location for the SW Boones Ferry Road access point.
 - The traffic studies look at both the existing conditions as well as any known or future conditions as well. Our traffic engineer and Autumn Sunrise's traffic engineer are working together with both the City and County as well.
 - Congrats to CPAH for finally getting this affordable housing project in the area. Resident expressed that they think it will be a great project if residents can get to and from it.
 - CPAH thanked the Tualatin resident for their support.
 - Are the visuals on screen available for those that cannot get into the meeting on a computer?
 - Yes, CPAH asked anyone who wanted the graphics to stay after the presentation and share their email, so the team can send it to them.
 - It was also noted that materials are posted by the City of Tualatin and were shared with attendees in team's chat log as well.
 - How many units are in the complex?
 - 116 units.
 - Are the only planned improvements to the roads only in front of the project site on Boones Ferry Road? Is CPAH required to help with the traffic that will back up by the high school or other places in Tualatin?
 - CPAH is held to the same standards as every other developer. CPAH will be completing right of way improvements and will also be contributing to the transportation development tax, which applies to this project just like every other project. The transportation development tax is not the same as property tax. It is what CPAH must pay per unit to develop. The tax is the money that is intended for Washington County to use for road improvements. It does not get earmarked for specific use along CPAH's property.
 - Anything required in front of our property will be determined with our final traffic study results. We don't know the results of our traffic study yet.

- The height variance seems like a high percentage of increase. Is this kind of variance typically approved?
 - o The team originally planned for three 3-story building, but given the challenges of the site it was not feasible to do three buildings on site, so that lead to a fourth story addition. The upside is that we can fit more parking on the site.
 - o One of the things that we did was that the style and location of the buildings will fit with the neighborhood. The buildings are setback a large distance from the property line and are more centrally located in the site, keeping them away from adjacent properties.
- Will there be any commercial space included?
 - o There will be no commercial space as part of this development. The community space is only for residents.
 - o However, it was noted by a resident that the Basalt Creek Concept Plan does include neighborhood commercial adjacent to our property on the Autumn Sunrise site.
- Another question was asked about the current plan entrance.
 - o The current plan has the main site access along the more northern access point and the emergency access along the southern end. The emergency access will be used less and have limited access for emergency vehicles only, which is why Washington County is okay with that being closer to H-Street on Autumn Sunrise's property.
- Does the parking provided on site include staff in addition to residents?
 - o The 170 parking spaces does include staff parking.
- Will residents have an assigned parking space and will there be assigned guest parking?
 - o CPAH will work on that plan when they get closer to opening. Most CPAH properties have a first come, first serve basis. However, this is a large site so it is yet to be determined. There are several garages, which will need to be reserved.

Questions Received by Email:

- What is the requirement for parking and what is the variance?
 - o The requirement by code is 188 stalls, the proposed plan includes 170.
- Does the number of bedrooms change the ratio of parking spaces per unit?
 - o Yes it does.
 - o 1-bedroom – 1.25 spaces
 - o 2-bedroom – 1.5 spaces
 - o 3-bedroom – 1.75 spaces + garage
 - o 4-bedroom – Following the 3-bedroom standard
- How are the number of visitor parking spaces determined?
 - o Tualatin does not have a requirement to separate visitor and resident parking. It is just a single value of stalls based on the size of the unit.
- How many people will be working there? Employees, provider of services and delivery support vehicles?
 - o The team has included a loading zone for deliveries.
 - o The employees and service providers are all included in the code required 188 parking stalls, which is therefore included in our request for 170 parks stalls.
- Does CPAH have written parking regulations as part of its lease agreement?
 - o There are certain requirements from the County and state regarding LIHTC units and what is allowed in the lease agreements. That process is currently being worked on with the property management company, as they work with CPAH to meet all the requirements of the various funders.
- Storm water questions
 - o The storm water does go both to the north and the south. We will be meeting all the requirements from CWS, HUD and NOAA.
 - o The driveways and storm water planters are still shifting as we are early in design. The specifics are not available yet, but as the city and county requirements for road and access get settled, then we will know where the storm water planters will be settled.
 - o HUD and NOAA standards are related to the funding sources for our project. That means we will not only be meeting local storm water standards, but federal standards as well. These standards have a higher standard than the local standard in some cases. This includes a requirement that all storm water leaving the site needs to match pre-development levels (ie: grassy field). If the

- entire site was a grassy field, the amount of storm water that would leave the site is what we need to match. For this reason, we are providing storm water storage both above and below ground. The design will meet the local jurisdiction, but also be reviewed by NOAA as well.
- Will there be overflow parking?
 - o We would have to check in with Autumn Sunrise to see if there is going to be street parking in their neighborhood, as there is no street parking along Boones Ferry Road. CPAH's experience with parking at affordable housing projects, statistically shows a trend in lower parking rates as compared to market rate housing. That reduction is pretty consistently about 30% fewer vehicles with an affordable housing development. Our parking study is supporting our current 170 parking stall design.
 - What will the water source be for residents?
 - o We will be required to bring in City water as the property currently is served by well water. We are bringing a public water line down from Norwood to the site and then Autumn Sunrise will connect to it and complete the water loop.
 - o We are not permitted to use the well for domestic water, but we are hoping to repurpose the well for irrigation.



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March 17, 2021

Community Partners for Affordable Housing

P.O. Box 23206

Tigard, Oregon 97239

Attention: Jilian Saurage Felton, Housing Development Director

Phone: 503-293-4038

E-mail: jsaurage@cpahoregon.org

**Subject: Geotechnical Investigation Report
Proposed Basalt Creek Affordable Housing Project
23500 and 23550 Southwest Boones Ferry Road
Tualatin, Washington County, Oregon
EEI Report No. 21-023-1**

Dear Ms. Saurage Felton:

Earth Engineers, Inc. (EEI) is pleased to provide our attached Geotechnical Investigation Report for the above referenced project. This report includes the results of our field investigation, an evaluation of geotechnical factors that may influence the proposed construction, and geotechnical recommendations for the proposed structure and general site development.

We appreciate the opportunity to perform this geotechnical study and look forward to continued participation during the design and construction phases of this project. If you have any questions pertaining to this report, or if we may be of further service, please contact our office at 360-567-1806.

Sincerely,

Earth Engineers, Inc.

Troy Hull, P.E., G.E.

Principal Geotechnical Engineer

Anita Bauer

Geologic Associate

Attachment: Geotechnical Investigation Report

Distribution: Addressee

Rachel Loftin, CPAH (rloftin@cpahoregon.org)

Melissa Soots, Carlton Hart Architecture (Melissa.soots@carltonhart.com)

GEOTECHNICAL INVESTIGATION REPORT

for the

**Proposed Basalt Creek Affordable Housing Project
23500 and 23550 Southwest Boones Ferry Road
Tualatin, Washington County, Oregon**

Prepared for

**Community Partners for Affordable Housing
P.O. Box 23206
Tigard, Oregon 97239**

Prepared by

**Earth Engineers, Inc.
2411 Southeast 8th Avenue
Camas, Washington 98607
Telephone (360) 567-1806**

EEl Report No. 21-023-1

March 17, 2021



**Earth
Engineers,
Inc.**

Anita Bauer

**Anita Bauer
Geologic Associate**



EXPIRES: 6/30 21

**Troy Hull, P.E., G.E.
Principal Geotechnical
Engineer**

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1.0 PROJECT INFORMATION

1.1 Project Authorization

Earth Engineers, Inc. (EEI) has completed a geotechnical investigation report for the proposed Basalt Creek affordable housing project to be located at 23500 and 23550 Southwest Boones Ferry Road in Tualatin, Washington County, Oregon. Our geotechnical services were authorized by Jilian Saurage Felton, Housing Development Director for Community Partners for Affordable Housing (CPAH) on February 3, 2021 by signing EEI Proposal No. 21-P004-R1 dated January 20, 2021.

1.2 Project Description

Our current understanding of the project is based on information Rachel Loftin with CPAH, Melissa Soots with Carleton Hart Architecture (CHA) and Kim Shera with Vega Civil provided to EEI Principal Geotechnical Engineer Troy Hull. The following are the most up-to-date documents provided to us:

- **Undated Preliminary Site Plan, Sheet A0.00, by Carleton Hart Architecture, received by e-mail on February 17, 2021.** This drawing replaced 2 previous drawings by CHA dated May 15, 2020 that shows the locations of test pits and infiltration test locations.

Briefly, we understand the project will consist of demolishing the 2 existing homes on the 2 lots and constructing a multi-family housing complex consisting of the following:

- Three, 3-story residential buildings (A, B, and C) that are anticipated to have floor slabs on grade.
- A community building. We assume this will be 1 or 2 stories and have a floor slabs on grade.
- 3 detached garage buildings
- Paved parking and drive lanes, including some permeable pavement.

We have not been provided any foundation load information. For the purposes of this report, we are assuming maximum foundation loads of 6 kips per linear foot for wall footings, 60 kips for column footings, and 150 psf for floor slabs. Other than underground utilities, we assume there will be no below grade construction. We assume cuts and fills will generally be no greater than about 2 feet. Finally, we have assumed that the buildings will be constructed in accordance with the 2019 Oregon Structural Specialty Code (OSSC), an amendment to the 2018 International Building Code (IBC).

As far as stormwater disposal is concerned, we understand the current plan is to use permeable pavement at the north end of the project (beneath a sport court) and in the parking stalls, and surface infiltration in storm swales along the west edge and middle of the project.

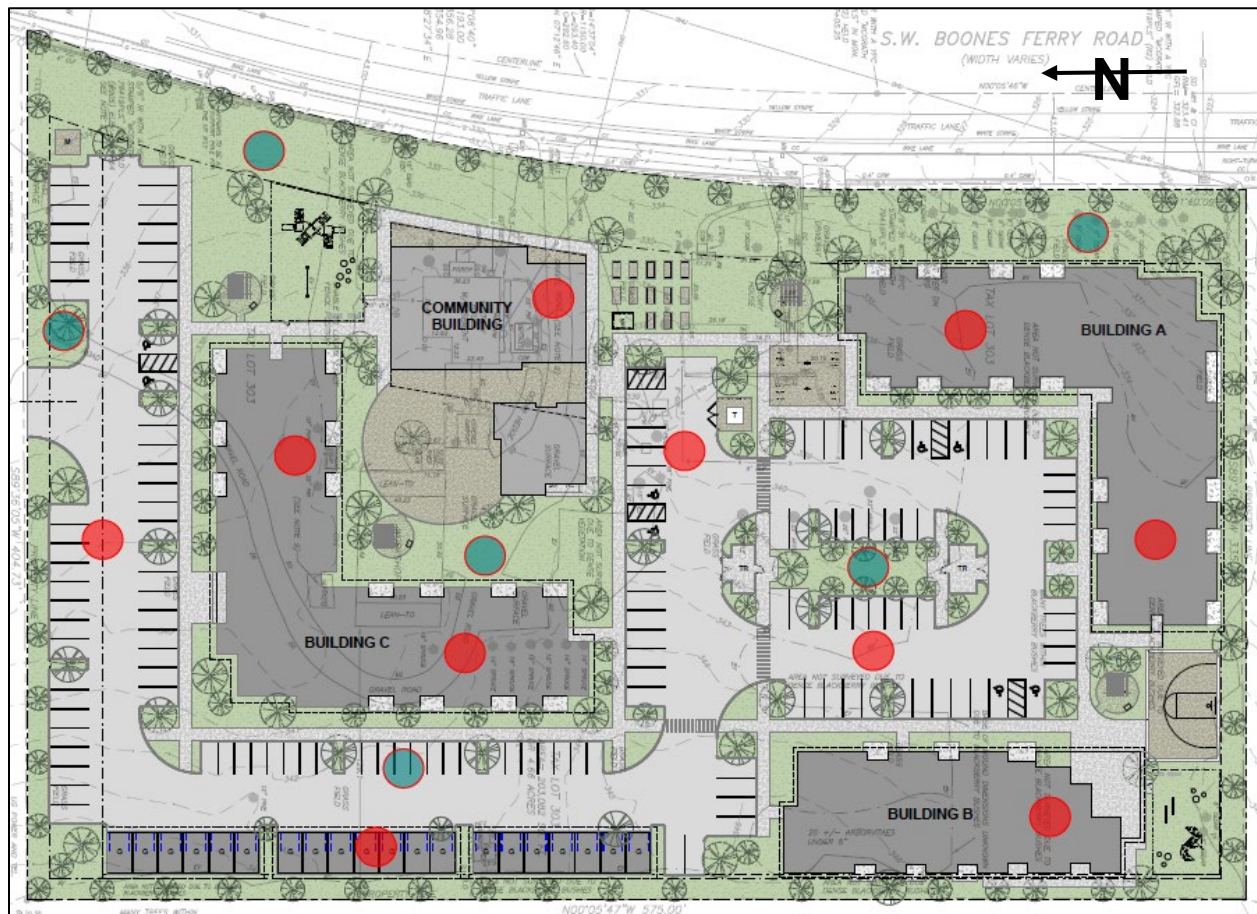


Figure 1: Proposed site plan (source: undated Sheet A0.00 by Carleton Hart Architecture).

1.3 Purpose and Scope of Services

The purpose of our services was to explore the subsurface conditions at the site to better define the existing soil, rock, and groundwater properties in order to provide geotechnical related recommendations for the proposed new building construction. Our site investigation consisted of excavating 10 test pits (TP-1 to TP-10) to depths ranging from 7 to 10 feet below ground surface (bgs) with a Hitachi Zaxis 40U excavator subcontracted from Dan Fischer Excavating. Drive probe testing was performed adjacent to test pits TP-1 through TP-7 to better characterize the soil strength. The approximate test pit locations are shown in Appendix B. Grab soil samples were obtained at the discretion of the Geotechnical Engineer's field representative and returned to our office for testing.

Our site investigation scope also included infiltration testing in general accordance with Clean Water Services at the locations specified by Vega Civil.

Laboratory testing was performed on select grab samples to determine the material properties for our evaluation and, in general accordance with ASTM procedures. This included moisture content (ASTM D2216), material finer than #200 Sieve - washed (ASTM D1140), Atterberg limits (ASTM D4318), and classification of soils by the Unified Soil Classification System [USCS] (ASTM D2487 and D2488).

This report briefly outlines the testing procedures, presents available project information, describes the site and subsurface conditions, and presents recommendations regarding the following:

- A discussion of subsurface conditions encountered including pertinent soil and groundwater conditions.
- Seismic design parameters in accordance with the 2019 OSSC and ASCE 7-16.
- Geotechnical related recommendations for foundation design including allowable bearing capacity, minimum footing dimensions and estimated settlements.
- Structural fill recommendations, including an evaluation of whether the in-situ soils can be used as structural fill.
- Grading recommendations, including special considerations for wet weather grading.
- Retaining wall design parameter recommendations, including coefficient of friction and earth pressures.
- Floor slab support recommendations.
- Pavement section thickness recommendations based on an assumed CBR value and assumed traffic loading conditions.
- Results of our infiltration testing to aid the project Civil Engineer in designing the on-site stormwater disposal system.
- Other discussion on geotechnical issues that may impact the project.

2.0 SITE AND SUBSURFACE CONDITIONS

2.1 Site Location and Description

The property is located at 23500 and 23550 Southwest Boones Ferry Road in Tualatin, Washington County, Oregon. The subject property is bordered by Southwest Boones Ferry Road to the west, an existing residence and New Horizon Church to the east, the driveway access for New Horizon Church to the north, and a large field to the south.

In terms of topography, the subject property mostly is generally level to slightly sloping. There is a large fill mound that is several feet high at the north edge of the property. The property is generally covered with grass, bushes, and young and mature trees. See Photos 1 through 5 below for the site conditions.



Photo 1: Looking west from the east-central portion of the site at an existing barn structure to be demolished.



Photo 2: Looking south from the northwest corner of the project site at an existing house to be demolished.



Photo 3: Looking west at the fill mound at the north end of the site.



Photo 4: Looking north at the west property boundary along Southwest Boones Ferry Road.



Photo 5: Looking northeast at the project site from the southwest corner of the property.

2.2 Mapped Soils and Geology

The subject property is regionally located on the east side of Parrett Mountain and the Chehalem Mountain range that separates the sediment filled Tualatin and Northern Willamette Valley drainage basins. The subject property is bordered by the Tualatin Basin to the north, the Northern Willamette Valley Basin to the south, Parrett Mountain to the west and the Portland Hills to the northeast. The Portland Hills, Chehalem Mountain range, and Parrett Mountain are relatively small mountain ranges composed of Miocene aged (23 to 5 million years ago) basalt from the Columbia River Basalt Group (CRBG) that had been folded and uplifted around the Tualatin Basin during the late Neogene (roughly 3 million years ago)¹.

In the vicinity of the subject property, the underlying geology is mapped as the Sentinel Bluffs Member (Tgsb) which is an informal unit of Miocene aged Grande Ronde Basalt and part of the Columbia River Basalt Group. Pleistocene aged (2.6 million to 11,700 years ago) Missoula flood deposits (Qf) are also mapped in the area. The Sentinel Bluffs Member consists of light to dark gray, columnar-jointed basalt with vesicular flow tops. Weathered surfaces are greenish gray to pale gray and the unit thickness typically ranges from about 30 to 75 feet. Missoula flood deposits (Qf) consist of unconsolidated stratified clay, silt, sand and gravel that originated from Lake Missoula, flowed down the Columbia River and flooded the Tualatin and Willamette Valley Basins².

The surface soils on the project site are mapped by the US Soil Survey as Unit 28B: Laurelwood silt loam on 3 to 7 percent slopes. This soil is formed on hills and comes from a loess (i.e. wind-blown) parent material. A typical profile for this unit consists of silt loam approximately 0-11 inches bgs, followed by silty clay loam 11-52 inches bgs, and overlying silty clay 52 to 72 inches bgs. This typically well-drained soil has a moderately high transmissivity of water (0.20 to 0.57 inches per hour)³.

We reviewed the Oregon Department of Geology and Mineral Industries (DOGAMI) Statewide Geohazards Information Database for Oregon (HazVu) website (<https://gis.dogami.oregon.gov/hazvu/>) to report the applicable hazards for the subject property. This database maps the property within a very strong to sever expected earthquake shaking hazard and very strong Cascadia earthquake expected shaking. In addition, the subject property's proximity to the Canby-Molalla fault is approximately 3.3 miles to the northeast; see Figure 2 below. The Canby-Molalla fault is moderately constrained, late Quaternary (<130,000 years) in age, has a right lateral slip sense

¹ D.K. McPhee, V.E. Langenheim, R.E. Wells, R.J. Blakely; Tectonic evolution of the Tualatin basin, northwest Oregon, as revealed by inversion of gravity data. *Geosphere* 2014;; 10 (2): 264–275. doi:

² Wells, R.E., Haugerud, R.A., Niem, A.R., Niem, W.A., Ma, L., Evarts, R.C., O'Connor, J.E., Madin, I.P., Sherrod, D.R., Beeson, M.H., Tolan, T.L., Wheeler, K.L., Hanson, W.B., and Sawlan, M.G., 2020, Geologic map of the greater Portland metropolitan area and surrounding region, Oregon and Washington: U.S. Geological Survey Scientific Investigations Map 3443, pamphlet 55 p., 2 sheets, scale 1:63,360, <https://doi.org/10.3133/sim3443>.

³ Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.nrcs.usda.gov/> accessed 3/16/2021.

with a slip rate of less than 0.2mm/year⁴. The database also maps the subject property within moderate landslide susceptibility on the north end of the property. It should be noted that the surrounding, previously developed properties are also mapped within these same hazards.

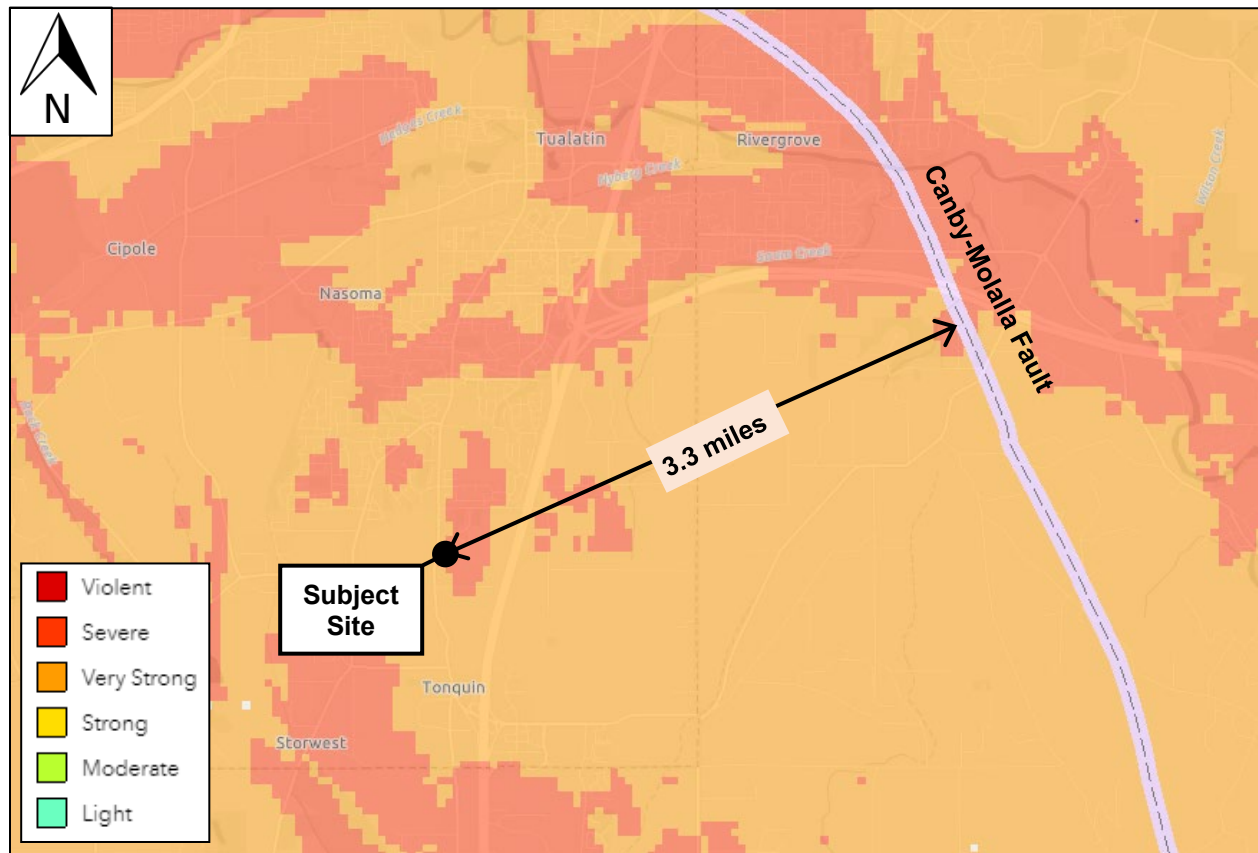


Figure 2: Earthquake hazard map of the subject property and vicinity (base map source: DOGAMI HazVu).

2.3 Subsurface Materials

The subsurface conditions at the site were explored with 10 test pits (TP-1 through TP-10) excavated with a Hitachi Zaxis 40U excavator to depths ranging from 7 to 10 feet bgs. To better characterize the soil strengths, we performed drive probe testing adjacent to test pits TP-1 through TP-7. The drive probe test is based on a “relative density” exploration device used to determine the distribution and to estimate strength of the subsurface soil units. The resistance to penetration is measured in blows-per-½-foot of an 11-pound hammer which free falls roughly 3½ feet driving a 1-inch diameter pipe into the ground. This measure of resistance to penetration can be used to

⁴ United States Geologic Survey, U.S. Quaternary Faults database. Available online at <https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf> accessed 3/16/21

estimate relative density of soils. For a more detailed description of this geotechnical exploration method, please refer to the Slope Stability Reference Guide for National Forests in the United States, Volume I, USDA, EM-7170-13, August 1994, P 317-321. The drive probe test results are summarized in the test pit logs in Appendix C.

Disturbed “grab” soil samples were obtained in the test pits from each major soil stratum. The soil samples were tested in the laboratory to determine material properties for our evaluation. Laboratory testing was accomplished in accordance with ASTM procedures which included moisture content tests (ASTM D2216), fines content determinations (ASTM D1140), and Atterberg limits (ASTM D4318). The test results have been included on the Exploration Logs in Appendix C.

In general, we encountered topsoil overlying native fine-grained soils (i.e. silt and clay) that graded to decomposed/intensely weathered basalt with increasing depth. In a few isolated locations, we encountered existing fill soil. Each of the strata we encountered in our exploration are described individually below:

Topsoil – Topsoil was encountered in all of the test pits, except TP-5 and TP-9, which were located in the fill mound at the north end of the project site. The topsoil generally consisted of dark brown sandy silt with roots, occasional gravels, and ranged in thickness from about 6 inches to 2 feet. It should also be noted we did encounter some old PVC irrigation pipes within the upper 2 feet throughout the site.

Fill – Fill was encountered in test pits TP-5 through TP-10. The fill in TP-5 and TP-9 was from a fill mound (i.e. stockpile). The fill soil in the test pits in general consisted of silt with organics (i.e. roots and rootlets), asphalt chunks, gravel and cobble size rocks, and trace charcoal and brick fragments. The fill in our test pits extended to a depth below the general site grade of 1.5 to 3.5 feet bgs.

Silt (ML) - Below the surficial topsoil and fill layers, we encountered soft to very stiff, brown with some orange and black mottling, silt. Moisture contents of the samples tested ranged from 24 to 31 percent, indicating the soils are generally moist to wet.

Elastic Silt (MH) – Generally below the silt (ML) layer, we encountered a high plasticity silt starting at a depth of 2.5 to 7.5 feet bgs. This soil unit was brown to reddish brown and medium stiff to hard. Moisture contents of the samples tested ranged from 26 to 49 percent, indicating the soils are generally moist to wet. An Atterberg limits test on this material indicated a Liquid Limit (LL) of 54, Plastic Limit (PL) of 23, and a Plasticity Index (PI) of 31. Based on this test result, we consider this soil to be moderately expansive and to have moderate risk of heaving and shrinking due to moisture change. This soil unit graded from decomposed to intensely weathered basalt bedrock with increasing depth. Where the test pits indicate the digging became “hard” at depth, we interpret that to be the less weathered basalt bedrock stratum. That depth generally ranged from about 6.5 to 8.5 feet bgs in our test pits.

The classifications noted above were made in general accordance with the USCS as shown in Appendix D. The above subsurface description is of a generalized nature to highlight the major subsurface stratification features and material characteristics. The exploration logs included in the Appendix should be reviewed for specific information at specific locations. These records include soil descriptions, stratifications, and locations of the samples. The stratifications shown on the logs represent the conditions only at the actual exploration locations.

The fill extent at each boring location was estimated based on an examination of the soil samples, the presence of foreign materials, field measurements, and the subsurface data. The explorations performed are not adequate to accurately identify the full extent of existing fill across the site. Consequently, the actual fill extent may be much greater than that shown on the exploration logs and discussed herein.

Soil variations may occur and should be expected between locations. The stratifications represent the approximate boundary between subsurface materials and the actual transition may be gradual. Water level information obtained during field operations is also shown on these logs. The samples that were not altered by laboratory testing will be retained for 90 days from the date of this report and then will be discarded.

2.4 Groundwater Information

Groundwater was encountered in all of our test pits except TP-8 and TP-9. The depth of groundwater ranged from 4 to 7.5 feet bgs. We do anticipate that the relatively shallow depth to groundwater could potentially impact the proposed construction. It should be noted that groundwater elevations can fluctuate annually and seasonally, especially during periods of extended wet or dry weather, or from changes in land use.

2.5 Seismicity

In accordance with Section 1613.2.2 of the 2019 OSSC and Table 20.3-1 of ASCE 7-16, we recommend a Site Class D (stiff soil profile with an average standard penetration resistance of between 15 and 50 blows per foot) when considering the average of the upper 100 feet of bearing material beneath the proposed foundations. This recommendation is based on our observations in the test pits, our drive probe test data, as well as our local knowledge of the area geology. Inputting our recommended Site Class as well as the site latitude and longitude into the Structural Engineers Association of California (SEAOC) – OSHPD Seismic Design Maps website (<http://seismicmaps.org>) which is based on the United States Geological Survey, we obtained the seismic design parameters shown in Table 1 below.

Table 1: Seismic Design Parameter Recommendations (ASCE 7-16)

PARAMETER	RECOMMENDATION
Site Class	D
S_s	0.830g
S_1	0.386g
F_a	1.168
F_v	Null – See Section 11.4.8
$S_{MS} (=S_s \times F_a)$	0.970g
$S_{M1} (=S_1 \times F_v)$	Null – See Section 11.4.8
$S_{DS} (=2/3 \times S_s \times F_a)$	0.646g
Design PGA ($=S_{DS} / 2.5$)	0.258g
MCE_G PGA	0.378g
F_{PGA}	1.222
$PGA_M (MCE_G \text{ PGA} * F_{PGA})$	0.462g

Note: Site latitude = Latitude 45.3502154, longitude = Longitude -122.77435

The return interval for the ground motions reported in the table above is 2 percent probability of exceedance in 50 years.

Per Section 11.4.8 of ASCE 7-16 a site-specific seismic site response is required for structures on Site Class D and E sites with S_1 greater than or equal to 0.2g. The S_1 value for this site is greater than 0.2g as shown in Table 1 above. Therefore a site response analysis is required as part of the design phase. However, Section 11.4.8 does provide an exception for not requiring a site response analysis (reference Sections 11.4.8.1, 11.4.8.2 and 11.4.8.3). The project Structural Engineer should determine if the proposed buildings will meet any of the exceptions— if the buildings do not meet the exception requirements then EEI should be retained to perform a site-specific site response analysis.

We understand a Supplement 1 dated December 12, 2018 has been issued for ASCE 7-16 to correct some issues in the original publication. One of the corrections in the Supplement pertains to Table 11.4-2 (see table below) for determining the value of the Long-Period Site Coefficient, F_v , which is then used to calculate the value of T_s . The T_s value is needed for one of the exceptions in Section 11.4.8. Without the correction in Supplement 1, it would not be possible to determine F_v and calculate T_s . Based on Supplement 1, the F_v value may be determined from the following corrected table.

Table 2: Long-Period Site Coefficient, F_V (corrected Table 11.4-2 in ASCE 7-16).

Site Class	Mapped Risk-Targeted Maximum Considered Earthquake (MCE_R) Spectral Response Acceleration Parameter at 1-s Period					
	$S_1 \leq 0.1$	$S_1 \leq 0.2$	$S_1 \leq 0.3$	$S_1 \leq 0.4$	$S_1 \leq 0.5$	$S_1 \geq 0.6$
A	0.8	0.8	0.8	0.8	0.8	0.8
B	0.8	0.8	0.8	0.8	0.8	0.8
C	1.5	1.5	1.5	1.5	1.5	1.4
D	2.4	2.2^a	2.0^a	1.9^a	1.8^a	1.7^a
E	4.2	3.3^a	2.8^a	2.4^a	2.2^a	2.0^a
F	See Section 11.4.8	See Section 11.4.8	See Section 11.4.8	See Section 11.4.8	See Section 11.4.8	See Section 11.4.8

Note: use linear interpolation for intermediate values of S_1 .

^a See requirements for site-specific ground motions in Section 11.4.8. These values of F_V shall be used only for calculation of T_S .

2.6 Infiltration Testing

The infiltration testing was conducted in general accordance with the Clean Water Services requirements for the single ring, falling head test procedure. As requested, a total of 5 test locations (IT-1 through IT-5) were completed. Three separate trials (i.e. standpipes) were performed at each of the 5 test locations. Each test location was cased with a 6-inch diameter PVC pipe and seated at least 4-inches into the bottom of the test pit. Approximately 2-inches of clean gravel was placed in the bottom of the pipes to prevent scouring. 12-inches of water was then placed into the pipes and allowed to drain. Because the 12 inches of water did not drain away in 10 minutes or less, a 4-hour minimum presoak was required for all of the tests performed. After the 4-hour presoak period, we took repeated 30-minute readings with six inches of water in the standpipe until a consistent rate was observed. The location of the infiltration testing can be seen in Appendix B. Disturbed grab samples were taken at the bottom of each test location and soil samples were returned to our laboratory for testing (i.e. moisture content and wash #200).

The results of our lab testing and infiltration tests are shown in Table 3 below. The infiltration test results should be considered ultimate values and do not include a factor of safety. Clean Water Services recommends a factor of safety of 2. We recommend that during construction, field verification testing be performed to confirm the actual infiltration rates are consistent with the values in Table 3 below.



Photo 6: Setting the 3 standpipes in the test pit trench at one of the infiltration test locations.



Photo 7: Backfilling around the 3 standpipes in the test pit trench at one of the infiltration test locations prior to conducting the infiltration testing.

Table 3: Summary of Infiltration Test Results.

Test #	Test Depth, bgs (inches)	Soil Description	% Fines	% Moisture	Tested Infiltration Rate (inches/hour)*
IT-1a	24	Silt	90	28	0.5
IT-1b	30		76	28	2.0
IT-1c	30		92	28	5.2
IT-2a	28	Silt	89	26	8.2
IT-2b	30		88	27	6.0
IT-2c	24		91	22	2.2
IT-3a	24	Silt	94	28	1.0
IT-3b	36		94	29	5.5
IT-3c	36		94	30	19.3
IT-4a	24	Silt	91	29	40.5
IT-4b	36		91	27	22.0
IT-4c	39		91	27	9.2
IT-5a	24	Silt	92	26	6.8
IT-5b	33		92	27	1.7
IT-5c	30		92	28	7.2

*No safety factors have been applied to the test rates above.

3.0 EVALUATION AND FOUNDATION RECOMMENDATIONS

3.1 Geotechnical Discussion

It is our professional opinion that the following factors may influence the proposed construction:

- 1. Presence of existing fill soils** – We encountered fill soils below existing grade generally throughout the property, as well as at a large fill mound at the north end of the project. At least some of the fill encountered below existing grade appears to be grading for the driveways and home developments. The fill mound at the north end of the property appears to be stockpiled soil. Some of the fill appeared firm and well compacted, while some was very soft and poorly compacted. In general, the fill closer to the ground surface was more firm, presumably from past vehicular traffic driving over it. Excluding the fill mound, the fill was generally 1.5 to 3.5 feet deep. However, it should be assumed that the fill soils could be variable across the property.

Because of the variability in strength (i.e. compaction), we recommend structures not be supported directly on the existing fill soils. One mitigation option would be recompact all of the existing fill beneath all building structures (i.e. footings and slabs). Another option would be to limit the overexcavation to the native soils just beneath footing areas and only do a partial overexcavation beneath floor slabs to reduce the risk of future floor slab settlement. This second option carries more risk of settlement cracking for the floor slab areas, but reduces the construction cost.

The fill mound material appears generally suitable for use as fill. Ideally, it would be limited to landscape fill areas because it contains some organics. However, it could be used for structural fill provided the organic material is removed. Some minor (i.e. less than 5 percent) organics (i.e. rootlets) would be acceptable in the structural fill, but larger quantities of organics would need to be removed. Note that we only performed 2 test pits in the fill mound area so there is a large percentage of the mound that we did not investigate. If the contractor will rely on using the fill mound material in their construction cost, we recommend they consider further investigating the contents of the mound.

- 2. Presence of soft native soils** – The near-surface native silt soils in our test pits were generally soft. They are appropriate for supporting the proposed buildings, but will have a relatively low allowable soil bearing pressure (i.e. 1,500 pounds per square foot). Firmer (stiff) silt soils were encountered at a depth of 5 to 6 feet below grade. If a higher allowable soil bearing pressure (i.e. 2,500 psf) is desired, the footings could be overexcavated to this stiff soil stratum and then backfilled up to bottom of footing grade. Or rammed aggregate piers designed and installed by a geotechnical specialty contractor could also be used to achieve the same thing and also provide for a much higher allowable bearing capacity (i.e. on the order of 5,000 to 6,000 psf). One consideration with the overexcavation option is that groundwater may be encountered in the footing

overexcavations depending upon the time of year. We anticipate that during the summer months, the risk of groundwater interfering with footing overexcavations will be less.

3. **Presence of potentially expansive soils** – Based on our Atterberg limits testing, the clayey silt (MH) soils first encountered below a depth of about 2.5 to 7.5 feet bgs in our test pits are moderately expansive. It will be acceptable to support the proposed structures on this soil. The only mitigation recommendation we are providing is to not let this soil dry out if exposed. If it is exposed during excavation during the warmer months of the year, it should be covered the same day so it is not allowed to dry out.
4. **Shallow groundwater** – As discussed above, we did encounter shallow groundwater in our test pits—generally 4 to 7.5 feet bgs. Deep excavations (i.e. for trenches, etc.) may require dewatering.
5. **Existing buildings to be demolished** – The existing residences and associated improvements will need to be demolished before the proposed construction can begin. It will be important to remove all the construction debris from the site and to backfill any voids with properly compacted structural fill that is approved by a representative of the Geotechnical Engineer.
6. **Moisture sensitive soils** – This project will likely involve a significant amount of earthwork. The fine-grained site soils are sensitive to wet weather conditions. While not required, earthwork is expected to be easier and less expensive if conducted during the dry summer and early fall months.

In summary, it is acceptable to construct the proposed development on this property provided the recommendations in this report are followed.

3.2 General Site Preparation

Prior to the start of grading, we recommend our test pits performed for this report be located, excavated to their bottoms, and backfilled with properly compacted granular structural fill under the observation of a representative of the Geotechnical Engineer.

Existing pavement and structures will need to be demolished and completely removed from the site. Any topsoil, vegetation, roots, organic laden soils, debris, and any other deleterious soils should also be removed from building areas. It should be expected that the depth of these materials may vary across the site. Topsoil in our test pits ranged from about 6 to 24 inches thick. A representative of the Geotechnical Engineer should determine the depth of removal at the time of construction.

Existing utilities will need to be located and rerouted as necessary and any abandoned pipes or utility conduits should be removed or properly capped off to inhibit the potential for subsurface

soil erosion. Utility trench excavations should be backfilled with properly compacted structural fill that is constructed as outlined in Section 3.3 of this report.

After stripping and excavating to the proposed subgrade level, as required, building subgrade areas should be observed by a representative of the Geotechnical Engineer and proofrolled with a fully loaded tandem axle dump truck. If the subgrade cannot be accessed with a dump truck to perform a proofroll, then the subgrade will need to be evaluated by a representative of the Geotechnical Engineer by soil probing. Structural fill, as described in Section 3.3 below, should be placed on the prepared subgrade after it has been proofrolled or soil probed. Soils that are observed to be soft or are otherwise judged to be unsuitable should be undercut and replaced with properly compacted structural fill.

As noted in Section 3.1, the brown to red brown clayey silt soils encountered in our test pits at depths of 2.5 to 7.5 feet bgs are moderately potentially expansive. We recommend they be covered the same day if they are exposed during excavation so that they don't dry out.

3.3 Structural Fill

Any structural fill to be placed should be free of organics or other deleterious materials, have a maximum particle size less than 3 inches, be relatively well graded, and have a liquid limit less than 45 and plasticity index less than 25. In our professional opinion the onsite native low plasticity silt (ML) soils are appropriate for use as structural fill, however they may be difficult to compact without first adjusting the moisture content. As such, it may be more practical to import granular structural fill. Structural fill should be moisture conditioned to within 3 percentage points below and 2 percentage points above optimum moisture as determined by ASTM D1557 (Modified Proctor).

Fill should be placed in relatively uniform horizontal lifts on the prepared subgrade which has been stripped of deleterious materials and approved by the Geotechnical Engineer or their representative. If loose soils exist on the prepared subgrades, they should be re-compacted. Each loose lift should be about 1-foot thick. The type of compaction equipment used will ultimately determine the maximum lift thickness. Structural fill should be compacted to at least 95 percent of the maximum dry density as determined by ASTM D1557. Each lift of compacted engineered fill should be tested by a representative of the Geotechnical Engineer prior to placement of subsequent lifts.

To reiterate, each 12-inch thick lift of structural fill should be tested for compaction by a representative of the Geotechnical Engineer prior to placement of subsequent lifts.

3.4 Foundation Recommendations

Once the site has been properly prepared as discussed above, the proposed buildings can be supported on a conventional shallow foundation system. Spread footings for isolated columns and continuous bearing walls supported on the medium stiff silt soils or on granular structural fill overlying the medium stiff silt stratum can be designed for an allowable soil bearing pressure of up to 1,500 psf. The medium stiff silt was generally encountered immediately beneath the existing fill and topsoil.

If the footings will be overexcavated to the stiff silt soil generally encountered 5 to 6 feet below existing grade, then the footings may be designed for an allowable soil bearing pressure for up to 2,500 psf when bearing on the stiff silt or granular structural fill overlying the stiff silt. Note that the actual depth to the stiff silt stratum may be variable, but we expect that the average depth is 5 to 6 feet across the project site.

To be clear, we do not recommend the footings be supported on the existing fill soils as they were variable in strength and could lead to greater than normal settlement.

Our recommended allowable bearing capacity is based on dead load plus design live load, and can be increased by one-third when including short-term wind or seismic loads. Minimum footing dimensions should be 18 inches for continuous wall footings and 24 inches for isolated pad footings.

Lateral frictional resistance between the base of footings and the subgrade can be expressed as the applied vertical load multiplied by a coefficient of friction of 0.32 for concrete foundations bearing directly on the native silt soils or 0.42 when bearing on at least 12 inches of granular structural fill. In addition, lateral loads may be resisted by passive earth pressures based on an equivalent fluid pressure of 300 pounds per cubic foot (pcf) for footings poured “neat” against the dense to medium dense native soils, or properly backfilled structural fill. These are ultimate values—we recommend a factor of safety of 1.5 be applied to the equivalent fluid pressure, which is appropriate due to the amount of movement required to develop full passive resistance. To be clear, no safety factor has been applied to the friction coefficient discussed above.

Exterior footings and foundations in unheated areas should be located at a depth of at least 18 inches below the final exterior grade to provide adequate frost protection. If the additions are to be constructed during the winter months or if the foundation soils will likely be subjected to freezing temperatures after foundation construction, then the foundation soils should be adequately protected from freezing. Otherwise, interior foundations can be located at nominal depths compatible with architectural and structural considerations.

The foundation excavations should be observed by a representative of the Geotechnical Engineer prior to steel or concrete placement to assess that the foundation materials are capable of supporting the design loads and are consistent with the materials discussed in this report. Unsuitable soil zones encountered at the bottom of the foundation excavations should be

removed to the level of suitable soils or properly compacted structural fill as directed by the Geotechnical Engineer.

After opening, foundation excavations should be observed and concrete placed as quickly as possible to avoid exposure of the excavation bottoms to wetting and drying. Surface run-off water should be drained away from the excavations and not be allowed to pond. If possible, the foundation concrete should be placed during the same day the excavation is made. If the soils will be exposed for more than 2 days, consideration should be given to placing a thin layer of rock atop the exposed subgrade to protect it from the elements.

Based on the known subsurface conditions and site geology, laboratory testing and past experience, we anticipate that properly designed and constructed foundations supported on the recommended materials should not exceed maximum total and differential settlements of 1-inch and ½-inch between 25-foot column spans, respectively.

3.5 Floor Slab Recommendations

Given the presence of existing, variable strength fill soils, there is some risk of future floor slab settlement if the floor slabs are supported on the existing fill in its existing condition. To completely mitigate the settlement risk, the fill soils would be removed and replaced with properly compacted structural fill. However, given the thickness of the existing fill soils, that approach may not be economical. A more limited approach would be to partially overexcavate the existing fill soil at least 12 inches, recompact the exposed fill surface, and then replace with well-graded crushed rock gravel structural fill (subbase). Partial overexcavation carries a little more risk, but it's our opinion that risk is relatively low and would primarily result in some settlement cracking of slabs.

For the purposes of this report, we have assumed that maximum floor slab loads will not exceed 150 psf. Based on the existing soil conditions, the design of slabs-on-grade can be based on a subgrade modulus (k) of 125 pci. This subgrade modulus value represents an anticipated value which would be obtained in a standard in-situ plate test with a 1-foot square plate. Use of this subgrade modulus for design or other on-grade structural elements should include appropriate modification based on dimensions as necessary.

Concrete floor slabs-on-grade should be supported on a base course consisting of at least 6 inches of properly compacted, crushed rock gravel structural fill. The floor slabs should have an adequate number of joints to reduce cracking resulting from any differential movement and shrinkage.

Prior to placing the structural fill, the exposed subgrade surface should be prepared as discussed in Section 3.2 the subgrade will need to be visually evaluated by a representative of the Geotechnical Engineer by soil probing. If fill is required, the structural fill should be placed on the prepared subgrade after it has been approved by the Geotechnical Engineer.

The 6-inch thick crushed rock structural fill should provide a capillary break to limit migration of moisture through the slab. If additional protection against moisture vapor is desired, a moisture vapor retarding membrane may also be incorporated into the design. Factors such as cost, special considerations for construction, and the floor coverings suggest that decisions on the use of vapor retarding membranes be made by the project design team, the contractor and the owner.

3.6 Retaining Wall Recommendations

We are not aware of any retaining walls being planned for the project. As such, we are providing general retaining wall recommendations for preliminary use and should be provided retaining wall design specifics once they are known.

Retaining wall footings should be designed in general accordance with the recommendations contained in Section 3.4 above. Lateral earth pressures on walls, which are not restrained at the top, may be calculated on the basis of an “active” equivalent fluid pressure of 40 pcf for level backfill, and 65 pcf for sloping backfill with a maximum 2H:1V slope. Lateral earth pressures on walls that are restrained from yielding at the top may be calculated on the basis of an “at-rest” equivalent fluid pressure of 60 pcf for level backfill, and 95 pcf for sloping backfill with a maximum 2H:1V slope. The stated equivalent fluid pressures do not include surcharge loads, such as foundation, vehicle, equipment, etc., adjacent to walls, hydrostatic pressure buildup, or earthquake loading.

Lateral frictional resistance between the base of footings and the subgrade can be expressed as the applied vertical load multiplied by a coefficient of friction of 0.32 for concrete foundations bearing directly on native fine-grained soils or 0.42 for concrete foundations bearing on at least 12 inches of granular structural fill. In addition, lateral loads may be resisted by passive earth pressures based on an equivalent fluid density of 300 pounds per cubic foot (pcf) for footings poured “neat” against in-situ soils, or properly backfilled with structural fill. These are ultimate values - we recommend a factor of safety of 1.5 be applied to the equivalent fluid pressure, which is appropriate due to the amount of movement required to develop full passive resistance.

We recommend that retaining walls be designed for an earth pressure determined using the Mononobe-Okabe method to mitigate future seismic forces. Our calculations were based on one-half of the Design Peak Ground Acceleration (PGA) value of 0.278g, which was obtained from Table 2 above. For seismic loading on retaining walls with level backfill, new research indicates that the seismic load is to be applied at 1/3 H of the wall instead of 2/3 H, where H is the height of the wall⁵. We recommend that a Mononobe-Okabe earthquake thrust per linear foot of 7.5 psf * H² be applied at 1/3 H from the base of the wall, where H is the height of the wall measured in

⁵ Lew, M., et al (2010). “Seismic Earth Pressures on Deep Building Basements,” SEAOC 2010 Convention Proceedings, Indian Wells, CA.

feet. Note that the recommended earthquake thrust value is appropriate for slopes behind the retaining wall of up to 10 degrees.

All backfill for retaining walls should be select granular material, such as sand or crushed rock with a maximum particle size between $\frac{3}{4}$ and $1\frac{1}{2}$ inches, having less than five percent material passing the No. 200 sieve. Because of the fines content, the soil on site **will not** meet this requirement, and it will be necessary to import specified material to the project for structural drainage backfill behind retaining walls. Silty soils can be used for the last 18 to 24 inches of backfill, thus acting as a seal to the granular backfill.

All backfill behind retaining walls should be moisture conditioned to within +/- 2 percent of optimum moisture content and compacted to a minimum of 90 percent of the material's maximum dry density as determined in accordance with ASTM D1557. This recommendation applies to all backfill located within a horizontal distance equal to 75 percent of the wall height, but should be no less than 4 feet.

An adequate subsurface drain system will need to be designed and installed behind retaining walls to prevent hydrostatic buildup. A waterproofing system should be designed to mitigate against moisture intrusion.

3.7 Pavement Recommendations

After pavement subgrades have been stripped, the exposed pavement subgrade soil should be proofrolled with a fully loaded dual axle dump truck before the placement of any imported granular fill base rock. Areas found to be soft or yielding under the weight of the dump truck should be overexcavated as recommended by an EEI representative and replaced with properly compacted granular structural fill. Given the presence of existing, variably compacted fill soils, we expect that there could be some overexcavation recommended during construction.

The recommended pavement section thicknesses presented below should be considered typical and minimum for the assumed traffic loading parameters and assumed California Bearing Ratio (CBR) value of 6 for fine-grained soils. Using the ASSHTO method of flexible pavement design, the following design parameters have been assumed:

- Pavement design life of 20 years.
- Terminal serviceability (P_t) of 2 (i.e. poor condition).
- A regional factor (R) of 3.0 (generally moderate weather conditions).
- 18,000-pound equivalent single axle load (ESAL) of 5 per day for parking and 20 ESALs per day for driveways.

The project Civil Engineer should review our assumptions to confirm they are appropriate for the anticipated traffic loading. Using the above assumptions, we recommend the following typical

“standard” pavement section for the proposed development of the property. The tables below summarize our recommendations for asphaltic concrete and concrete pavement sections, and pervious concrete base course, respectively.

Table 4: Asphaltic Concrete Section Recommended Minimum Thicknesses

PAVEMENT MATERIAL	CAR PARKING	DRIVEWAY
Asphaltic Concrete (inches)	2.5	3
Crushed Aggregate Base Course (inches) underlain by Mirafi 500X or equivalent	7	9

Asphalt pavement base course material should consist of a well-graded 1½-inch or ¾-inch-minus crushed rock having less than 5 percent material passing the No. 200 sieve. The base course and asphaltic concrete materials should conform to the requirements set forth in the latest edition of the State of Oregon Standard Specifications for Highway Construction. Base course material should be moisture conditioned to within ± 2 percent of optimum moisture content, and compacted to a minimum of 95 percent of the material's maximum dry density as determined in accordance with ASTM D1557 (Modified Proctor). Fill materials should be placed in layers that, when compacted, do not exceed about 8 inches. Asphaltic concrete material should be compacted to at least 91 percent of the material's theoretical maximum density as determined in accordance ASTM D2041 (Rice Specific Gravity).

As requested, we are also providing a gravel section thickness for permeable pavement to support traffic loading. Our recommendations in Table 5 below do not include any strength contribution from the permeable pavement section (i.e. we are relying entirely on the gravel).

Table 5: Permeable Pavement Section Recommended Minimum Thicknesses

PAVEMENT MATERIAL	CAR PARKING	DRIVEWAY
Crushed Aggregate Base Course (inches) underlain by Mirafi 500X or equivalent	14	18

A representative of the Geotechnical Engineer should approve any selected granular fill material before importing it to the site. Each lift of compacted engineered fill should be evaluated by a representative of the Geotechnical Engineer prior to placement of subsequent lifts. The base course fill should extend horizontally outward beyond the exterior perimeter of the pavement at least three feet, prior to sloping.

In order to achieve the assumed 20-year design life, pavement does need regular maintenance to protect the underlying subgrade from being damaged. The primary concern is subgrade saturation which can cause it to weaken. Proper site drainage should be maintained to protect pavement areas. In addition, cracks that develop in the pavement should be sealed on a regular basis.

4.0 CONSTRUCTION CONSIDERATIONS

EEl should be retained to provide observation and testing of construction activities involved in the foundation, earthwork, and related activities of this project. EEl cannot accept any responsibility for any conditions that deviate from those described in this report, nor for the performance of the foundations if not engaged to also provide construction observation for this project.

4.1 Moisture Sensitive Soils/Weather Related Concerns

The soils encountered at this site are expected to be sensitive to disturbances caused by construction traffic and to changes in moisture content. During wet weather periods, increases in the moisture content of the soil can cause significant reduction in the soil strength and support capabilities. In addition, soils that become wet may be slow to dry and thus significantly retard the progress of grading and compaction activities. It will, therefore, be advantageous to perform earthwork and foundation construction activities during dry weather.

4.2 Drainage and Groundwater Considerations

Water should not be allowed to collect in the foundation excavations or on prepared subgrades for the slabs during construction. Positive site drainage should be maintained throughout construction activities. Undercut or excavated areas should be sloped toward one corner to facilitate removal of any collected rainwater, groundwater, or surface runoff.

The site grading plan should be developed to provide rapid drainage of surface water away from the building areas and to inhibit infiltration of surface water around the perimeter of the proposed structure. The grades should be sloped away from the construction area to prevent saturation of the foundation/slab subgrades which could lead to softening of the soils and excessive settlement.

4.3 Excavations

In Federal Register, Volume 54, No. 209 (October 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its "Construction Standards for Excavations, 29 CFR, part 1926, Subpart P". This document and subsequent updates were issued to better insure the safety of workmen entering trenches or excavations. It is mandated by this federal regulation that excavations, whether they be utility trenches, basement excavations or footing excavations, be constructed in accordance with the new OSHA guidelines. It is our understanding that these regulations are being strictly enforced and if they are not closely followed, the owner and the contractor could be liable for substantial penalties.

The contractor is solely responsible for designing and constructing stable, temporary excavations and should shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom. The contractor's "responsible person", as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations.

We are providing this information solely as a service to our client. EEI does not assume responsibility for construction site safety or the contractor's compliance with local, state, and federal safety or other regulations.

5.0 REPORT LIMITATIONS

As is standard practice in the geotechnical industry, the conclusions contained in our report are considered preliminary because they are based on assumptions made about the soil, rock, and groundwater conditions exposed at the site during our subsurface investigation. A more complete extent of the actual subsurface conditions can only be identified when they are exposed during construction. Therefore, EEI should be retained as your consultant during construction to observe the actual conditions and to provide our final conclusions. If a different geotechnical consultant is retained to perform geotechnical inspection during construction then they should be relied upon to provide final design conclusions and recommendations, and should assume the role of geotechnical engineer of record.

The geotechnical recommendations presented in this report are based on the available project information, and the subsurface materials described in this report. If any of the noted information is incorrect, please inform EEI in writing so that we may amend the recommendations presented in this report if appropriate and if desired by the client. EEI will not be responsible for the implementation of its recommendations when it is not notified of changes in the project.

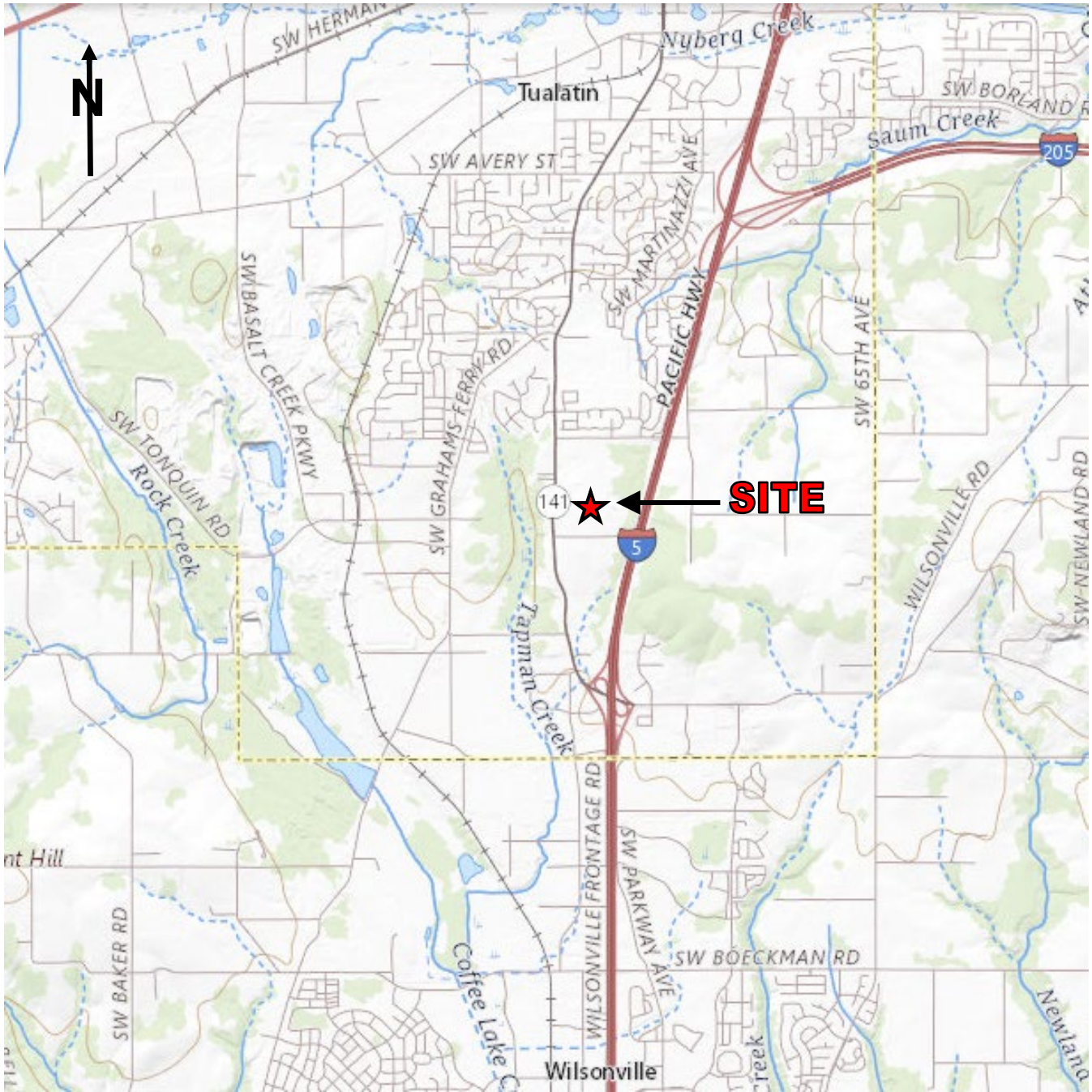
Once construction plans are finalized and a grading plan has been prepared, EEI should be retained to review those plans, and modify our existing recommendations related to the proposed construction, if determined to be necessary.

The Geotechnical Engineer warrants that the findings, recommendations, specifications, or professional advice contained herein have been made in accordance with generally accepted professional geotechnical engineering practices in the local area. No other warranties are implied or expressed.

This report has been prepared for the exclusive use of Community Partners for Affordable Housing for the specific application to the proposed Basalt Creek Affordable Housing development to be located at 23500 and 23550 Southwest Boones Ferry Road in Tualatin, Washington County, Oregon. EEI does not authorize the use of the advice herein nor the reliance upon the report by third parties without prior written authorization by EEI.

APPENDICES

APPENDIX A – SITE LOCATION PLAN



Base map source: <https://apps.nationalmap.gov/viewer/>.



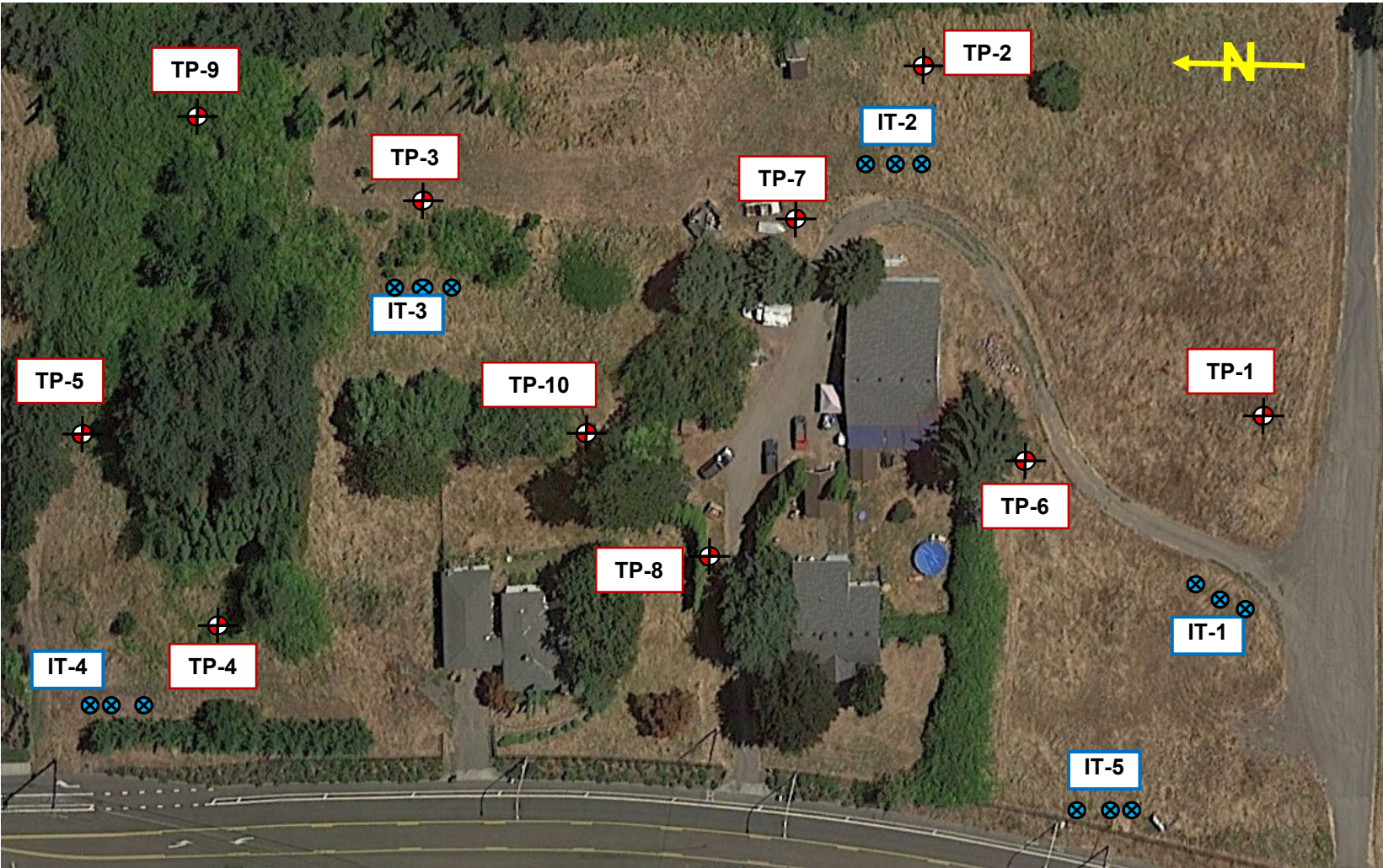
**Earth
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Inc.**

**Proposed Basalt Creek Affordable Housing Project
2350 and 2355 Southwest Boones Ferry Road
Tualatin, Washington County, Oregon**

**Report No.
21-023-1**

March 17, 2021

APPENDIX B – EXPLORATION LOCATION PLAN



Base drawing source: "Preliminary" drawing A0.00 by Carlton Hart Architecture, undated.



Proposed Basalt Creek Affordable Housing Project
23500 and 23550 Southwest Boones Ferry Road
Tualatin, Washington County, Oregon

Report No.
20-023-1

March 17, 2021



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Appendix C: Test Pit TP-1

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 347
 Date of Exploration: March 1, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit	
0			Topsoil - dark brown sandy silt with gravel, roots, and rootlets, moist		Easy	9							
1			Silt (ML) - brown silt with orange and black mottling, very stiff to medium stiff, moist to wet			26							
2				GRAB 1		16	3	24	89				
3				GRAB 2		14							
4						9							
5			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), stiff to hard, moist to wet			6							
6				GRAB 3		6	0.75	31	92	38	25		
7						9							
8						13							
9				GRAB 4	Hard	23							
						26							
						25							
						20		29					
						21							
						22							
						28							
						41							
						58		31					

Notes: Test pit terminated at a depth of approximately 9 feet bgs. Drive probe terminated at a depth of approximately 9 feet bgs. Groundwater seepage was encountered at depth of about 4 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/1/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-2

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 353
 Date of Exploration: March 1, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks			
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit		
0			Topsoil - dark brown sandy silt with roots, and rootlets, moist		Easy	● 3								
1			Silt (ML) - brown silt with orange and black mottling, soft to medium stiff, moist	GRAB 1		● 4	0.75	31						
2						● 4								Hit a white PCV pipe
3						● 4								
4			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), medium stiff to hard, moist to wet	GRAB 2		● 7								
5						● 8								
6						● 12	2.5	31						
7						● 14								
8						● 17								
9						● 17								
10						● 16								
						● 18								
						● 18								
						● 27								
						● 32		49						
						● 30								
						● 42								
						● 55								
								47						

Notes: Test pit terminated at a depth of approximately 10 feet bgs. Drive probe terminated at a depth of approximately 9.5 feet bgs. Groundwater seepage was encountered at depth of about 4 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/1/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-3

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 354
 Date of Exploration: March 1, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks			
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit		
0			Topsoil - dark brown sandy silt with roots and rootlets, moist		Easy	3								
1						7								
2			Silt (ML) - brown silt with orange and black mottling, medium stiff, moist			5								
3						3							Hit a white PCV pipe	
4			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), medium stiff to hard, moist to wet	GRAB 1		6	0.5							
5							7							
6							7							
7							10		1.5					
8							17							
9							15							
10							9							
11							14							
12							19							
13							26							
14					27									
15				GRAB 2		32	27							
16						41								
17						44	33							
18				GRAB 3	Hard	38								
19						43								
20						45								
21						43								
22						52								

Notes: Test pit terminated at a depth of approximately 9 feet bgs. Drive probe terminated at a depth of approximately 11.5 feet bgs. Groundwater seepage was encountered at depth of about 6.5 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/1/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-4

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 344
 Date of Exploration: March 1, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit	
0			Topsoil - dark brown sandy silt with gravel, roots, and rootlets, moist		Easy	3							
1			Silt (ML) - brown silt, medium stiff, moist			6							
2						6	1.25						
3						6							
4			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), stiff to hard, moist to wet	GRAB 1		4							
5						8	1.25						
6						12		31					
7			Basalt - gray, moderately weathered, hard, moist	GRAB 2	Hard	15							
						18							
						22							
						22							
						25							
						22							
						24		27					

Notes: Test pit terminated at a depth of approximately 7 feet bgs due to practical digging refusal. Drive probe terminated at a depth of approximately 7 feet bgs due to refusal. Groundwater seepage was encountered at depth of about 6 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/1/2021. Approximate elevation based on Google Earth.



Appendix C: Test Pit TP-5

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 346
 Date of Exploration: March 1, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks			
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit		
0		[Cross-hatched symbol]	Fill - brown to dark brown silt with roots, rootlets, asphalt chunks, and rocks, moist		Easy	3								
1					7									
2					10									
3					8									
3				GRAB 1				0.75	23	69				
4		[Vertical line symbol]	Silt (ML) - brown silt with some black mottling, stiff to very stiff, moist			7								
5					11									
6					5									
7					11			2	29	90				
8				GRAB 2										
9														
9		[Vertical line symbol]	Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), very stiff to hard, moist to wet		Hard	15								
10					19									
11					22									
12					35									
				GRAB 3					44					

Notes: Test pit terminated at a depth of approximately 9 feet bgs. Drive probe terminated at a depth of approximately 7 feet bgs due to refusal. Groundwater seepage was encountered at depth of about 6 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/1/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-6

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 348
 Date of Exploration: March 2, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit	
0			Topsoil - dark brown sandy silt with gravel, roots, and rootlets, moist		Mod.	24							
0.5			Fill - dark brown silt with gravel and some charcoal and brick fragments, moist			14							
1			Silt (ML) - brown silt with orange and black mottling, medium stiff to stiff, moist to wet	GRAB 1		7	2.25	26					
2				Easy		5							
3						9							
4					GRAB 2		9	1.25	24				
5			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), very stiff to hard, moist to wet			8							
5.5						19							
6						23							
6.5					GRAB 3		17		26				
7							21						
7.5							26						
8						26							
8.5						29							
9				GRAB 4	Hard	40		28					
9.5						51							
10						60							

Notes: Test pit terminated at a depth of approximately 9 feet bgs. Drive probe terminated at a depth of approximately 9 feet bgs. Groundwater seepage was encountered at depth of about 7.5 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/2/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-7

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 352
 Date of Exploration: March 2, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit	
0			Topsoil - dark brown sandy silt with gravel, roots, and rootlets, moist		Mod.	18							
1			Fill - dark brown silt with gravel and some charcoal and brick fragments	GRAB 1		15	0.5	25					
2			Silt (ML) - brown silt with orange and black mottling, medium stiff, moist		Easy	6							
3			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), medium stiff to hard, moist to wet	GRAB 2		6	1.5	28	92	54	23		
4							7						
5							12	2					
6					GRAB 3		18		29				
7						25							
8						21							
9						23							
						28							
						32							
						37							
						44							
						47							
				GRAB 4	Hard	54		31					

Notes: Test pit terminated at a depth of approximately 9 feet bgs. Drive probe terminated at a depth of approximately 9 feet bgs. Groundwater seepage was encountered at depth of about 4.5 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/2/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-8

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 348
 Date of Exploration: March 2, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit	
0			Topsoil- dark brown sandy silt with roots and rootlets, moist		Mod.								
1			Fill - brown clayey silt with gravel, charcoal, and bricks, moist	GRAB 1			2	24					Hit a steel water line
3			Silt (ML) - brown silt, very stiff to medium stiff to very stiff, moist to wet	GRAB 2	Easy		0.5	26					
6			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), very stiff to hard, moist	GRAB 3				28					
9				GRAB 4	Hard			28					
10													
11													
12													

Notes: Test pit terminated at a depth of approximately 9 feet bgs. Drive probe testing not attempted at this location. Groundwater was not encountered at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/2/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-9

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 354
 Date of Exploration: March 2, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks			
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit		
0			Fill - brown to dark brown silt with roots, rootlets, charcoal, and rocks, moist											
1				Easy										
2														
3						GRAB 1			1					
4										24				
5														
6			Silt (ML) - brown silt, medium stiff to stiff, moist											
7				GRAB 2					26				Becomes Stiff	
8														
9			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing basalt), stiff											
9.5				GRAB 3					28					
10														
11														
12														

Notes: Test pit terminated at a depth of approximately 9.5 feet bgs. Drive probe testing not attempted at this location. Groundwater was not encountered at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/2/2021. Approximate elevation based on Google Earth.



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Appendix C: Test Pit TP-10

Sheet 1 of 1

Client: Community Partners for Affordable Housing
 Project: Basalt Creek Affordable Housing Project
 Site Address: 23500 & 23550 SW Boones Ferry Road
 Tualatin, Oregon
 Location of Exploration: See Appendix B
 Logged By: Anita Bauer

Report Number: 21-023-1
 Excavation Contractor: Dan Fischer Excavating
 Excavation Method: Excavator with 2 foot toothed bucket
 Excavation Equipment: Hitachi Zaxis 40U
 Approximate Ground Surface Elevation (ft msl): 349
 Date of Exploration: March 2, 2021

Depth (ft)	Water Level	Lithology		Sampling Data							Remarks		
		Lithologic Symbol	Geologic Description of Soil and Rock Strata	Sample Number	Digging Effort	Drive Probe Blows Per 6 Inches	Pocket Pen. (tsf)	Moisture Content (%)	% Passing #200 Sieve	Liquid Limit		Plastic Limit	
0			Topsoil- dark brown sandy silt with roots and rootlets, moist	GRAB 1	Mod.			30					
1			Fill - brown to reddish brown silt with bricks and charcoal, moist	GRAB 2			1	28					
2													
3													
4			Clayey Silt (MH) - brown to reddish brown elastic silt with red and black staining (decomposing to intensely weathered basalt), stiff to hard, moist to wet	GRAB 3			2	30	94				
5													
6				GRAB 4				28					
7													
8													
9				GRAB 5	Hard			27					
10													
11													
12													

Notes: Test pit terminated at a depth of approximately 9 feet bgs. Drive probe testing not attempted at this location. Groundwater seepage was encountered at a depth of about 6 feet bgs at the time of our exploration. Test pit loosely backfilled with excavated soil on 3/2/2021. Approximate elevation based on Google Earth.

APPENDIX D: SOIL CLASSIFICATION LEGEND

APPARENT CONSISTENCY OF COHESIVE SOILS (PECK, HANSON & THORNBURN 1974, AASHTO 1988)				
Descriptor	SPT N ₆₀ (blows/foot)*	Pocket Penetrometer, Qp (tsf)	Torvane (tsf)	Field Approximation
Very Soft	< 2	< 0.25	< 0.12	Easily penetrated several inches by fist
Soft	2 – 4	0.25 – 0.50	0.12 – 0.25	Easily penetrated several inches by thumb
Medium Stiff	5 – 8	0.50 – 1.0	0.25 – 0.50	Penetrated several inches by thumb w/moderate effort
Stiff	9 – 15	1.0 – 2.0	0.50 – 1.0	Readily indented by thumbnail
Very Stiff	16 – 30	2.0 – 4.0	1.0 – 2.0	Indented by thumb but penetrated only with great effort
Hard	> 30	> 4.0	> 2.0	Indented by thumbnail with difficulty

* Using SPT N₆₀ is considered a crude approximation for cohesive soils.

APPARENT DENSITY OF COHESIONLESS SOILS (AASHTO 1988)	
Descriptor	SPT N ₆₀ Value (blows/foot)
Very Loose	0 – 4
Loose	5 – 10
Medium Dense	11 – 30
Dense	31 – 50
Very Dense	> 50

MOISTURE (ASTM D2488-06)	
Descriptor	Criteria
Dry	Absence of moisture, dusty, dry to the touch, well below optimum moisture content (per ASTM D698 or D1557)
Moist	Damp but no visible water
Wet	Visible free water, usually soil is below water table, well above optimum moisture content (per ASTM D698 or D1557)

PERCENT OR PROPORTION OF SOILS (ASTM D2488-06)	
Descriptor	Criteria
Trace	Particles are present but estimated < 5%
Few	5 – 10%
Little	15 – 25%
Some	30 – 45%
Mostly	50 – 100%
Percentages are estimated to nearest 5% in the field. Use "about" unless percentages are based on laboratory testing.	

SOIL PARTICLE SIZE (ASTM D2488-06)	
Descriptor	Size
Boulder	> 12 inches
Cobble	3 to 12 inches
Gravel - Coarse Fine	¾ inch to 3 inches No. 4 sieve to ¾ inch
Sand - Coarse Medium Fine	No. 10 to No. 4 sieve (4.75mm) No. 40 to No. 10 sieve (2mm) No. 200 to No. 40 sieve (.425mm)
Silt and Clay ("fines")	Passing No. 200 sieve (0.075mm)

UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D2488)			
Major Division		Group Symbol	Description
Coarse Grained Soils (more than 50% retained on #200 sieve)	Gravel (50% or more retained on No. 4 sieve)	Clean Gravel	GW Well-graded gravels and gravel-sand mixtures, little or no fines
		Gravel with fines	GP Poorly graded gravels and gravel-sand mixtures, little or no fines
			GM Silty gravels and gravel-sand-silt mixtures
	Sand (> 50% passing No. 4 sieve)	Clean sand	GC Clayey gravels and gravel-sand-clay mixtures
		Sand with fines	SW Well-graded sands and gravelly sands, little or no fines
			SP Poorly-graded sands and gravelly sands, little or no fines
Fine Grained Soils (50% or more passing #200 sieve)	Silt and Clay (liquid limit < 50)	SM Silty sands and sand-silt mixtures	
		SC Clayey sands and sand-clay mixtures	
		ML Inorganic silts, rock flour and clayey silts	
	Silt and Clay (liquid limit > 50)	CL Inorganic clays of low-medium plasticity, gravelly, sandy & lean clays	
		OL Organic silts and organic silty clays of low plasticity	
		MH Inorganic silts and clayey silts	
Highly Organic Soils		CH Inorganic clays or high plasticity, fat clays	
		OH Organic clays of medium to high plasticity	
		PT Peat, muck and other highly organic soils	



GRAPHIC SYMBOL LEGEND		
GRAB	☒	Grab sample
SPT	■	Standard Penetration Test (2" OD), ASTM D1586
ST	▨	Shelby Tube, ASTM D1587 (pushed)
DM	⊞	Dames and Moore ring sampler (3.25" OD and 140-pound hammer)
CORE	▨	Rock coring

APPENDIX E: SURCHARGE-INDUCED LATERAL EARTH PRESSURES FOR WALL DESIGN

LINE LOAD (applicable for retaining walls not exceeding 20 feet in height):

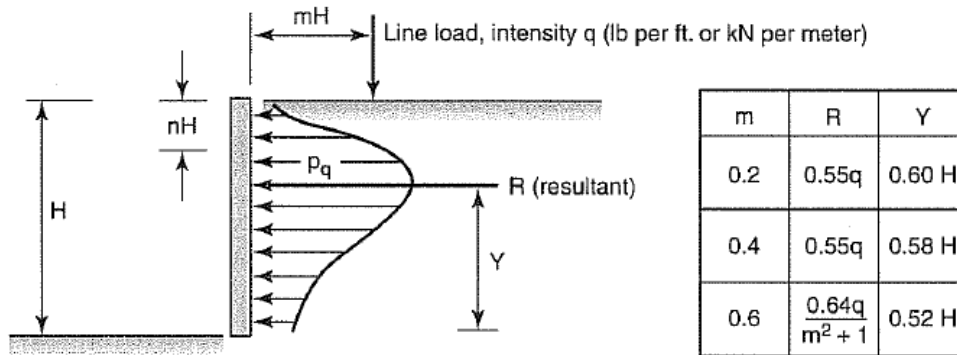


Figure 16-28 Pressure distribution against vertical wall resulting from line load of intensity q .

CONCENTRATED POINT LOAD (applicable for retaining walls not exceeding 20 feet in height):

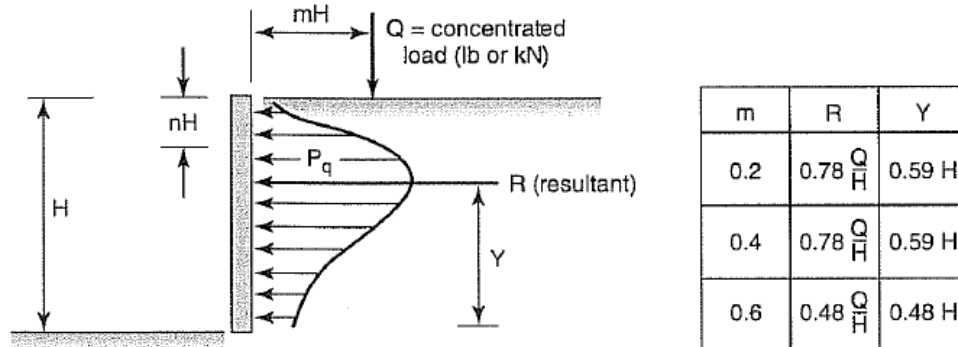


Figure 16-27 Pressure distribution against vertical wall resulting from point load, Q .

AREAL LOAD:

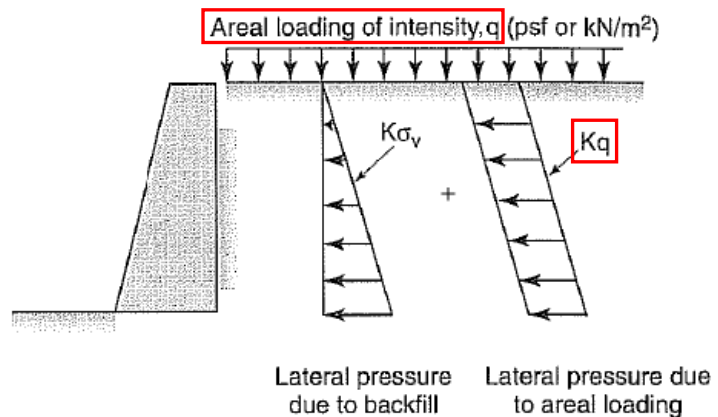
Figure 16-26 Influence of areal loading on wall pressures.

use $K=0.4$ for active condition
(i.e. top of wall allowed to deflect laterally)

use $K=0.9$ for at-rest condition
(i.e. top of wall not allowed to deflect laterally)

Resultant, $R = K * q * H$

Where $H =$ wall height (feet)



Source of Figures: McCarthy, D.F., 1998, "Essentials of Soil Mechanics and foundations, Basic Geotechnics, Fifth Edition."



**Earth
Engineers,
Inc.**

**Proposed Basalt Creek Affordable Housing Project
23500 and 23550 Southwest Boones Ferry Road
Tualatin, Washington County, Oregon**

**Report No.
21-023-1**

March 17, 2021



**APPENDIX F: LAB TEST RESULTS
REPORT OF ATTERBERG LIMITS
ASTM D 4318**

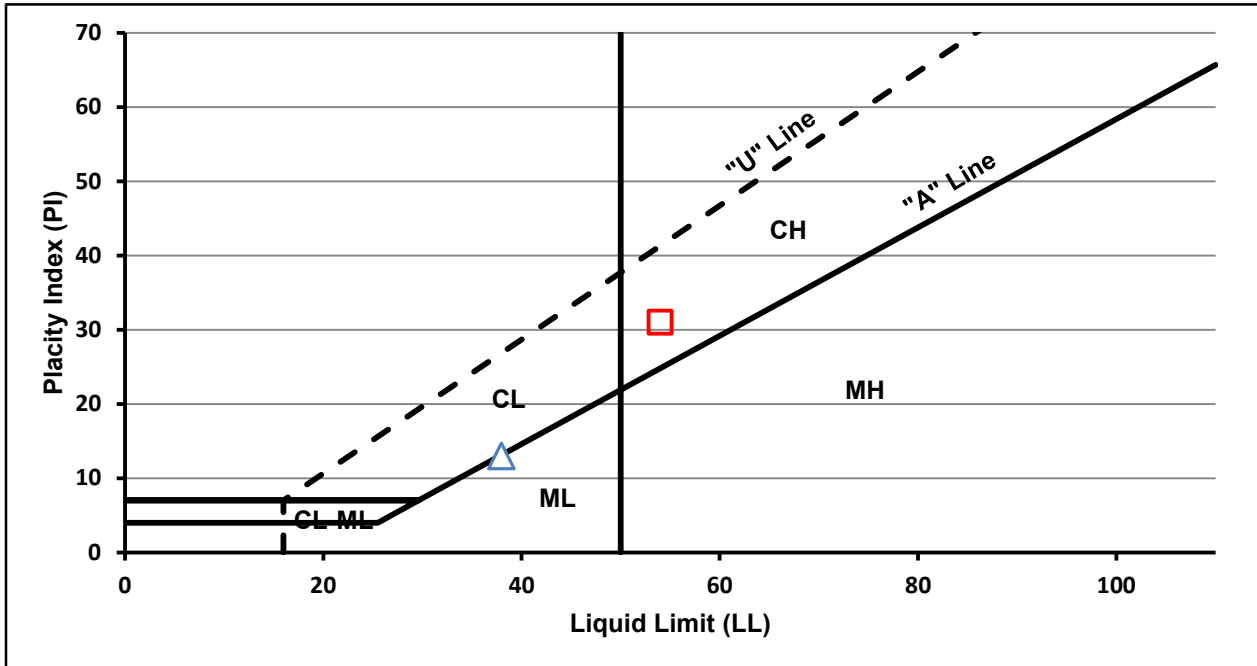
TESTED FOR: Community Partners for Affordable Housing
P.O. Box 23206
Tigard, Oregon 97239
Attention: Jilian Saurage Felton

PROJECT: Basalt Creek Affordable Housing
23500 and 23550 Southwest
Boones Ferry Road
Tualatin, Washington County, OR

DATE: 3/12/2021

REPORT NO.: 21-023-1

TEST DATA



Location	Depth (feet)	Description (USCS)	Moisture Content, %	% Passing #200 Sieve	Atterberg Limits		
					LL	PL	PI
△ TP-1	3	Silt (ML)	31	92	38	25	13
□ TP-7	2.5	Elastic Silt (MH)	28	92	54	23	31

Remarks:
Lab Technician: Anita B.

Respectfully Submitted,
Earth Engineers, Inc.

USCS Classification per ASTM D 2487
Moisture Content per ASTM D 2216
Percent Passing #200 Sieve per ASTM D 1140
Atterberg Limits per ASTM D 4318

Troy Hull, P.E., G.E.

MEMORANDUM

Date: August 18, 2021

To: Kayla Zander & Melissa Soots
Carleton Hart Architecture, PC
830 SW 10th Avenue
Suite 200
Portland OR 97205

From: Frank Charbonneau, PE, PTOE

Subject: Parking Analysis Study FL2167
Plambeck Gardens Apartments
SW Boones Ferry Road, Tualatin

In conjunction with the Plambeck Gardens Apartments' development being planned in Tualatin on SW Boones Ferry Road a parking study has been conducted. The study was performed to establish a supportable parking rate applicable for Plambeck Gardens and the construction of 116 affordable dwelling units. Although not yet finalized the site design will provide 170 parking spaces. According to City code and direction from City of Tualatin Planning staff a total of 188 parking spaces are required. Figure `a` in the appendix serves as the site plan schematic.

The new affordable housing facility is being developed by the Community Partners for Affordable Housing (CPAH) and is situated along the east side of SW Boones Ferry Road between SW Norwood Road and SW Greenhill Lane at addresses #23500 & #23550 SW Boones Ferry Road. The development is being funded by the Washington County Metro Affordable Housing Bond and a 4% LIHTC. At close of the construction loan a Reservation and Extended Use Agreement with the State will require all units be restricted to rents that are affordable to people at 60% of the Area Median Income for 60 years. A similar agreement will be recorded with Metro which will restrict the rents of some units further to 30% for people earning area median income. This restriction is also for 60 years.

Vehicular access to the site includes one main access located on SW Boones Ferry Road in the property's northerly area. A second access for emergency vehicles will be positioned in the site's south property corner. A vicinity map is included in the appendix as Figure 1. A future access connection to a proposed residential development to the south is also provided. The access will remain closed off by bollards and curbing as the timing of the connection is unknown.

The site will accommodate a total of 170 on-site parking spaces yielding a parking ratio of 1.47 spaces per dwelling unit. A parking rate of 1.62 would be required according to City code. Since local parking data was not available for affordable housing it was necessary to perform parking surveys at three similar apartment complexes and establish rates for comparison to Plambeck Gardens' parking capacity. Parking rates for affordable housing as published in the ITE Parking Generation Manual were also reviewed in the analysis.

The following three affordable housing facilities were selected for the surveys after conferring with the City's planning department.

- **Autumn Park Apartments** are located at 10922 SW Wilsonville Road in Wilsonville and contain a total of 144 units. There are 275 on-site parking spaces. Limited on-street parking is available in the area and none were observed to be used during the survey. Tenants are not charged to park in the facility's lot. From the survey conducted on 7/20/21 (Tuesday) & 7/21/21 (Wednesday) between the hours of 10PM to 2AM the number of vehicles parked ranged from 201 cars to a maximum of 216 cars. At the peak 79% of the lot's capacity was used. The parking ratio in terms of the maximum number of vehicles parked per apartment unit was 1.50.

Transit accommodations near the facility include Tri-Met bus stops along SW Wilsonville Road for #4 – Wilsonville Road. The nearest stops in terms of walking distance from the Autumn Park Apartments are located at approximately 1,300 feet & 1,600 feet northeast of the intersection at SW Wilsonville Road and Willamette Way. The nearest stop for light rail (Westside Express) is 1.6 miles from the site. Figure 2 illustrates the apartments' location and the nearest bus stop locations.

- **Woodridge Apartments** are located at 11999 SW Tualatin Road in Tualatin and contain a total of 264 units. There are 391 on-site parking spaces. No on-street parking is available in the area. Tenants are not charged to park in the facility's lot. From the survey conducted on 7/20/21 (Tuesday) & 7/21/21 (Wednesday) between the hours of 10PM to 2AM the number of vehicles parked ranged from 306 cars to a maximum of 317 cars. At the peak 81% of the lot's capacity was used. The parking ratio in terms the maximum number of vehicles parked per apartment unit was 1.20.

Transit accommodations near the facility include Tri-Met bus stops along Highway 99W for #93 – Tigard/Sherwood and #94 – Pacific Hwy/Sherwood. The nearest stops in terms of walking distance from the Woodridge Apartments are located along Highway 99W between SW 124th Avenue and Hazelbrook Road at approximately 390 feet & 1,760 feet. The nearest stop for light rail (Westside Express) is 2.5 miles from the site. Figure 3 illustrates the nearest bus stop locations.

- **Greenburg Oaks Apartments** are located at 11905 SW 91st Avenue in Tigard and contain a total of 84 units. There are 107 on-site parking spaces. On-street parking is available along SW 91st Avenue and on SW Lincoln Avenue. The number of apartment related vehicles that parked on these streets were included in the survey. Tenants are not charged to park in the facility's lot. From the survey conducted on 7/20/21 (Tuesday) & 7/21/21 (Wednesday) between the hours of 10PM to 2AM the number of vehicles parked (including on-street) ranged from 101 cars to a maximum of 106 cars. At the peak 99% of the lot's capacity was used. The parking ratio in terms the maximum number of vehicles parked in the lot per apartment unit was 1.26.

Transit accommodations near the facility include Tri-Met bus stops along SW Greenburg Road for #76 – Hall/Greenburg and #78 – Denney/Kerr Parkway. The nearest stops in terms of walking distance from the Greenburg Oaks Apartments are located at approximately 1,120 feet & 990 feet, adjacent to the SW Lincoln Avenue intersection on SW Greenburg Road. The nearest stop for light rail (Westside Express) is 0.5 miles from the site. Figure 4 illustrates the nearest bus stop locations.

Currently there are Tri-Met bus stops located on SW Boones Ferry Road south of the Plambeck Gardens property. Route #96 – Tualatin/I-5 travels along SW Boones Ferry Road. The southbound bus stop is located at the Greenhill Lane intersection at a walking distance of approximately 0.20 miles from the site. The northbound bus stop is located 1,190 feet south of the Greenhill Lane intersection at a walking distance of approximately 0.43 miles from the site. The nearest stop for light rail (Westside Express) is located 2.4 miles from the site. Figure 1 illustrates the bus stop locations.

It is noted that Tri-Met’s planning department has indicated the agency will work to establish additional bus stops along SW Boones Ferry Road in the area adjacent to the Plambeck Gardens and Autumn Sunrise developments when the projects are complete. CPAH is supportive of Tri-Met and the City of Tualatin’s efforts to increase the availability of public transit in the Basalt Creek Planning Area.

The parking survey periods were selected in order to account for the maximum parking conditions. According to the ITE Parking Generation Manual, 5th edition, January 2019 the peak parking demand for multi-family facilities (land-use code #221) occurs during the hours of 12:00-4:00AM. A copy of the ITE time-of-day parking distribution is included in the appendix.

The surveys counted the number of vehicles parked in the lots and on the adjacent streets where applicable. The data was recorded every 15 minutes. Summaries of the survey results are included in the appendix.

For the three sites combined the peak demand parking ratio equated to 1.30 cars per unit as referenced in the following table.

Table 1 Peak Parking Demand for Survey Sites

Facility Name	Available Spaces	Occupied Spaces	Apartment Units	Parking Demand
Autumn Park	275	216	144	1.50
Woodridge Apts	391	317	264	1.20
Greenburg Oaks	107	106	84	1.26
Average Peak Parking Demand (occupied spaces/unit)				1.30

Application of the peak demand rate (1.30) determined that 151 spaces are needed at Plambeck Gardens and the site design will include 170 spaces. Reference Table 2 below.

Table 2 Projected Peak Parking Demand for Plambeck Gardens

Plambeck Gardens (proposed #apartments)	116
Projected Peak Parking Demand (spaces) ¹	151

¹ Estimated Parking Demand = Peak Average Parking Demand rate x Plambeck Gardens apartment count

The ITE parking rates for affordable housing (land use code #223) applied the 85th percentile values on a per unit and per bedroom basis (no definition was provided on the number of bedrooms factored into ITE’s rate). Applying these rates equated to the following peak parking results.

Table 3 ITE Peak Parking Demand

ITE Rate	Units	Peak Demand
1.33 Spaces/Unit	116 Apartments	155 spaces
0.82 Spaces/BR	206 Bedrooms	169 spaces

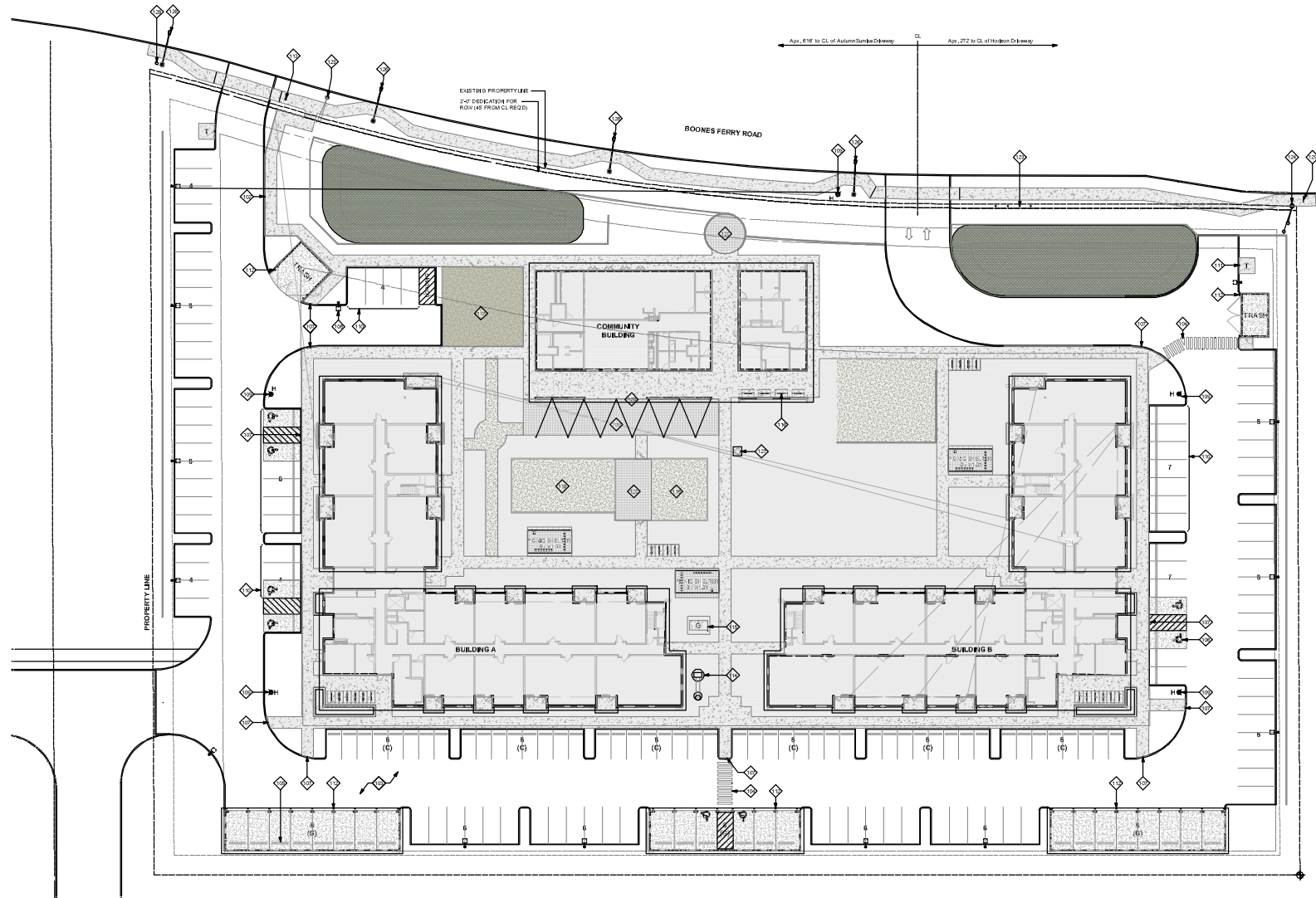
Plambeck Gardens Apartments will provide 170 on-site parking spaces which exceeds both the ITE maximum projection for spaces per unit and spaces per bedroom as well as exceeding the project parking demand of 151 parking spaces based on the survey's rate of 1.30 spaces per unit. Therefore, considering the maximum ITE's rate and the rate from several similar housing facilities, sufficient parking capacity will be provided at the Plambeck Gardens site.

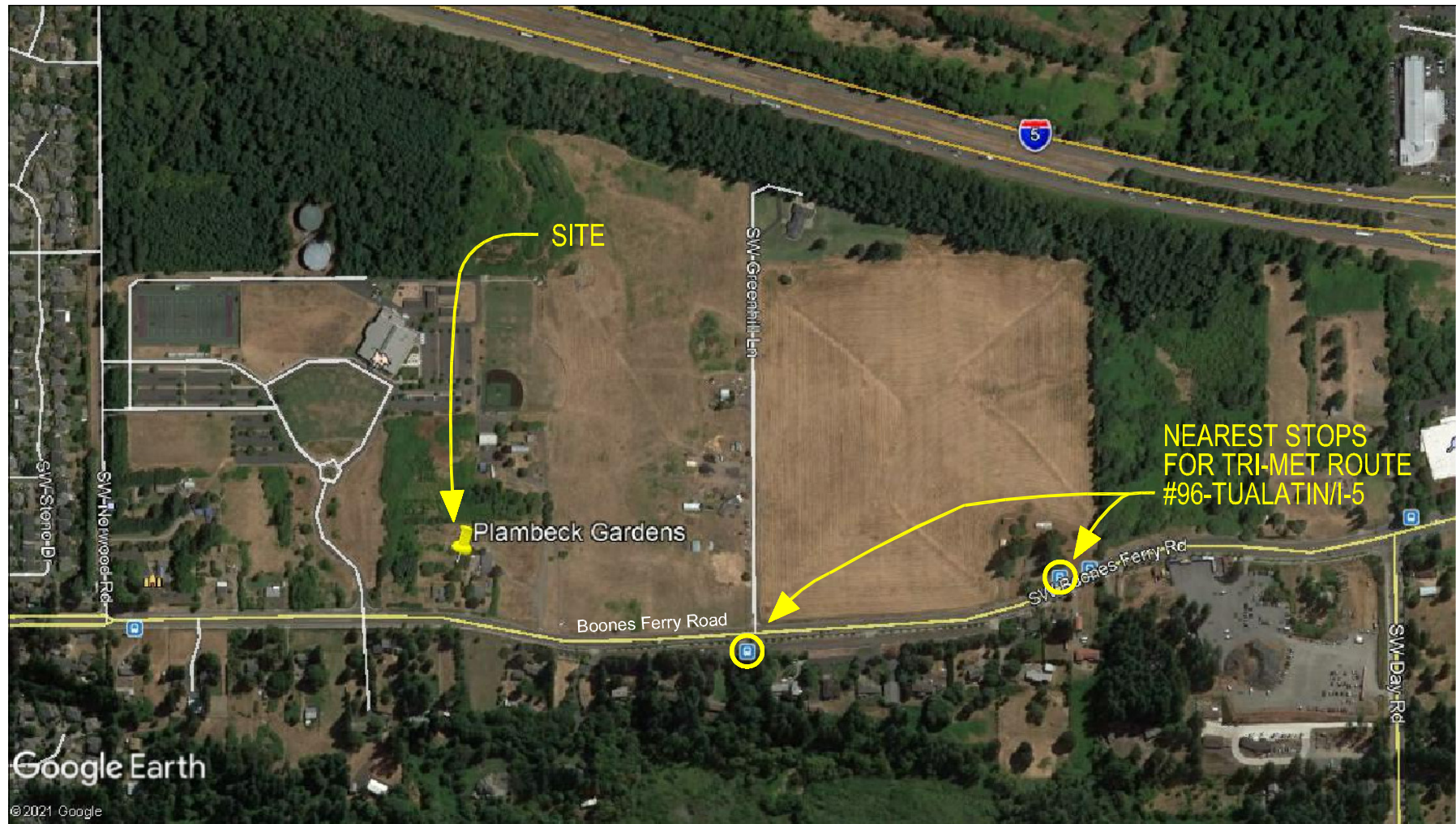
Based on these findings it is recommended that the City of Tualatin support the developer's proposal for 170 parking spaces.

If you should have any questions, please contact Frank Charbonneau, PE, PTOE at 503.293.1118 or email Frank@CharbonneauEngineering.com.

Appendix

- Figure `a` Site Plan
- Figure 1 Plambeck Gardens Vicinity Map with transit information
- Figure 2 Parking Survey Location & Transit Information, Autumn Park Apartments
- Figure 3 Parking Survey Location & Transit Information, Woodridge Apartments
- Figure 4 Parking Survey Location & Transit Information, Greenburg Oaks Apartments
- Parking Survey Data
 - Autumn Park Apartments
 - Woodridge Apartments
 - Greenburg Oaks Apartments
- ITE Hourly Peak Parking Demand for Apartments, Land Use #221
- ITE Parking Rates – Affordable Housing

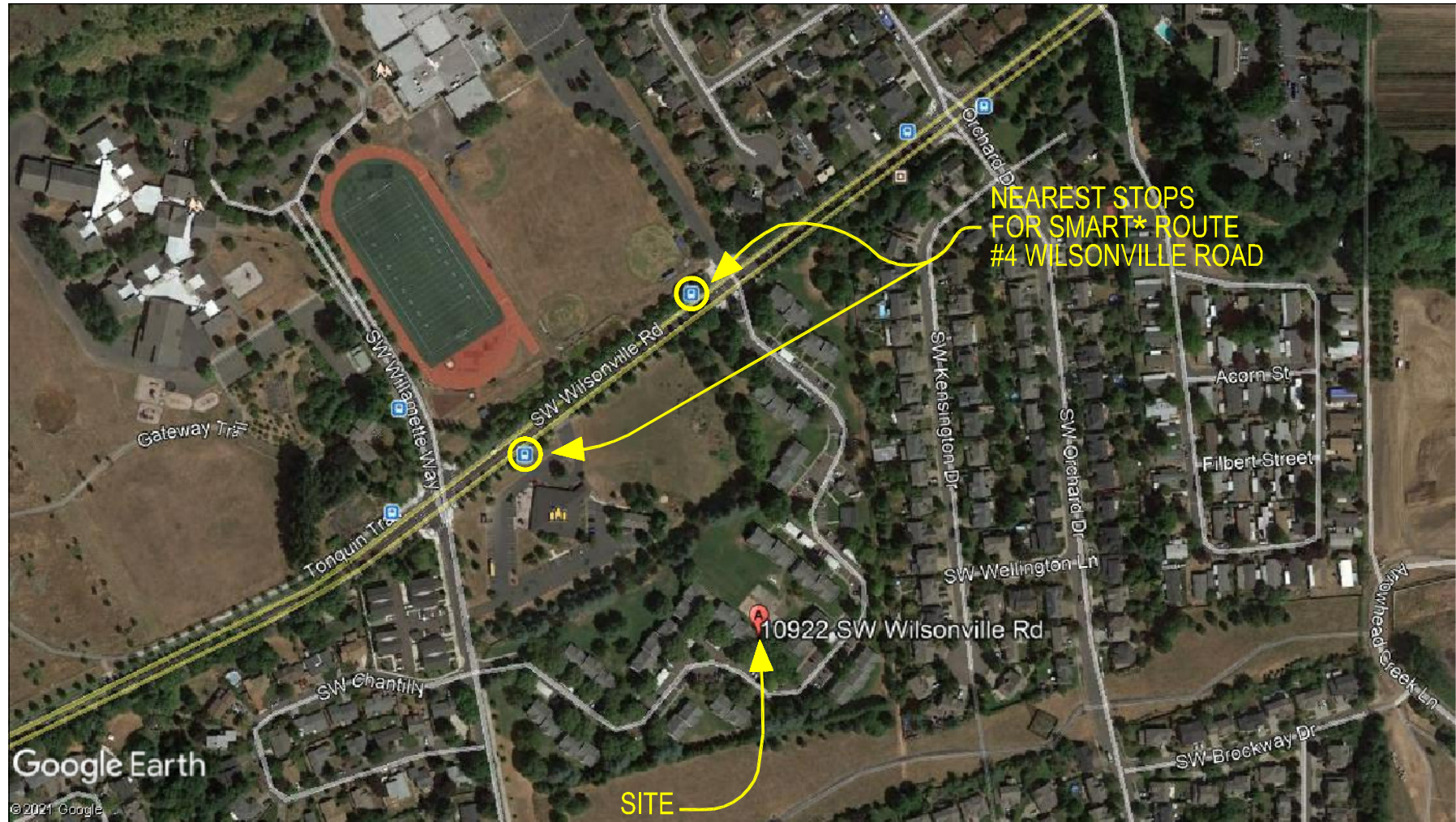




- THE STOP FOR NORTHBOUND TRAVEL IS LOCATED 1,190 FEET SOUTH OF GREENHILL LANE AND BOONES FERRY ROAD.
- THE STOP FOR SOUTHBOUND TRAVEL IS LOCATED AT THE GREENHILL LANE AND BOONES FERRY ROAD INTERSECTION.
- THE WALKING DISTANCE FROM THE SITE TO NEAREST BUS STOP IS 0.43 MILES (NB TRAVEL) AND 0.20 MILES (SB TRAVEL).
- THE NEAREST STOP FOR THE WESTSIDE EXPRESS SERVICE (WES) LIGHT RAIL IS LOCATED 2.4 MILES FROM THE SITE.



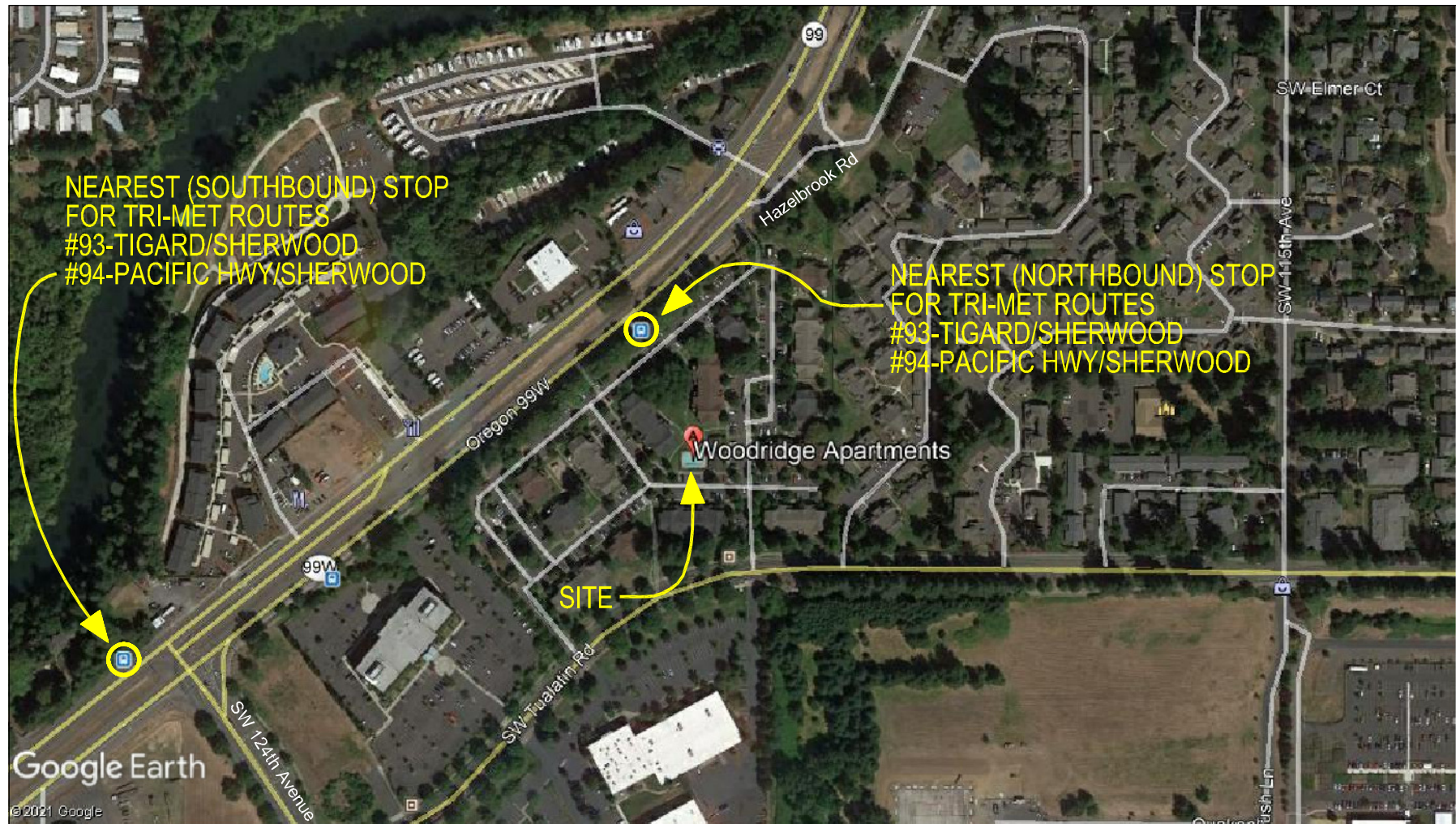
NO SCALE



- THE STOP FOR NORTHBOUND TRAVEL IS LOCATED 225 FEET NORTHEAST OF WILLAMETTE WAY & WILSONVILLE ROAD.
- THE STOP FOR SOUTHBOUND TRAVEL IS LOCATED 715 FEET NORTHEAST OF WILLAMETTE WAY & WILSONVILLE ROAD.
- THE WALKING DISTANCE FROM THE SITE TO NEAREST BUS STOP IS 1,300 FEET (SB TRAVEL) & 1,600 FEET (NB TRAVEL).
- THE NEAREST STOP FOR THE WESTSIDE EXPRESS SERVICE (WES) LIGHT RAIL IS LOCATED 1.6 MILES FROM THE SITE.



NO SCALE



- THE STOP FOR NORTHBOUND TRAVEL IS LOCATED 375 FEET SOUTHWEST OF HAZELBROOK ROAD AND HIGHWAY 99W.
- THE STOP FOR SOUTHBOUND TRAVEL IS LOCATED 165 FEET SOUTHWEST OF SW 124TH AVENUE AND HIGHWAY 99W.
- THE WALKING DISTANCE FROM THE SITE TO NEAREST BUS STOP IS 390 FEET (NB TRAVEL) & 1,760 FEET (SB TRAVEL).
- THE NEAREST STOP FOR THE WESTSIDE EXPRESS SERVICE (WES) LIGHT RAIL IS LOCATED 2.5 MILES FROM THE SITE.



NO SCALE



- THE STOP FOR NORTHBOUND TRAVEL IS LOCATED 175' SOUTH OF LINCOLN AVENUE AND GREENBURG ROAD.
- THE STOP FOR SOUTHBOUND TRAVEL IS LOCATED AT THE SOUTHWEST CORNER OF LINCOLN AVENUE AND GREENBURG ROAD.
- THE WALKING DISTANCE FROM THE SITE TO NEAREST BUS STOP IS 1,120 FEET (NB TRAVEL) AND 990 FEET (SB TRAVEL).
- THE NEAREST STOP FOR THE WESTSIDE EXPRESS SERVICE (WES) LIGHT RAIL IS LOCATED 0.5 MILES FROM THE SITE.



NO SCALE

Survey Location: Autumn Park Apartments, 10922 SW Wilsonville Road, Wilsonville, OR
Survey Date: 7/20/2021

Inventory 275 spaces provided

	<u>Occupied</u>
10:00 PM	206
10:15 PM	201
10:30 PM	207
10:45 PM	209
11:00 PM	210
11:15 PM	211
11:30 PM	213
11:45 PM	214
12:00 AM	215
12:15 AM	215
12:30 AM	215
12:45 AM	215
1:00 AM	216
1:15 AM	216
1:30 AM	215
1:45 AM	216
2:00 AM	216
Peak Max	216
Apartments	144
Parking Demand (vehicles/apt)	1.5

Survey Location: Woodridge Apartments, 11999 SW Tualatin Road, Tualatin, OR
Survey Date: 7/20/2021

Inventory 391 spaces provided

	<u>Occupied</u>
10:00 PM	306
10:15 PM	310
10:30 PM	308
10:45 PM	310
11:00 PM	315
11:15 PM	315
11:30 PM	315
11:45 PM	317
12:00 AM	316
12:15 AM	316
12:30 AM	313
12:45 AM	314
1:00 AM	315
1:15 AM	315
1:30 AM	317
1:45 AM	317
2:00 AM	317
Peak Max	317
Apartments	264
Parking Demand (vehicles/apt)	1.20

Survey Location: Greenburg Oaks, 11905 SW 91st Avenue, Tigard, OR
 Survey Date: 7/20/2021

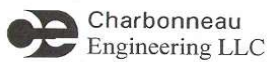
Inventory 107 spaces provided

	Occupied	On Street	Total Parked Vehicles
10:00 PM	95	7	102
10:15 PM	94	7	101
10:30 PM	95	7	102
10:45 PM	97	7	104
11:00 PM	97	7	104
11:15 PM	98	7	105
11:30 PM	99	7	106
11:45 PM	99	7	106
12:00 AM	99	6	105
12:15 AM	99	6	105
12:30 AM	99	7	106
12:45 AM	99	7	106
1:00 AM	99	7	106
1:15 AM	99	7	106
1:30 AM	99	7	106
1:45 AM	99	7	106
2:00 AM	99	7	106

Peak Max 106

Apartments 84

Parking Demand 1.26
 (vehicles/apt)



Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units

On a: **Weekday (Monday - Friday)**

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

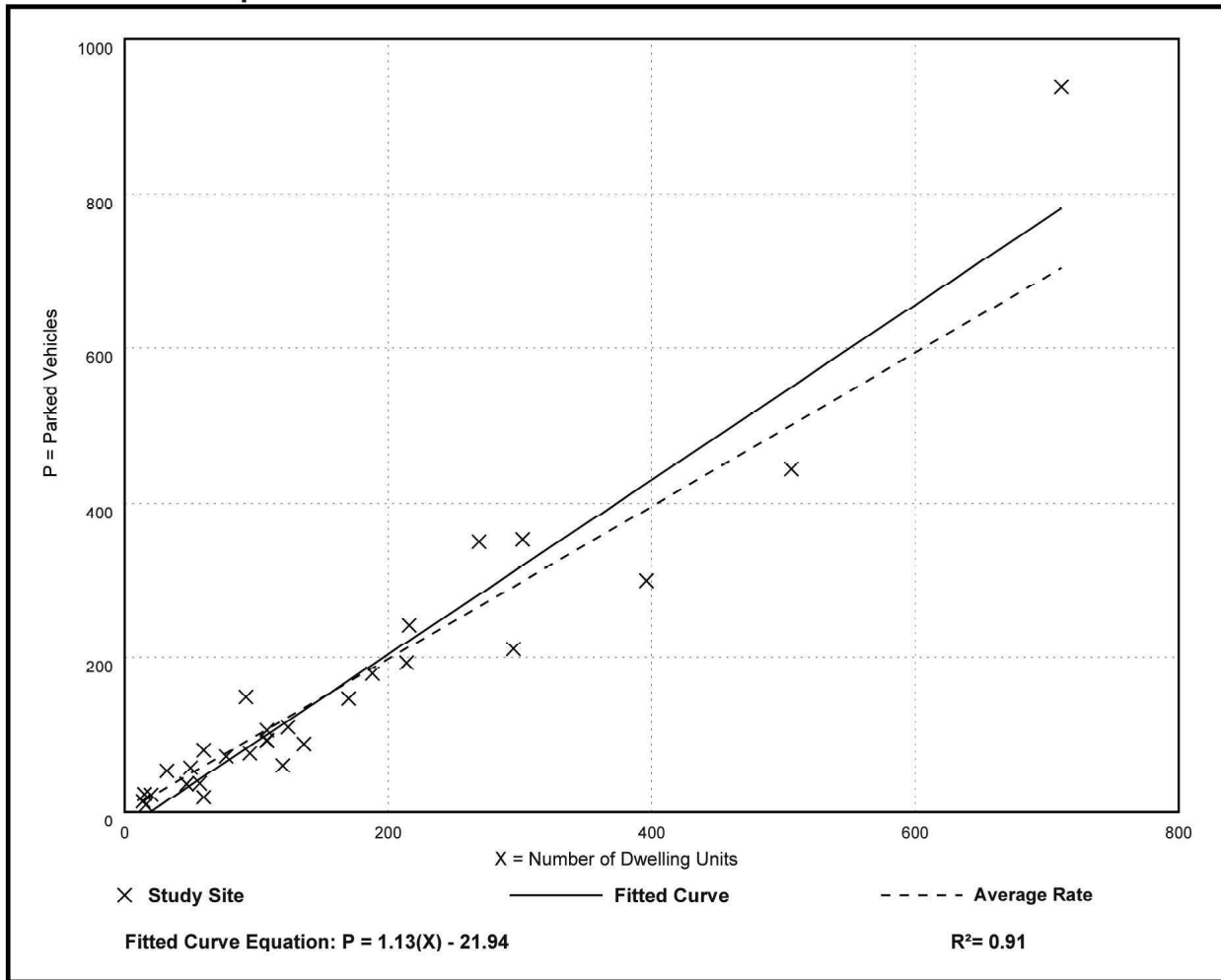
Number of Studies: 29

Avg. Num. of Dwelling Units: 159

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.99	0.32 - 1.66	0.85 / 1.33	0.89 - 1.09	0.27 (27%)

Data Plot and Equation



Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

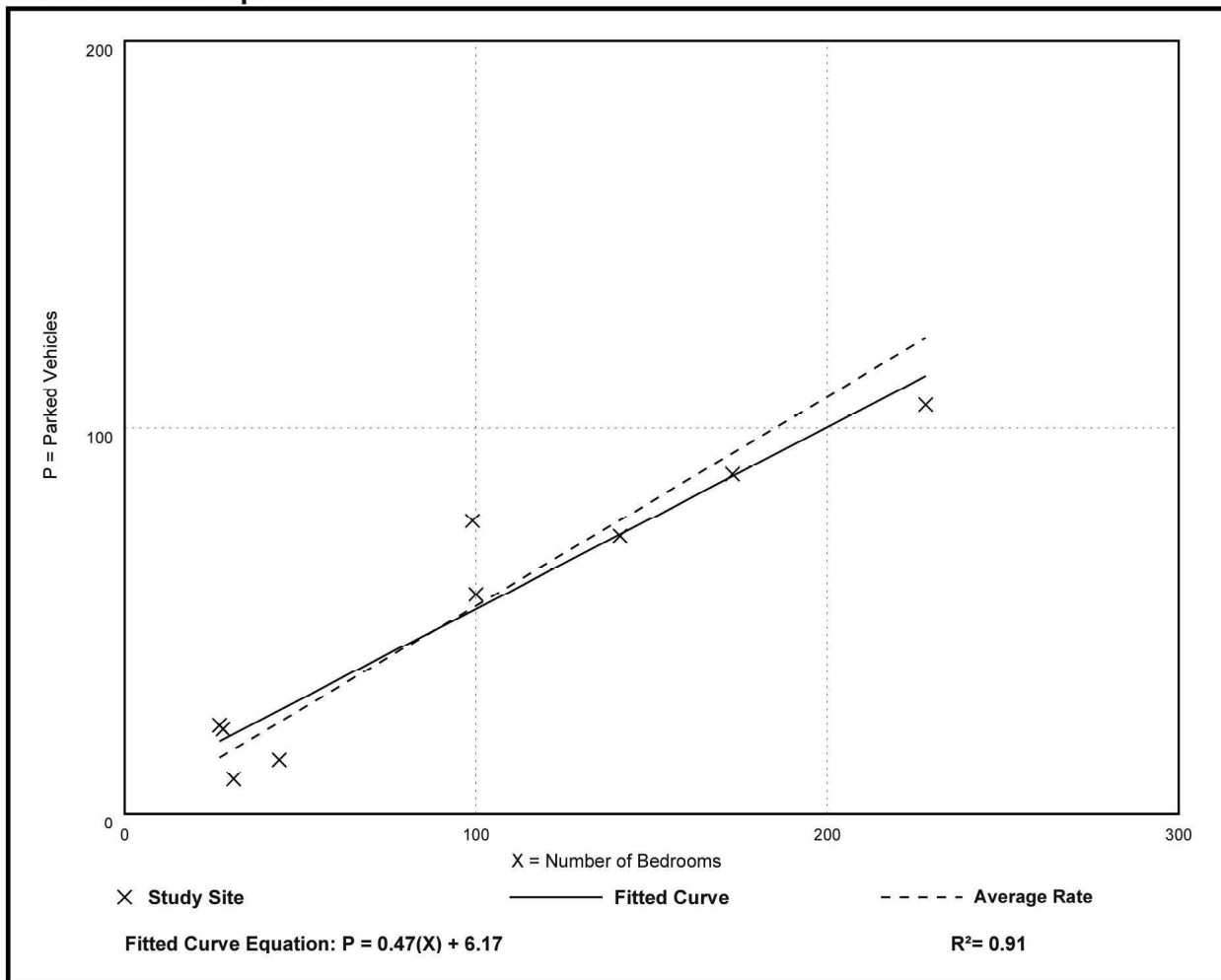
Number of Studies: 9

Avg. Num. of Bedrooms: 97

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.54	0.29 - 0.85	0.48 / 0.82	***	0.14 (26%)

Data Plot and Equation



MEMORANDUM

Date: October 27, 2021

To: Erin Engman, Senior Planner, City of Tualatin

From: Jackie Sue Humphreys, Clean Water Services (CWS)

Subject: Plambeck Gardens Apartments, VAR 21-0003, 2S135D000303

Please include the following comments when writing your conditions of approval:

PRIOR TO ANY WORK ON THE SITE

A Clean Water Services (CWS) Storm Water Connection Permit Authorization must be obtained. Application for CWS Permit Authorization must be in accordance with the requirements of the Design and Construction Standards, Resolution and Order No. 19-5 as amended by R&O 19-22, or prior standards as meeting the implementation policy of R&O 18-28, and is to include:

- a. Detailed plans prepared in accordance with Chapter 2, Section 2.04.
- b. Detailed grading and erosion control plan. An Erosion Control Permit will be required. Area of Disturbance must be clearly identified on submitted construction plans. If site area and any offsite improvements required for this development exceed one-acre of disturbance, project will require a 1200-CN Erosion Control Permit.
- c. Detailed plans showing the development having direct access by gravity to public storm and sanitary sewer.
- d. Provisions for water quality in accordance with the requirements of the above named design standards. Water Quality is required for all new development and redevelopment areas per R&O 19-5, Section 4.04. Access shall be provided for maintenance of facility per R&O 19-5, Section 4.07.6.

- e. If use of an existing offsite or regional Water Quality Facility is proposed, it must be clearly identified on plans, showing its location, condition, capacity to treat this site and, any additional improvements and/or upgrades that may be needed to utilize that facility.
- f. If private lot LIDA systems proposed, must comply with the current CWS Design and Construction Standards. A private maintenance agreement, for the proposed private lot LIDA systems, needs to be provided to the City for review and acceptance.
- g. Show all existing and proposed easements on plans. Any required storm sewer, sanitary sewer, and water quality related easements must be granted to the City.
- h. Application may require additional permitting and plan review from CWS Source Control Program. For any questions or additional information, please contact Source Control at (503) 681-5175.
- i. Any proposed offsite construction activities will require an update or amendment to the current Service Provider Letter for this project.

CONCLUSION

This Land Use Review does not constitute CWS approval of storm or sanitary sewer compliance to the NPDES permit held by CWS. CWS, prior to issuance of any connection permits, must approve final construction plans and drainage calculations.

November 2, 2021

Tualatin Planning Commission
18880 SW Matinazzi Way
Tualatin, OR 97062-7092

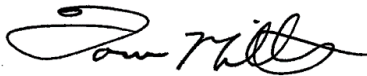
Dear Commissioners,

I am writing in support of the proposed building height and parking standards variance for Plambeck Gardens, a 116 unit affordable housing development to be located at 23500 & 23550 SW Boones Ferry Rd. TriMet operates Line 96-Tualatin/I-5 by the proposed complex approximately every 30 min. between 6:00 a.m. and 9:30 a.m. and 2:30 p.m. and 8:30 p.m.

The high density, affordable housing provided by Plambeck Gardens would help drive transit ridership, particularly in this stretch of Boones Ferry Rd., where development is lacking. Further development of this type could warrant an increase in service on Line 96 in the future. TriMet will continue to monitor development and ridership along the line and asses the need to increase service.

Thank you for providing the opportunity to comment on the variance.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Mills".

Tom Mills
Director
Mobility Planning & Policy



NOTICE OF APPLICATION SUBMITTAL AND OPPORTUNITY TO COMMENT
CASE FILE: VAR 21-0003— PLAMBECK GARDENS

NOTICE IS HEREBY GIVEN that a public hearing before the Planning Commission will be held:

Thursday, November 18, 2021 at 6:30 pm

Zoom Teleconference: Link with log-in instructions available

www.tualatinoregon.gov/meetings

VAR 21-0003
Plambeck Gardens

Carleton Hart Architecture, on behalf of Community Partners, is requesting a variance to maximum building height standards in the RH zone and to minimum parking requirements related to a future multifamily development.

To view the application materials, visit:

www.tualatinoregon.gov/projects

Comments and questions may be submitted to:

eengman@tualatin.gov

Planning Division

Attn: Erin Engman

The property is located at: 23500 & 23550 SW Boones Ferry Rd
Tax Lot: 2S135D000303



- **Criteria:** Development Code Chapters: 33.120, 43.300, and 73C.100
- **Staff report** will be available at least seven days before the hearing for inspection at no cost, and copies will be provided at a reasonable cost.
- **Print copies** of the application are available at a reasonable cost.
- **Individuals wishing to comment on the application** must do so in writing to the Planning Division prior to the hearing, or in writing and/or orally at the hearing. Materials must be received by October 27, to be included in the hearing packet.



- **The public hearing:** will begin with a staff presentation, followed by testimony by proponents, testimony by opponents, and rebuttal. The time of individual testimony may be limited. If a participant requests, before the hearing is closed, the record shall remain open for at least 7 days after the hearing.
- **All citizens are invited to attend and be heard:** Failure of an issue to be raised in the hearing, in person, or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to the State Land Use Board of Appeals (LUBA) based on that issue. The failure of the applicant to raise constitutional or other issues relating to the proposed conditions of approval with sufficient specificity to the decision maker to respond to the issue precludes an action for damages in circuit court.
- **Notice of the Decision** will only be provided to those who submit written comments regarding that application or testify at the hearing.

You received this mailing because you own property within 1,000 feet (ft) of the site or within a residential subdivision which is partly within 1,000 ft.

For additional information contact:

Erin Engman, Senior Planner, eengman@tualatin.gov and 503-691-3024

YACKLEY DIANE M & GANNETT TOD C
23240 SW BOONES FERRY RD
TUALATIN, OR
97062



NOTICE OF APPLICATION SUBMITTAL AND OPPORTUNITY TO COMMENT
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For additional information contact:

Erin Engman, Senior Planner, eengman@tualatin.gov and 503-691-3024

WILLIAMS TOM K
 9300 SW NORWOOD RD
 TUALATIN, OR
 97062

TLID	OWNER1	OWNERADDR
2S135D000102	YACKLEY DIANE M & GANNETT TOD C	23240 SW BOONES FERRY RD
2S135D000108	WILLIAMS TOM K	9300 SW NORWOOD RD
2S135CA00200	VENABLES JOHN V TRUST	6140 SW BOUNDARY ST APT 145
2S135D000107	TUALATIN CITY OF	18880 SW MARTINAZZI AVE
2S135D000109	TUALATIN HILLS CHRISTIAN CHURCH INC	23050 SW BOONES FERRY RD
3S102B000104	SHAMBURG SCOTT A & SHAMBURG LISA G	PO BOX 829
2S135CA00600	RILEY SHAWN O	23365 SW BOONES FERRY RD
2S135CA00700	POTTER DYLAN D & POTTER MICHELLE P	23405 SW BOONES FERRY RD
2S135D000100	P3 PROPERTIES LLC	PO BOX 691
2S135CA00800	MCLEOD TRUST	23465 SW BOONES FERRY RD
2S135CD00400	MAST MARVIN R & JELI CARLENE M	23845 SW BOONES FERRY RD
2S135CD00302	LUCINI JOHN W & GRACE N FAM TRUST	23677 SW BOONES FERRY RD
2S135CA00300	LEDOUX FAMILY TRUST	23155 SW BOONES FERRY RD
2S135CD00200	KIMMEL RONALD A & KIMMEL REBECCA A	23605 SW BOONES FERRY RD
2S135D000106	HORIZON COMMUNITY CHURCH	PO BOX 2690
2S135CD000500	HICKOK TODD J & HICKOK MOLLY J	23855 SW BOONES FERRY RD
2S135CA00100	HELMS DANIEL M	23035 SW BOONES FERRY RD
2S135D000303	COMMUNITY PARTNERS FOR AFFORDABLE HOUSING	PO BOX 23206
2S135D000101	CLARK KURT C & CLARK TARA	3539 DIANNA WAY
3S102AB00100	CHAMBERLAIN JOHN & CHAMBERLAIN DEBRA	9000 SW GREENHILL LN
3S102AB00200	CHAMBERLAIN JOHN & CHAMBERLAIN DEBRA	9000 SW GREENHILL LN
3S102AB00300	CHAMBERLAIN JOHN & CHAMBERLAIN DEBRA	9000 SW GREENHILL LN
3S102AB00400	CHAMBERLAIN JOHN & CHAMBERLAIN DEBRA	9000 SW GREENHILL LN
3S102AB00500	CHAMBERLAIN JOHN & CHAMBERLAIN DEBRA	9000 SW GREENHILL LN
3S102AB00600	CHAMBERLAIN JOHN & CHAMBERLAIN DEBRA	9000 SW GREENHILL LN
2S135CA00400	BOCCI JAMES A & BOCCI JULIA A	23205 SW BOONES FERRY RD
2S135CA00500	BAZANT CHRISTINE LEE & BAZANT JOHN JOSEPH	36449 HWY 34
2S135D000400	AUTUMN SUNRISE LLC	8840 SW HOLLY LN
2S135D000401	AUTUMN SUNRISE LLC	8840 SW HOLLY LN
2S135D000500	AUTUMN SUNRISE LLC	8840 SW HOLLY LN
2S135D000501	AUTUMN SUNRISE LLC	8840 SW HOLLY LN
2S135D000600	AUTUMN SUNRISE LLC	8840 SW HOLLY LN
2S135D000800	AUTUMN SUNRISE LLC	8840 SW HOLLY LN
2S135D000900	AUTUMN SUNRISE LLC	8840 SW HOLLY LN
2S135CD00100	ALVSTAD RANDALL & ALVSTAD KAREN	23515 SW BOONES FERRY RD
2S135CD00300	AGHAZADEH-SANAEI MEHDI & ASIAEE NAHID	23745 SW BOONES FERRY RD

OWNERCITY	OWNERSTATE	OWNERZIP
TUALATIN	OR	97062
TUALATIN	OR	97062
PORTLAND	OR	97221
TUALATIN	OR	97062
TUALATIN	OR	97062
TUALATIN	OR	97062
TUALATIN	OR	97062
TUALATIN	OR	97062
WHITE SALMON	WA	98672
TUALATIN	OR	97062
TUALATIN	OR	97062
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TUALATIN	OR	97062
TIGARD	OR	97281
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TUALATIN	OR	97062
LEBANON	OR	97355
WILSONVILLE	OR	97070
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WILSONVILLE	OR	97070
WILSONVILLE	OR	97070
WILSONVILLE	OR	97070
TUALATIN	OR	97062
TUALATIN	OR	97062

Erin Engman

From: Erin Engman
Sent: Tuesday, November 2, 2021 10:23 AM
To: CCIO Board
Cc: Megan George; Ext - Planning; Kayla Zander; Melissa Soots
Subject: RE: Concerns about bus service
Attachments: TriMet_96-Tualatin_I-5 Weekday To Commerce Circle.pdf; No weekend service 96-Tualatin_I-5.pdf

Hi Cathy-

Thank you for reaching out. You may wish to contact the applicant's representative, Carleton Hart Architecture, for comment:

PROJECT INFORMATION

Project Name:	Plambeck Gardens	Project no:	19031
Representative:	Kayla Zander Carleton Hart Architecture 830 SW 10 th Ave #200 Portland, Oregon 97205 (608) 354-8163 kayla.zander@carletonhart.com		
Applicant:	Jilian Saurage Felton Community Partners for Affordable Housing 6380 SW Capitol Hwy. #151 Portland, Oregon 97239 (503) 293-4038 (ext 302) jsaurage@cpahoregon.org		
Property Address:	23500 & 23550 SW Boones Ferry Road Tualatin, Oregon 97062		
Zoning Designation:	RH – High Density Residential		
Uses:	Household Living (Multi-Family Structure), Residential Accessory Uses		

In general, a Variance request is subject to the approval criteria found in Tualatin Development Code [Chapter 33.120\(5\)](#).

You will be added to the notice of decision. The notice of decision will describe the opportunity for appeal.

Erin Engman

503.691.3024

From: CCIO Board <tualatincommercialcio@gmail.com>
Sent: Thursday, October 28, 2021 7:54 PM
To: Megan George <mgeorge@tualatin.gov>
Subject: Fwd: Concerns about bus service

Hi Megan - This is the email that should be included in the material for the hearing. I sent it to the Mayor on 10/18/21. Cathy

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

From: **CCIO Board** <tualatincommercialcio@gmail.com>

Date: Mon, Oct 18, 2021 at 2:13 PM

Subject: Concerns about bus service

To: Ed Casey <edkcnw@comcast.net>, Frank Bubenik <fbubenik@tualatin.gov>

Hi Ed and Frank -

In looking into the affordable housing proposal on SW Boones Ferry, I am concerned about the lack of Tri-Met bus service to the location of the proposed housing. It appears that the reduction of parking requires the residents to use mass transit.

Attached is the current bus route 96 timetable (no service on weekends) nor a stop near the location of this housing. I've also included the map and timetable for the entire route which show poor connectivity with other lines.

What am I missing?

Cathy

Erin Engman

From: Erin Engman
Sent: Tuesday, November 2, 2021 9:10 AM
To: dave@ee83.com
Cc: Ext - Planning; Kim McMillan; Tony Doran; Melissa Soots; Kayla Zander
Subject: RE: Request for Documents - CPAH Plambeck Gardens

Hi,

Thank you for reaching out. Most of your questions would be best answered by the applicant's representative, Carleton Hart Architecture. With contact information provided below:

PROJECT INFORMATION

Project Name:	Plambeck Gardens	Project no:	19031
Representative:	Kayla Zander Carleton Hart Architecture 830 SW 10 th Ave #200 Portland, Oregon 97205 (608) 354-8163 kayla.zander@carletonhart.com		
Applicant:	Jilian Saurage Felton Community Partners for Affordable Housing 6380 SW Capitol Hwy. #151 Portland, Oregon 97239 (503) 293-4038 (ext 302) jsaurage@cpahoregon.org		
Property Address:	23500 & 23550 SW Boones Ferry Road Tualatin, Oregon 97062		
Zoning Designation:	RH – High Density Residential		
Uses:	Household Living (Multi-Family Structure), Residential Accessory Uses		

In general, a Variance request is subject to the approval criteria found in Tualatin Development Code [Chapter 33.120\(5\)](#). And analysis and review of the proposal's stormwater details will be included in a subsequent Architectural Review application.

You will be added to the notice of decision. The notice of decision will describe the opportunity for appeal.

Best,
Erin Engman
503.691.3024

From: Dave LaLiberte <dave@ee83.com>
Sent: Monday, November 1, 2021 4:40 PM
To: Erin Engman <eengman@tualatin.gov>
Subject: Request for Documents - CPAH Plambeck Gardens

Erin, the following is:

Partial List and Request of Omitted Critical Information
For the CPAH Plambeck Gardens Planning Documents
For Potential Land Use Code Variance of HUD Development on Boones Ferry Road

Request by Dave LaLiberte (503.582.1558), Principal Engineer at LEA, Inc., Wilsonville, Oregon

On behalf of John and Grace Lucini at 23677 SW Boones Ferry Road, Tualatin, OR 97062

I will follow-up tomorrow with a phone call to ensure that you have gotten this email. Thanks in advance. Dave L.

1.) Earthquake & Landslide Hazards is Omitted in the Variance Request Application

Earthquake and Landslide Hazard overlays, and resulting evaluations, are requested. The variance application assumes earthquake and landslide safety, which challenges its own CPAH geotechnical report.

The land use variance application omits overlays of the original three buildings at three stories each, and the proposed higher two buildings at four stories each. These require projection on to the DOGAMI earthquake shaking hazard and landslide susceptibility maps. The request for height variance depends significantly on this information but it is not provided.

The Geotechnical Investigation Report by Earth Engineers, Inc. (EEI, March 2021) for the proposed CPAH project states that (p. 7 of 25, last para.):

We reviewed the Oregon Department of Geology and Mineral Industries (DOGAMI) Statewide Geohazards Information Database for Oregon (Hazard) website (<https://gis.dogami.oregon.gov/hazard/>) to report the applicable hazards for the subject property. **This database maps the property within a very strong to severe expected earthquake shaking hazard and very strong Cascadia earthquake expected shaking.** In addition, the subject property's proximity to the Canby-Molalla fault is approximately 3.3 miles to the northeast; see Figure 2 below. The Canby-Molalla fault is moderately constrained, late Quaternary (<130,000 years) in age, has a right lateral slip sense with a slip rate of less than 0.2mm/year⁴. **The database also maps the subject property within moderate landslide susceptibility on the north end of the property.** It should be noted that the surrounding, previously developed properties are also mapped within these same hazards. **[Bold by LEA.]**

2.) Missing Overlay of the Three-building 3-story Configuration on the Existing Topography

The CPAH basis for the variance is that it improves on the original three 3-story building design with a two 4-story building design. The CPAH variance application relies upon a casual description of its original three-building design compared to its proposed two-building configuration with its height variance.

Available City of Tualatin planning documents do not include an overlay of the original 3-bldg configuration with the existing topography. The variance application refers to an original three-building configuration description related to soils and slopes but does not make it available. Tualatin DID provide this overlay information for the proposed CPAH two-building arrangement in its grading and site plans but this alone is insufficient for comparison purposes.

The omitted 3-building overlay, and related soils and slopes comparison information, are requested for review.

3.) Maps and Drawings

CPAH uses numerous abbreviations and symbols in its Plambeck Gardens grading and site plans.

We are requesting the abbreviations, symbols and related definitions that corresponds to the Grading and Site Plans that have been provided.

4.) Stormwater Analysis and Information Request

Stormwater affected features are shown on the Grading and Site Plans for the proposed variance with the 2-building configuration. These features include stormwater planers, pervious parking lot spaces, building footprints, pervious driveways and other structures.

The variance proposes, among other drainage related conditions, reducing pervious parking spaces compared to the original 3-building configuration. The concern is that granting the variance will result in increased runoff and pollutants leaving the site.

Does Tualatin have any additional stormwater analysis and/or modeling that validates the proposed drainage in the Grading and Site Plans developed for the two- and three-building configurations?

5.) HUD and NOAA Stormwater Standards

The land use variance request states that the project will meet HUD and NOAA stormwater standards but does not specify these standards. Nor is an evaluation provided as it effects the variance request.

The Land Use Variance Application states on unmarked pp. 4 (last para.) – 5 (1st para) that:
The Plambeck Gardens development will build a new public water line to the site from SW Norwood Road and provide a connection point for other future developments. **The project will meet stormwater standards complying with CWS standards in addition to the HUD and NOAA standards** that would not apply to a market-rate development in this area. The project will connect the private sanitary sewer lines at a private manhole on site where they will meet the public sanitary sewer line that will be constructed by the Autumn Sunrise development to the south. **[Bold by LEA.]**

The specific HUD and NOAA standards being referred to, and resulting evaluations, are requested for review.

Erin Engman

From: Erin Engman
Sent: Friday, October 29, 2021 10:13 AM
To: Mary Lyn Westenhaver
Subject: RE: Notice of Hearing: VAR 21-0003 Plambeck Gardens, 23500 & 23550 SW Boones Ferry Rd

Hi Mary Lyn-

Thanks for reaching out. The agenda packet and zoom details will be available on the our website, one week before the hearing date- Check back on November 11th for the details.

Please let me know if you have any additional questions.

Erin Engman

503.691.3024

From: Mary Lyn Westenhaver <mwestenhaver@hotmail.com>
Sent: Thursday, October 28, 2021 7:40 PM
To: Erin Engman <eengman@tualatin.gov>
Subject: Fw: Notice of Hearing: VAR 21-0003 Plambeck Gardens, 23500 & 23550 SW Boones Ferry Rd

Hi there, can you tell me when the link below will work? I have highlighted in yellow the the statement I am referring to. I'd like to access the agenda and packet materials. I would also like to be able to tell people when the zoom link will be available, as in, how much time before the meeting starts.

thanks,
Mary Lyn

From: Erin Engman <eengman@tualatin.gov>
Sent: Monday, October 11, 2021 2:29 PM
To: jsaurage@cpahoregon.org <jsaurage@cpahoregon.org>; Kayla Zander <kayla.zander@carletonhart.com>; Melissa Soots <melissa.soots@carletonhart.com>
Cc: Erin Engman <eengman@tualatin.gov>
Subject: Notice of Hearing: VAR 21-0003 Plambeck Gardens, 23500 & 23550 SW Boones Ferry Rd



NOTICE OF HEARING AND OPPORTUNITY TO COMMENT

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Tualatin Planning Commission at 6:30 p.m., Thursday November 18, 2021, held online over Zoom.

All are invited to attend the hearing and testify verbally. The Zoom meeting link will be published with the meeting agenda and packet materials at: www.tualatinoregon.gov/meetings.

Carleton Hart Architecture, on behalf of Community Partners, is requesting a variance to maximum building height standards and to minimum parking requirements related to a future multifamily development. The 4.68 acre site is located in the Residential High Density (RH) District at 23500 & 23550 SW Boones Ferry Road, Tax Lot: 2S135D000303.

You may view the application materials on our Projects web page: <https://www.tualatinoregon.gov/planning/var-21-0003-plambeck-gardens-variance-building-height-and-parking-standards>.

Individuals wishing to comment may do so in writing to the Planning Division prior to the hearing and/or present written and/or verbal testimony to the Planning Commission at the hearing. To be included in the materials packet published ahead of the hearing, comments must be **received by October 27, 2021**. Hearings begin with a staff presentation, followed by testimony by proponents, testimony by opponents, and rebuttal. The time of individual testimony may be limited. If a participant requests before the hearing is closed, the record shall remain open for at least 7 days after the hearing.

All citizens are invited to attend and be heard: Failure of an issue to be raised in the hearing, in person, or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to the State Land Use Board of Appeals (LUBA) based on that issue. The failure of the applicant to raise constitutional or other issues relating to the proposed conditions of approval with sufficient specificity to the decision maker to respond to the issue precludes an action for damages in circuit court.

Criteria: Development Code Chapters: 33.120, 43.300, and 73C.100

A staff report will available seven day prior to the public hearing, published at www.tualatinoregon.gov/meetings. This meeting and any materials being considered can be made accessible upon request.

Written comments and questions can be submitted to: eengman@tualatin.gov.

Erin Engman

Senior Planner

City of Tualatin | Planning Division

503.691.3024 | www.tualatinoregon.gov



NOTICE OF PLANNING COMMISSION DECISION

**** APPROVAL WITH CONDITIONS ****

November 18, 2021

Case #:	VAR 21-0003
Project:	Plambeck Gardens
Location:	23500 & 23550 SW Boones Ferry Rd; Tax ID: 2S135D000303
Applicant:	Jilian Saurage Felton, Community Partners for Affordable Housing
Property Owner:	Kayla Zander, Carleton Hart Architecture

I. FINDINGS

- A. An application for a Variance (VAR 21-0003) was filed by Carleton Hart Architecture on behalf of Community Partners for Affordable Housing for a variance to maximum structure height standard in the High Density Residential zone and to the minimum parking requirements for multi-family dwellings in complexes with private internal driveways in the High-Density Residential (RH) zone.
- B. The Tualatin Planning Commission (TPC) conducted a noticed quasi-judicial public hearing on November 18, 2021 in conformance with the laws of the State of Oregon and the City of Tualatin.
- C. The Planning Commission found the proposed variance will comply with the standards of the Tualatin Development Code (TDC). The TPC finds that the findings and analysis, the staff presentation, testimony at the public hearing, materials in the record, and discussion on the record, support the approval of the VAR 21-0003 with Conditions of Approval.

II. ACTION

The Tualatin Planning Commission approved VAR 21-0003 and adopted the analysis and findings, dated November 18, 2021 with the following Conditions of Approval:

VAR-1 Development of the proposed 116-unit multi-family project will require submittal and approval of an Architectural Review (Type III) application, in accordance with TDC 33.020(3)(d)(iii).

VAR-2 Modification to this approval will require submittal and approval of a new Type III Variance application in accordance with TDC.

VAR-3 Structure height for proposed 116-unit multi-family project shall not be more than 54 feet in as measured in TDC 31.060.

VAR-4 A minimum of 170 vehicle parking spaces shall be provided for the proposed 116-unit multi-family project.

III. APPEAL

The applicant or any person who submitted written comments or testified orally or in writing at the Tualatin Planning Commission hearing and who may be adversely affected by the Commission's decision may file a request for review of the final decision of the Conditional Use Permit to the City Council.

The Tualatin Planning Commission's decision will be final after 14 calendar days from the mailing of this order, unless a written appeal is received by the **Community Development Department Planning Division at 10699 SW Herman Road, Tualatin, Oregon, before 5:00 p.m., December __, 2021. The appeal must be submitted on the City appeal form with all the information requested provided thereon and signed by the appellant.** The record and appeal forms are available at the Planning Division offices. The appeal forms must include reasons and the applicable appeal fee and meet the requirements of Section 32.310 of the Tualatin Development Code. The City Council will review and make a decision. The parties will be notified of the Council meeting date.

ADOPTED THIS ____ DAY OF NOVEMBER 2021.

CITY OF TUALATIN
PLANNING COMMISSION

BY: _____
Bill Beers, Chair
Tualatin Planning Commission