Bradley Kilby

From: Renee Irish <renee.irish@gmail.com>
Sent: Thursday, April 04, 2013 6:45 PM
To: Bradley Kilby
Subject: SUB13-01 DR Horton Daybreak Subdivision

Dear Mr. Kilby,

I received a letter in the mail today in regards to the DR Horton Daybreak Subdivision. I live on Handley Street between SW Elwert Road and SW Copper Terrace. As it stands, the small stretch of road I am located on has a constant stream of heavy traffic during peak commute hours, school drop off/pick up, sports practices, games and all other school events at Laurel Ridge and Edy Ridge schools. As I look at the map for the proposed DR Horton subdivision, there is no access to SW Elwert Road. All traffic will come down Edy Road or Handley Street. This is is very concerning. 36 lots is a possible 72 extra cars/drivers using the street my house is located on. This is a noise issue, safety issue and lastly effects my property value with more traffic.

Thank you for this opportunity to express my concerns.

Kind Regards,

Renee Irish

EXHIBIT B

Bradley Kilby

From:	hulse4304@comcast.net
Sent:	Friday, April 12, 2013 2:18 PM
To:	Bradley Kilby
Cc:	CAROL&RON; Alexander Ferd
Subject:	Public Hearing/Case File No. SUB 13-01/2S130CC Tax Lots 300 and 500

April 12, 2013

Representing: M. Catherine Alexander and the Trustees of the Alexander Family Credit Shelter Trust
(Owners of adjacent properties: 21710 S.W. Elwert Road + 21820 S.W. Elwert Road)

Mr. Kilby:

As we will not be available to attend the above referenced public hearing, please consider the following within the staff report. We are not opposed to this development, but at this time have only a couple of concerns that we would like addressed (if not already) concerning the impact on our adjacent properties.

#1) Streets "C" & "E" appear to "dead end" &/or run directly into our property @ 21710 S.W. Elwert Rd; we assume that barriers will be in place to stop traffic from continuing onto our property.

#2) The unimproved gravel roadway from Elwert Rd that allows us the only access to our 21710 property (as well as the back of our 21820 property), and potentially a couple of development lots & Street "D" is not intended to be used as an access for the development from Elwert Road &/or Copper Terrace. Again, we are assuming that a barrier will be put in place to stop traffic from Street "D" and a fence be constructed (referenced below) separating the development from this gravel roadway.

#3) We would request that a continuous fence be install by D.R. Horton to separate all their properties from our adjacent properties and gravel roadway indicated above.

Thank you for your consideration.

Jennifer L. Hulse, Trustee, Alexander Family Credit Shelter Trust

EXHIBIT C

Tualatin Valley Fire & Rescue

www.tvfr.com

April 4, 2013

DR Horton, Inc.
4380 SW Macadam, Suite 100
Portland, OR 97239

Re: Daybreak Subdivision

Dear Ryan O'Brian,

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

1) **DEAD END ROADS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. (OFC 503.2.5) ***The turn- around shown represented as "Tract A" on plans submitted is acceptable to meet this condition.***

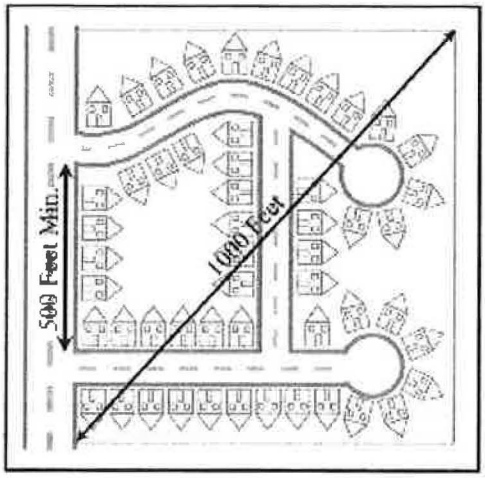
2) **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (OFC 503.1.1) ***Note: If residential fire sprinklers are elected as an alternate means of protection and the system will be supported by a municipal water supply, please contact the local water purveyor for information surrounding water meter sizing.***

3) **ADDITIONAL ACCESS ROADS – ONE-OR TWO-FAMILY RESIDENTIAL:** Where there are **more than 30** one- or two-family dwelling units, not less than two separate approved means of access shall be provided. Where there are more than 30 dwelling units and all are protected by approved residential sprinkler systems, a single access will be allowed. (OFC D107) ***36 lots are proposed in the plans submitted. This number exceeds the allowable amount being served by a single access. Provide a secondary access, decrease the number of proposed dwelling units, or protect all dwelling units with approved residential sprinklers. *See item #2 for possible alternate options.***

4) **AERIAL FIRE APPARATUS ACCESS:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (OFC D105) ***Heights of buildings are not provided at this phase. This condition is listed as an advisory should buildings exceed 30 feet in height.***

EXHIBIT D

5) **REMOTENESS:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. (OFC D104.3)



6) **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (12 feet for up to two dwelling units and accessory buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. Where fire apparatus roadways are less than 26 feet wide, "NO PARKING" signs shall be installed on both sides of the roadway and in turnarounds as needed. Where fire apparatus roadways are more than **28 feet** wide but less than 32 feet wide, "NO PARKING" signs shall be installed on one side of the roadway and in turnarounds as needed. Where fire apparatus roadways are 32 feet wide or more, parking is not restricted. (OFC 503.2.) ***Parking will be allowable on one side of the street only. No Parking signs shall be provided and no parking enforced for one side of the streets that do not meet 32 feet width requirements.***

7) **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Roads 26 feet wide or less shall be posted on both sides as a fire lane. Roads more than 26 feet wide to 32 feet wide shall be posted on one side as a fire lane. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)

8) **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 60,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (OFC D102.1)

9) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3)

10) **GRADE:** Fire apparatus access roadway grades shall not exceed 10 percent. Intersections and turnarounds shall be level (maximum 5%) with the exception of crowning for water run-off. When fire sprinklers are installed, a maximum grade of 15% may be allowed. The approval of fire sprinklers as an alternate shall be accomplished in accordance with the provisions of ORS 455.610(5). (OFC 503.2.7 & D103.2)

11) **GATES:** Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) ***There were no gates shown on plans submitted. This condition is listed as an advisory should gates be considered.***

12) **SINGLE FAMILY DWELLINGS - REQUIRED FIRE FLOW:** The minimum available fire flow for single family dwellings and duplexes served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to IFC Appendix B. (OFC B105.2) ***Prior to issuance of a building permit, provide evidence of a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 PSI residual pressure.***

13) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (OFC 510.1)

14) **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6)

15) **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

16) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1)

17) **PREMISES IDENTIFICATION:** Buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 4 inches high with a ½ inch stroke. (OFC 505.1)

18) **ANGLE OF APPROACH AND DEPARTURE:** The angles of approach and departure for fire apparatus roads shall not exceed 8 Degrees. (OFC 503.2.8, NFPA 1901)

If you have questions or need further clarification, please feel free to contact me at 503-259-1504.

Sincerely,

John Wolff

John Wolff
Deputy Fire Marshal

Copy:
City of Sherwood
Attn: Brad Kilby
TVFR File

Clean Water Services

MEMORANDUM

Date: March 26, 2013

To: Brad Kilby, Planning Manager, City of Sherwood

From: Jackie Sue Humphreys, Clean Water Services (the District)

Subject: Daybreak Subdivision, SUB13-01, 2S130CC00300, 00500

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

PRIOR TO ANY WORK ON THE SITE AND PLAT RECORDING

A Clean Water Services (the District) Storm Water Connection Permit Authorization must be obtained prior to plat approval and recordation. Application for the District's Permit Authorization must be in accordance with the requirements of the Design and Construction Standards, Resolution and Order No. 07-20, (or current R&O in effect at time of Engineering plan submittal), and is to include:

a. Detailed plans prepared in accordance with Chapter 2, Section 2.04.2.b-l.

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. If site area and any offsite improvements required for this development exceed five-acres of disturbance, project will require a 1200-C Erosion Control Permit.

c. Detailed plans showing each lot within 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 07-20, Section 4.05.5, Table 4-1. Access shall be provided for maintenance of facility per R&O 07-20, Section 4.02.4.

EXHIBIT E

2550 SW Hillsboro Highway • Hillsboro, Oregon 97123
Phone: (503) 681-3600 • Fax: (503) 681-3603 • cleanwaterservices.org

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. Site contains a "Sensitive Area." Applicant shall comply with the conditions as set forth in the Service Provider Letter No. 13-000287, dated March 15, 2013.

i. Developer shall be required to preserve a corridor separating the sensitive area from the impact of development. The corridor must be set aside in a separate tract, not part of any buildable lot and, shall be subject to a "Storm Sewer, Surface Water, Drainage and Detention Easement over its entirety", or its equivalent.

j. Detailed plans showing the sensitive area and corridor delineated, along with restoration and enhancement of the corridor.

k. Provide DSL and Corps of Engineers permits for any work in the wetlands or creek prior to any on site work, including grading and erosion control. Include permit number on cover sheet of plans or provide concurrence with the delineation.

l. 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 the District's approval of storm or sanitary sewer compliance to the NPDES permit held by the District. The District, prior to issuance of any connection permits, must approve final construction plans and drainage calculations.

Engineering Land Use Application Comments

To:	Brad Kilby, Planning Manager
From:	Craig Christensen, P.E., Engineering Associate II
Project:	(SUB 13-01) Daybreak Subdivision by DR Horton
Date:	April 15, 2013

Engineering staff has reviewed the information provided for the above cited project. Final construction plans will need to meet the standards established by the City of Sherwood and Clean Water Services (CWS), in addition to requirements established by other jurisdictional agencies providing land use comments. City of Sherwood Engineering Department comments are as follows:

Sanitary Sewer

Sanitary sewer shall be installed to accommodate project development and extended to property lines as needed to accommodate future development of adjacent parcels.

A 15-inch sanitary sewer shall be extended from SW Copper Terrace to SW Elwert Road. The cost difference between an 8-inch sanitary sewer and a 15-inch sanitary sewer will be reimbursed through credits towards City Sanitary System Development Charges or CWS Sanitary System Development Charges or a combination thereof.

Water

Water lines shall be installed to accommodate project development and extended to property lines as needed to accommodate future development of adjacent parcels.

A 12-inch water line shall be installed along the frontage of SW Elwert Road. The cost difference between an 8-inch water line and a 12-inch water line will be reimbursed through credits towards City Water System Development Charges.

An 8-inch water line shall connect the water line within SW Copper Terrace to the new water line within SW Elwert Road.

Any existing water wells on the site shall be decommissioned in accordance with state regulations. Documentation of DEQ acceptance of decommissioning to be supplied to the Engineering Department.

EXHIBIT F

All water infrastructure shall meet the standards of the City of Sherwood and be reviewed and approved by the Sherwood Water Department (Public Works Department) prior to issuance of an Engineering Compliance Agreement.

Storm Sewer

Water quality treatment is required for all newly constructed impervious area and the existing impervious area east of the center line of SW Elwert Road. Water quality shall be in compliance with Clean Water Service standards.

Payment in lieu may be performed in place of constructing water quality treatment for SW Elwert Road upon acceptance by CWS.

Storm sewer shall be installed to accommodate project development and extended to property lines as needed to accommodate future development of adjacent parcels.

Transportation

Construct street widening improvements along west side of SW Copper Terrace (Neighborhood Street) along the length of the property to match improvements on east side of street (19 feet centerline to face of curb with 5-foot wide landscape strip and 8-foot wide sidewalk. Bulb-outs shall be 13 feet from centerline to face of curb with 11-foot wide landscape strip and 8-foot wide sidewalk. Right-of-way for SW Copper Terrace to be dedicated to create a 64-foot full width right-of-way section.

Local streets shall have a 28-foot curb to curb width with 5-foot wide landscape strips and 6-foot wide sidewalks within a 52-foot wide right-of-way.

"No Parking" signs are required on one side of all 28-foot wide local streets, on both sides of "B" street, in intersections and where turning movements prevent parking. The applicant shall be responsible for reimbursing the City for "No Parking" signs.

SW Elwert Road improvements and right-of-way dedication shall be in accordance with Washington County's Conditions of Approval as set forth in the decision dated March 28, 2013. Final design plan approval by Washington County Department of Land Use and Transportation.

New sidewalk along the frontage of SW Elwert Road street frontage shall have a width of 8 feet.

Grading and Erosion Control:

City policy requires that prior to any grading, a permit shall be obtained from the Building Department for all grading on the private portion of the site. In addition, an approved grading and erosion control plan is also required prior to any grading and to obtain a Storm Water Connection Permit from Clean Water Services.

Other Engineering Issues:

Sensitve lands (wetlands, waterways and vegetation corridors) shall meet the standards of CWS and the requirements of the Service Provider Letter.

A maintenance access road shall be constructed within Tract "A" and shall have a 4-foot high by 20-foot wide double tubular barrier gate with a Knox Box a minimum of 30 feet back from intersecting roadways. The road within Tract "A" shall serve as an emergency access road meeting Tualatin Valley Fire and Rescue approval until such a time as the property to the south develops in a manner that eliminates the need for Tract "A" to be used as an emergency vehicle access. Tract "A" shall be dedicated to the City of Sherwood. Turning movements into Tract "A" at both intersections shall meet Tualatin Valley Fire and Rescue requirements.

Tract "B" shall completely contain the vegetation corridor within this site.

An 8-foot wide public utility easement (PUE) is required adjacent to the right-of-way of all street frontages.

All easements (public or private) associated with the development shall be recorded with the County prior to the release of the public improvement plans and transfer to a 2-year maintenance bond.

All existing overhead utilities shall be placed underground.

Developer shall obtain a NPDES 1200-C permit prior to any construction work.

Sherwood Broadband utilities shall be installed as per requirements set forth in City Ordinances 2005-017 and 2005-074.

A Washington County facilities or right-of-way permit shall be required for any work within SW Elwert Road right-of-way. An Engineering Compliance Agreement is required for all on-site work outside of SW Elwert Road right-of-way.

Sherwood Resolution 2008-011in accordance with SMC 13.24.100 requires the property owner to pay reimbursement for an equitable share for public facilities that were constructed for the benefit of this property prior to the development of the property. The reimbursement cost for this property is $199,649.36 plus interest and 1% administration cost.

End of Engineering Land Use Review Comments.

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

March 28, 2013

Brad Kilby, Planning Manager
City of Sherwood
Planning Division
20 NW Washington
Sherwood, OR 97140
No. of pages: 4

RE: **DR Horton - Daybreak 36 Lot Residential Subdivision**
City File Number: **SUB 13-01**
County File Number: **CP-17*
Tax Map and Lot Number: **2S130CC 300/500**
Location: **21730/21500 SW Elwert Road**

Washington County Department of Land Use and Transportation has reviewed this development application and submits the following conditions required for City Casefile SUB 13-01.

BACKGROUND/COMMENTS

1. **Access to SW Elwert Road is not proposed. However, the applicant has indicated that an emergency vehicle access on SW Elwert Road (identified as Tract "C") is required. Staff notes that the access will be required to comply with County construction/design standards.**

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

   Construction of a half-street (sidewalk, curb, and gutter) to an A-4 County standard, including illumination, is required along the subject site's frontage of SW Elwert Road.

   Note: For half street improvements, an applicant shall provide street lighting consistent with County engineering standards and procedures and the requirements of the electrical utility company providing service to the area. The applicant shall ensure the construction, maintenance and power costs of street light facilities through the annexation and petition for service to an existing County service district for lighting or other funding method approved by the County Engineer.

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

   The applicant is required to dedicate additional right-of-way to provide 45 feet from the centerline of SW Elwert Road.

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

REQUIRED CONDITIONS OF APPROVAL

IMPORTANT:

Road improvements required along site frontage shall apply to frontage of all land within the subject site that abuts the County roadway. ***The subject site shall be considered to include:*** *any lot or parcel to be partitioned or otherwise subdivided (regardless of whether it contains existing structures or not);* ***and*** *any contiguous lots or parcels that constitute phases of the currently proposed development.*

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

Refer to the following link to access Washington County Road Design and Construction Standards:

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

I. PRIOR TO FINAL APPROVAL OF THE SUBDIVISION PLAT BY THE CITY OF SHERWOOD:

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

1. Dedication of additional right-of-way to provide 45 feet from centerline of SW Elwert Road.

2. Provision of a non-access reservation along the SW Elwert Road frontage.

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

1. Completed "Design Option" form.

2. **$5,000.00** Administration Deposit.

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

3. **A copy of the City's Land Use Approval/*County Comment letter with Conditions, signed and dated**.

4. Three (3) sets of complete engineering plans for construction of the following public improvements:

a. Half-street improvement, including illumination, to an A-4 County standard along SW Elwert Road frontage.

b. Closure of any existing driveways from the subject tax lots to SW Elwert Road to County standards.

c. All work proposed within SW Elwert Road right-of-way, including the emergency vehicle access/pedestrian pathway (Tract "C), to County standards.

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

1. Obtain Engineering Division approval and provide a financial assurance for the construction of the public improvements listed in conditions **I.B.4.**

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

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

II. PRIOR TO OCCUPANCY:

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

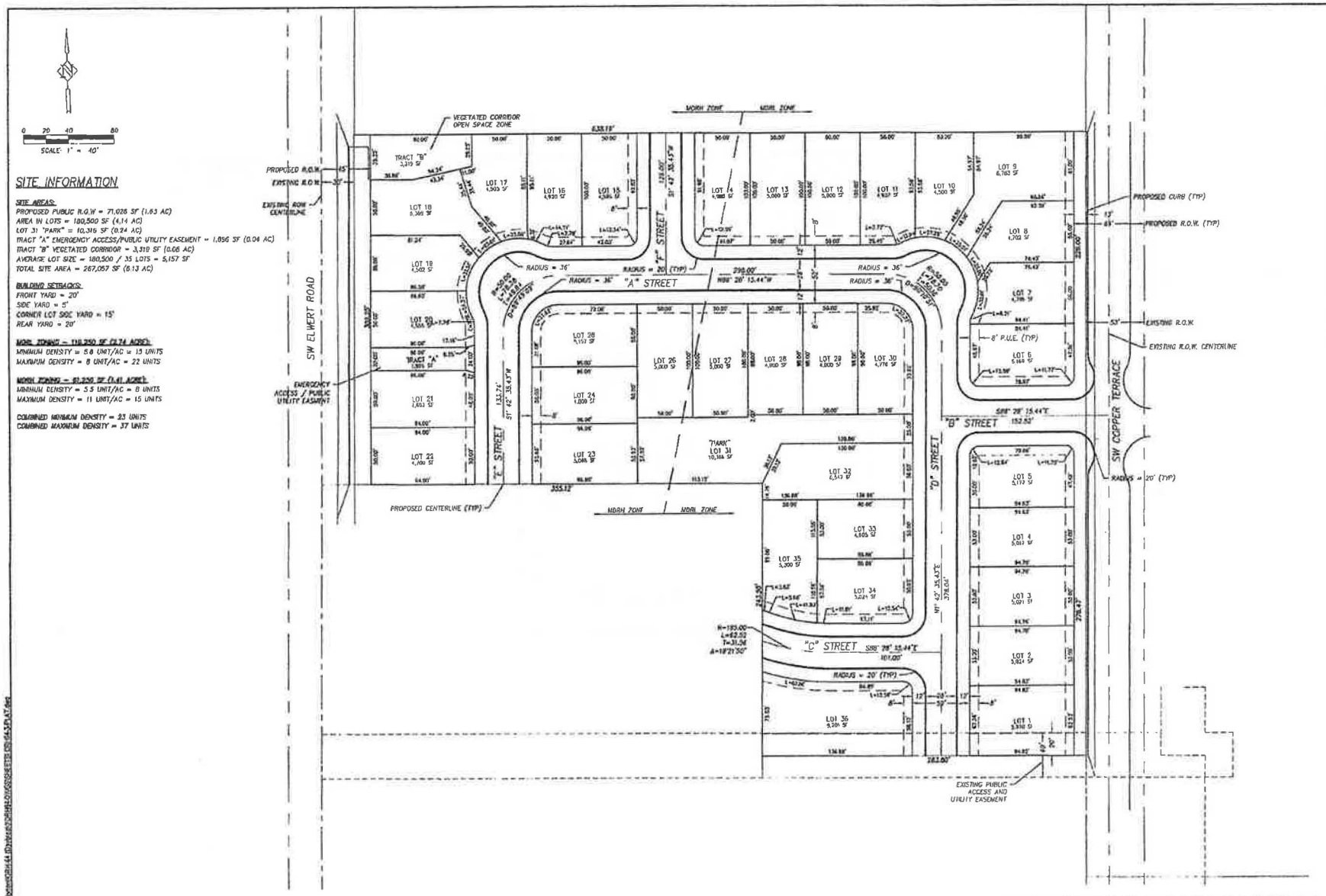
A. The road improvements required in condition **I.B.4.** above shall be completed and accepted by Washington County.

Requirements identified within this letter are considered by the County to be minimum warranted improvements (and/or analyses) that are necessitated by the proposed development, therefore it is requested that they be conveyed to the applicant within the City's Approval document. Please send a copy of the subsequent Final City Notice of Decision and any appeal information to the County.

Thank you for the opportunity to comment. If you have any questions, please contact me at 503-846-7639.

Naomi Vogel
Associate Planner

Cc: Operations Division
Road Engineering Services Section
Assurances Section
Transportation File



PRELIMINARY SUBDIVISIION PLAT

DAYBREAK SUBDIVISION

SHERWOOD, OREGON

Harper Houf Peterson Righellis Inc.

ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

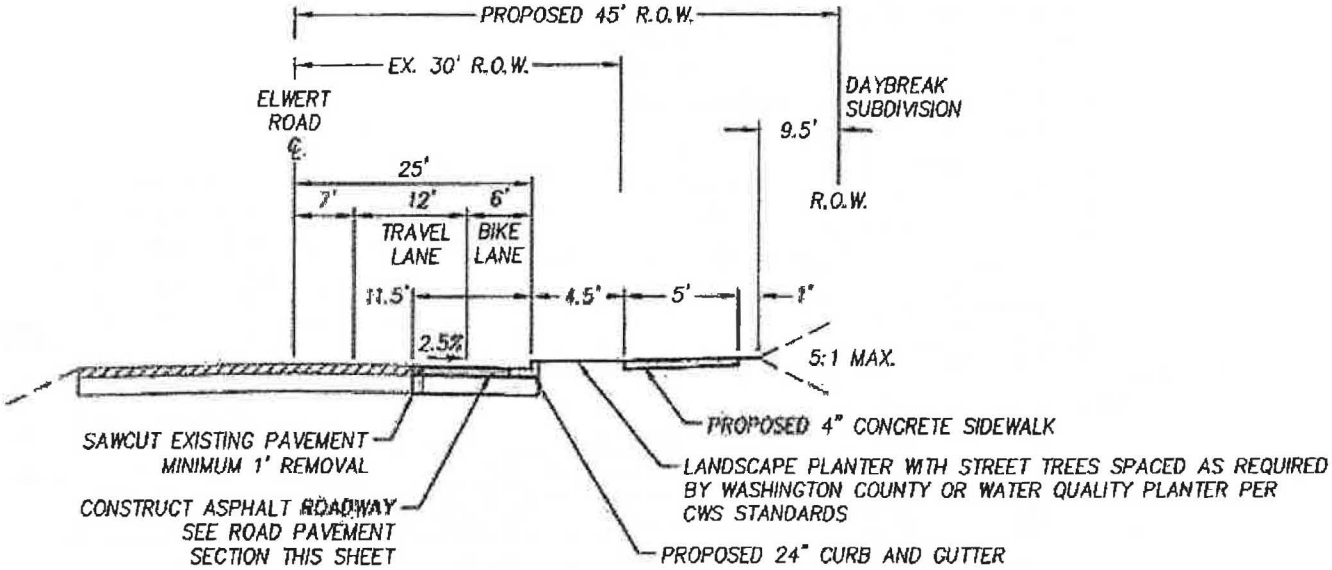
DESIGNED	HHPR
DRAWN	BJB
CHECKED	KAS
DATE	MARCH 2013

REVISIONS

DATE	NO	DESCRIPTION

SHEET NO 3

JOB NO DRH-04



ELWERT ROAD HALF-STREET TYPICAL SECTION

WASHINGTON COUNTY ARTERIAL ROAD LOOKING NORTH
N.T.S.

From: James Willis <jwillis10@frontier.com>
Sent: Tuesday, April 23, 2013 10:34 AM
To: Bradley Kilby
Subject: DR Horton Daybreak Subdivision

To: Brad Kilby, AICP Senior Planner
City of Sherwood Planning Department

Dear Brad Kilby,

We, like many occupants on Handley Street, feel like Handley Street is already handling too much traffic. Many people use it as a shortcut to Elwert now and it is especially busy during school times. So much so, that we often have difficulty backing out of our own driveways. The proposed new subdivision could add an additional 70 vehicles making multiple trips a day. We would certainly suggest the main access should be on Elwert with sidewalks, a lower speed limit and/or a traffic light.

We appreciate the opportunity to comment.

Sincerely,

James & Sharon Willis
18113 SW Handley St.
Sherwood
503-625-0759

EXHIBIT H

Bradley Kilby

From: claussl@aol.com
Sent: Wednesday, April 24, 2013 11:03 AM
To: Bradley Kilby; Julia Hajduk
Subject: Re: Daybreak Subdivision SUB 13-01 application and staff report materials requested

Brad-- We cannot find any of the applicant's materials or the city staff report on the city's web site as referenced by the public hearing notice.
The materials are not posted with the Hearings Officer page or the Planning Department. Please provide the materials or a link where you have them on the city's web site.
Time is important since the hearing is coming up tomorrow.

Thank you--

Jim/Susan Claus
22211 SW Pacific Highway

http://www.sherwoodoregon.gov/meeting-resources/boards-and-commissions-hearings-officer?date_filter%5Bvalue%5D%5Byear%5D=2013

Home » » Meeting Resources » Meeting Resources

Meeting Resources

Date:
[2013 V]
[Submit]
No resources are available.

EXHIBIT I

Bradley Kilby

From: Naomi Vogel <Naomi_Vogel@co.washington.or.us>
Sent: Thursday, April 25, 2013 2:17 PM
To: Bradley Kilby
Cc: Ryan M O'brien
Subject: Daybreak Subdivision SUB 13-01

Washington County Department of Land Use and Transportation has reviewed the proposed development and submitted comments dated March 28, 2013. The county will defer to the city's standards for the sidewalk width along the frontage of SW Elwert Road. All other public improvements proposed within SW Elwert Road right-of-way are required to comply with county design/construction standards.

Thank you

Naomi Vogel, Associate Planner
Washington Co. - Dept. of Land Use & Transportation
Operations & Maintenance Division
1400 SW Walnut Street, MS 51
Hillsboro, OR 97123
(503) 846-7639 - Direct
(503) 846-7620 - Fax

EXHIBIT J

This is a fax confirmation per Patty at the front desk at Sherwood City Hall that she called the planning department and verified that Brad Kilby received our fax transmission at approximately 3:50 pm on April 25, 2013 to city fax number 503-625-5524. Please also include this transmission in the land use hearing file for Daybreak Subdivision with D.R. Horton. Thank you—Susan Claus

Jim and Susan Claus
22211 SW Pacific Highway
Sherwood, Oregon 97140
Tel 503-625-5265
Fax 503-625-6051

April 25, 2013

Attention: Sherwood Hearings Officer
c/o Brad Kilby, Planner
Sherwood City Planning Department
Pine Street
Sherwood, Oregon 97140
FAX 503-625-5524

RE: Daybreak Subdivision Land Use Hearing for Thursday, April 25th

Dear Hearings Officer—

We are currently out of town and unable to appear tonight to personally ask for a two week extension. Please consider this faxed letter a formal request for a two week extension to leave the hearing record open to allow citizens to submit materials and testimony for this land use planning application.

We looked on the web site under the "Hearings Officer" part of the website and could find nothing of this subdivision, materials, or staff report. Yesterday Mr. Kilby sent the city's website URL that showed where the materials are located on the city's web site. Because of our travel, we now do not have internet access until tomorrow.

We have several concerns about the revised site layout, the fees, the storm water facility, parking, traffic as it will function with Elwert Road, Edy Ridge and Laurel Ridge Schools, the staff report that was recently issued, as just a few examples. We would like to compare the submittals with the land use planning rules and statutes. We would like the opportunity to submit additional materials to your file for your consideration before you make a decision.

Could you please direct planning staff to notify us of your rulings this evening? They can fax the information to us at 503-625-6051 fax or Claussl@aol.com. We will have internet access again this weekend.

Thank you for your consideration.

Sincerely,

/s/ /s/
Jim and Susan Claus

EXHIBIT K

DATE: 4-25-13

TO: Brad Kilby, City of Sherwood

FROM: Ryan O'Brien, DR Horton Entitlement Manager
4380 SW Macadam Avenue, Suite 100
Portland, OR 97239
office: 503-222-4151, ex. 1115 cell: 503-502-7546 fax: 1-866-640-0447
rmobrien@drhorton.com

SUBJECT: Comments on Conditions of Approval for the Daybreak Subdivision, SUB 13-01

Condition C.7. We need to provide pedestrian access and the opportunity to work with the fire district to use a 16 foot gate to allow for a 4 foot pedestrian access in Tract "A". We request adding the following statement to the end of this condition. **"Any modifications of the above standards will required approval of both the Tualatin Valley Fire and Rescue and the City of Sherwood City Engineer".**

Condition C.10. We believe the 1% administration cost is required to be paid by the school district. Add to the end of this condition **"unless this fee is paid by another entity".**

Condition D.4. I believe this could be Tracts "A" and "B which is the wetland buffer and the emergency access tract and not "C" and "D".

The beginning of the staff report should identify this project as SUB 13-01 and not 12-01.

Exhibit L

COOPER TERRACE
DAYBREAK
500
&
300
TAX
LOTS
ALEXADER
700
ALEXADER
400
SCHENDEL
600
ELWERT
ROAD
ACCESS
ROAD
SW Bushong Terrace
SW Fisk Terrace
SW Fletcher Terrace
SW Elwert Rd
SW Handley St
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