

**EXHIBIT II**

Marisol Martinez <mmartinez@ci.sandy.or.us>

Re: The Views Application**Kelly O'Neill Jr.** <koneill@ci.sandy.or.us>

Wed, Sep 23, 2020 at 4:06 PM

To: "Robinson, Michael C." <MRobinson@schwabe.com>

Cc: "David Doughman Esq." <david@gov-law.com>, Emily Meharg <emeharg@ci.sandy.or.us>, Shelley Denison <sdenison@ci.sandy.or.us>, Marisol Martinez <mmartinez@ci.sandy.or.us>

Thanks Mike.

Shelley and Marisol - This will need to be an exhibit.

On Wed, Sep 23, 2020 at 9:20 AM Robinson, Michael C. <MRobinson@schwabe.com> wrote:

Good morning, Kelly. I represent the applicant and the applicant has authorized me to send this email and to extend the 120-day period.

I am writing to confirm our discussion this morning:

1. The applicant wants the application removed from the 9/28 Sandy Planning Commission meeting agenda. You agreed to do so. You won't issue a public staff report this week.
2. You will place the application on the 11/23 Sandy Planning Commission meeting agenda. This will require new public hearing notice on 11/3 and, as we discussed, if a Sandy Comprehensive Plan Amendment is required, new pre-hearing notice to DLCDC must be mailed by 10/19. The draft report must be available to the public by 11/16.
3. Based on the above, the applicant will extend the 120-day period in ORS 227.278(1) by 56 days, the period of time between 9/28 and 11/23.
4. You'll issue a draft staff report for the applicant's review this week and we'll contact you to schedule a call next week to review the issues identified in the staff report. Our goal is to agree on a path to resolve the outstanding issues so that you can recommend that the Planning Commission recommend approval of the application to the Sandy City Council.

Please let me know if you have any questions. Please confirm that you've received this email and that we are in agreement on this path.

Thanks for giving us a heads-up on the issues.

Mike

Sent from my iPhone

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--
Kelly O'Neill Jr.
Development Services Director

City of Sandy
Development Services Department
[39250 Pioneer Blvd](#)

9/24/2020

City of Sandy Mail - Re: The Views Application

Sandy, OR 97055
(503) 489-2163
koneill@ci.sandy.or.us

EXHIBIT JJ

Date: November 22, 2020

To: City of Sandy Planning Staff and Planning Commission

From: Tracy Brown, Tracy Brown Planning Consultants, LLC

Re: Requested modifications to The Views PD Conditions (File No. 20-028)

This document lists requested modifications and additions to Conditions in the Planning Commission staff report for this project dated November 16, 2020.

Requested additions to the Findings are identified in underline text and Conditions in **bold underline** text. Deletions are identified in ~~red strikethrough~~.

1. Modify Condition 80 to read:

~~As has been noted in this document, staff is not supportive of the alternative sidewalk plan along Highway 26. Per the Public Works Director,~~ The applicant shall improve all public street frontages (including the Highway 26 right-of-way, and the street frontage of all tracts) in conformance with the requirements of 17.84.30 and 17.84.50 **except as otherwise specified in this document.** ~~Street frontage improvements include, but are not limited to: street widening, curbs, sidewalks, storm drainage, street lighting and street trees. One of the reasons for providing an urban street section (curbs, sidewalks, lighting, etc.) inside the city limits is to provide motorists with a visual cue that they are entering an urbanized area and to adjust their speed and alertness to match the visual cues. The area on both sides of Highway 26 is within the UBG and Urban Reserve so it will eventually become urbanized. An urbanized right-of-way makes drivers aware that they are entering a city and hopefully lead to adjusted speeds to match the conditions. As the city grows and these areas become urbanized the posted speed limit will likely be lowered to match the conditions. This is the case at the west end of Sandy where Highway 26 is an arterial street instead of a rural highway. This is also the case east of the couplet where the speed limit drops from basic rule to 40 mph and then to 25 mph as one travels west.~~

Response: The applicant requests this Condition be modified as identified above. In addition, the applicant requests additional Findings and Conditions be added to reflect modifications to this standard for Highway 26 and The Views Drive as detailed below.

2. New Findings and Condition Regarding Highway Improvements:

The subject property contains frontage along Highway 26. The applicant's plan set shows a six-foot sidewalk is proposed to be constructed at the top of the bank along the site's entire highway frontage. The applicant's Engineer corresponded by email with the City's Public Works Director and an ODOT representative regarding if a curb will be required along the highway frontage. The Public Works Director indicated the decision on a curb is up to ODOT as they have authority over Highway 26. The ODOT representative stated that construction of a curb is not required along Highway 26 and construction of a sidewalk at the top of the bank is acceptable. With this, staff recommends the following condition: **Improvements**

adjacent to the site's Highway 26 frontage shall consist of a six-foot wide sidewalk constructed at the top of the bank, lighting, and street trees only as approved and permitted by ODOT.

Response: As discussed through email correspondence between the applicant's Engineer, City Public Works Director, and ODOT (See Attachment), ODOT has jurisdiction over Highway 26 and does not require construction of a curb along the highway frontage. The applicant proposes constructing a sidewalk at the top of the bank and installing street trees and lighting as necessary. The applicant requests Findings and a Condition be added to clarify what improvements are required along the Highway 26 frontage.

3. New Finding and Condition regarding sidewalk on south side of The Views Drive if Special Variance is approved:

The applicant requested Special Variance approval to only construct a curb on the south side of The Views Drive from the intersection of The Views Drive with Vista Loop Drive to the alley in the Lower Views. The Planning Commission reviewed this request and found that it met the approval criteria in Section 17.66.80 and approved the request. With approval of this Special Variance staff recommends the following condition be added: **Only a curb is required to be constructed on the south side of The Views Drive from the intersection of The Views Drive with Vista Loop Drive to the alley in the Lower Views.**

Response: The applicant requests a new Finding and Condition be added clarifying required improvements on south side of The Views Drive if a approval of the Special Variance requested is granted.

4. Modify Condition 110 to read:

The proposed public sidewalks located outside of the street right-of-way shall provide lighting levels in conformance with ~~will require pedestrian scale bollard lighting conforming to the~~ City standards. ~~Use of full-cutoff, Type II roadway distribution streetlights will not provide sufficient illumination for pedestrians where the sidewalk is set back so far from the street and obscured by trees.~~ The applicant shall submit a photometric analysis demonstrating that pedestrian lighting standards are met along all pedestrian facilities outside a public right-of-way.

Response: The applicant requests this Condition be modified to allow all pedestrian sidewalks outside a public right-of-way to be lite without installation of bollard style lighting if illumination standards can be met using overhead fixtures.

5. Modify Finding 118 to read:

Section 17.98.100 has specifications for driveways. The minimum driveway width for a single-family dwelling shall be 10 feet and the maximum driveway approach within the public right-of-way shall be 24 feet wide measured at the bottom of the

curb transition. Shared driveway approaches may be required for adjacent lots in cul-de-sacs in order to maximize room for street trees and minimize conflicts with utility facilities (power and telecom pedestals, fire hydrants, streetlights, meter boxes, etc.). **The applicant shall update the driveway plan to detail shared driveways for the following pairs of Lots: 43 and 44, 45 and 46, 59 and 60, and 63 and 64.** As shown on the applicant's submittal, allowing each cul-de-sac lot to be accessed by a separate driveway complies with the intent of this section.

Per Section 17.98.100(G), the sum of the width of all driveway approaches within the build of a cul-de-sac as measure in Section 17.98.100(B) shall not exceed fifty percent of the circumference of the cul-de-sac bulb. The applicant submitted additional analysis (Exhibit) showing that cul-de-sacs in the development comply with this standard. This requirement is satisfied.

Response: The applicant requests this Condition be modified to allow lots accessed from a cul-de-sac to have their own driveway rather than a shared driveway. The reason for this request is these are the premium lots in the development, likely to contain three car garages and RV parking. A shared driveway configuration makes maneuvering in and out of these lots more challenging and detracts from the benefit of having a large lot. As shown on the sketch below, the proposal for individual driveways provides an opportunity to plant three trees within the cul-de-sac. In addition, as the attachment below shows, the sum of the width of all driveway approaches in the two proposed cul-de-sacs do not exceed 50 percent as required.



Attachments:

- Email Correspondence Regarding Highway Improvements
- Driveway Approaches on Cul-de-sacs

Email Chain Regarding Highway 26 Frontage Improvements

From: MW

Sent: Tuesday, October 27, 2020 12:48 PM

To: DANIELSON Marah B

Cc: Ray Moore ; Mike Walker ; KIEFFER Loretta L

Subject: Re: 19-071 - The Views PD - Sandy OR

Marah,

I wanted to clarify a few items in Ray Moore's email. The standard arterial street section in the municipal Code and the City's TSP is a curb separated from a six-foot wide sidewalk by a planter strip of varying width (minimum 6 ft.). In my discussions with Ray Moore I indicated that the decision on a curb was up to ODOT since US 26 is their facility. I don't think characterizing the City's position as "not requiring a curb along the highway" is accurate. The same is true for the sidewalk location. It can go anywhere within the right-of-way (existing or dedicated to ODOT) with ODOT making the final determination on location. Placing the sidewalk at the right-of-way line (near or at the top of the cut slope) is also an ODOT decision. However, I would caution that it may be difficult to stay under the ODOT maximum 7.5% design grade following the existing top of the cut slope. I assume these decisions would be made during ODOT's construction plan review and permitting process.

The City's condition will indicate that required street frontage improvements shall comply with ODOT standards and requirements.

Please let me know if you have any questions or wish to discuss this further.

On Thu, Oct 15, 2020 at 3:16 PM DANIELSON Marah B

<Marah.B.DANIELSON@odot.state.or.us> wrote:

Hi Ray,

ODOT is ok with the sidewalk being at the top of slope probably behind the utility poles. You may need to donate right of way to ODOT for the sidewalk. Also, you do not need to install a curb in this location.

When you are ready to work on your construction plans for your highway improvements and ODOT permit application, please send an email to Loretta Kieffer at Loretta.L.KIEFFER@odot.state.or.us. She is out of the office through October 30th. Let me know if you have any follow up questions.

Marah Danielson, Senior Planner
ODOT Development Review Program
Marah.b.danielson@odot.state.or.us
503.731.8258

From: Ray Moore <raym@allcountysurveyors.com>
Sent: Friday, October 9, 2020 3:44 PM
To: DANIELSON Marah B <Marah.B.DANIELSON@odot.state.or.us>
Subject: 19-071 - The Views PD - Sandy OR

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hi Marah, thanks for the call. Just to follow-up The City is not requiring a curb along the highway, Mike Walker said that will be up to ODOT. Mike has also ok'd that the pedestrian sidewalk can be placed at the top of the slope and that the existing drainage ditch can remain.

Please let me know if ODOT is going to require curbing the frontage. Keep in mind we are on a 55 mph section of highway.

Thanks,

Ray Moore, PE, PLS
All County Surveyors & Planners, Inc.
PO Box 955, Sandy, OR 97055
Phone: 503-668-3151
email: raym@allcountysurveyors.com

**Supplemental Information to Address
Section 17.98.100 (G) regarding driveways on a cul-de-sac**

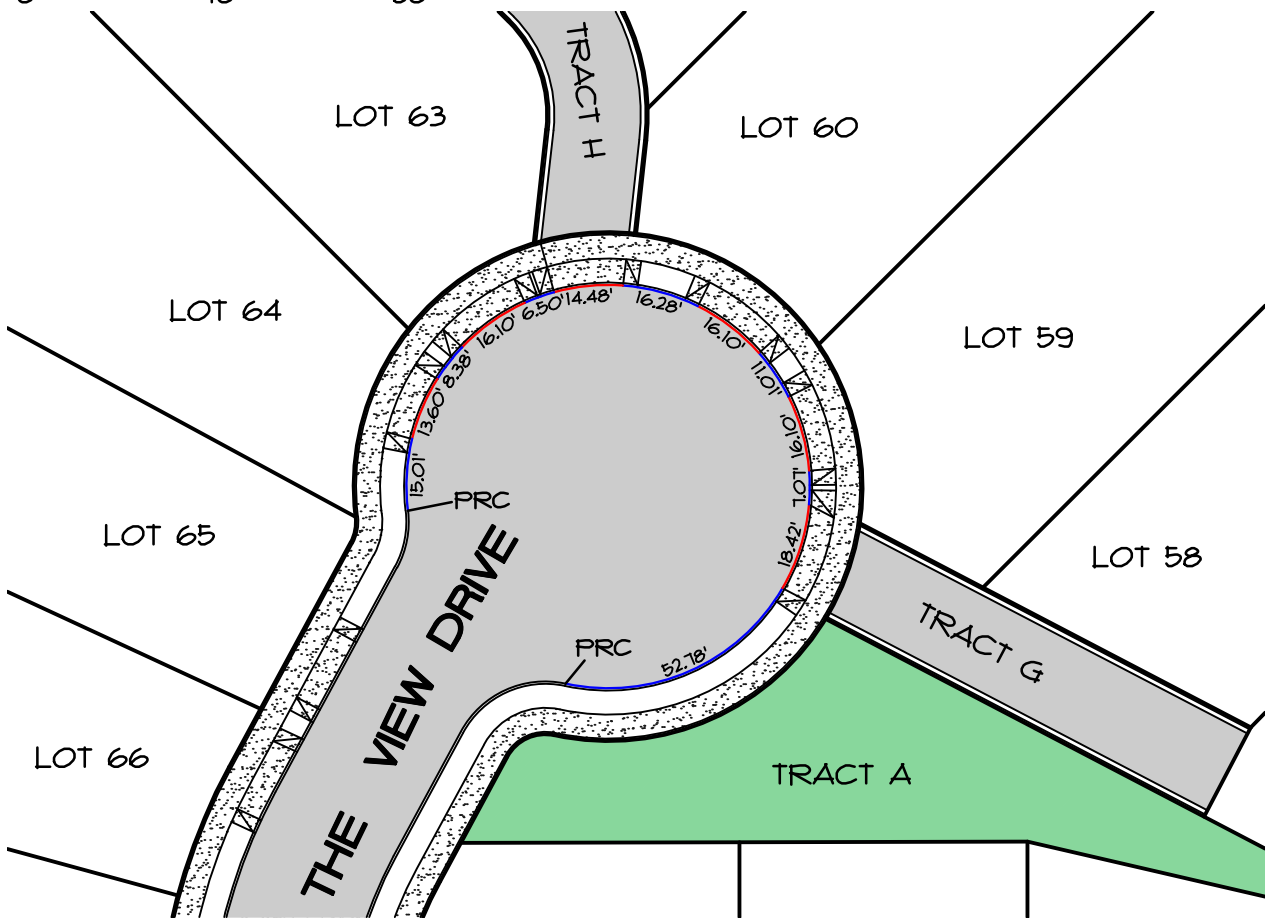
CUL-DE-SAC DRIVEWAY ANALYSIS

THE VIEW DRIVE
SCALE: 1" = 40'



TOTAL CIRCUMFERENCE FROM PRC TO PRC = 211.83'
TOTAL GAPS = 117.03' (55%)
TOTAL DRIVEWAY LENGTH = 94.80' (45%)
(45% IS LESS THAN 50%. MEETS CODE)

SCALE : 1" = 40'



RENEWAL DATE: 12/31/2020

All County
Surveyors & Planners, Inc.
Surveying, Planning and Civil Engineering
P.O. Box 955 Sandy, OR 97055
Phone: (503) 668-3151
Fax: (503) 668-4730

DATE OF PLOT: 11-20-20 FILE:19-071-PLANNING.dwg

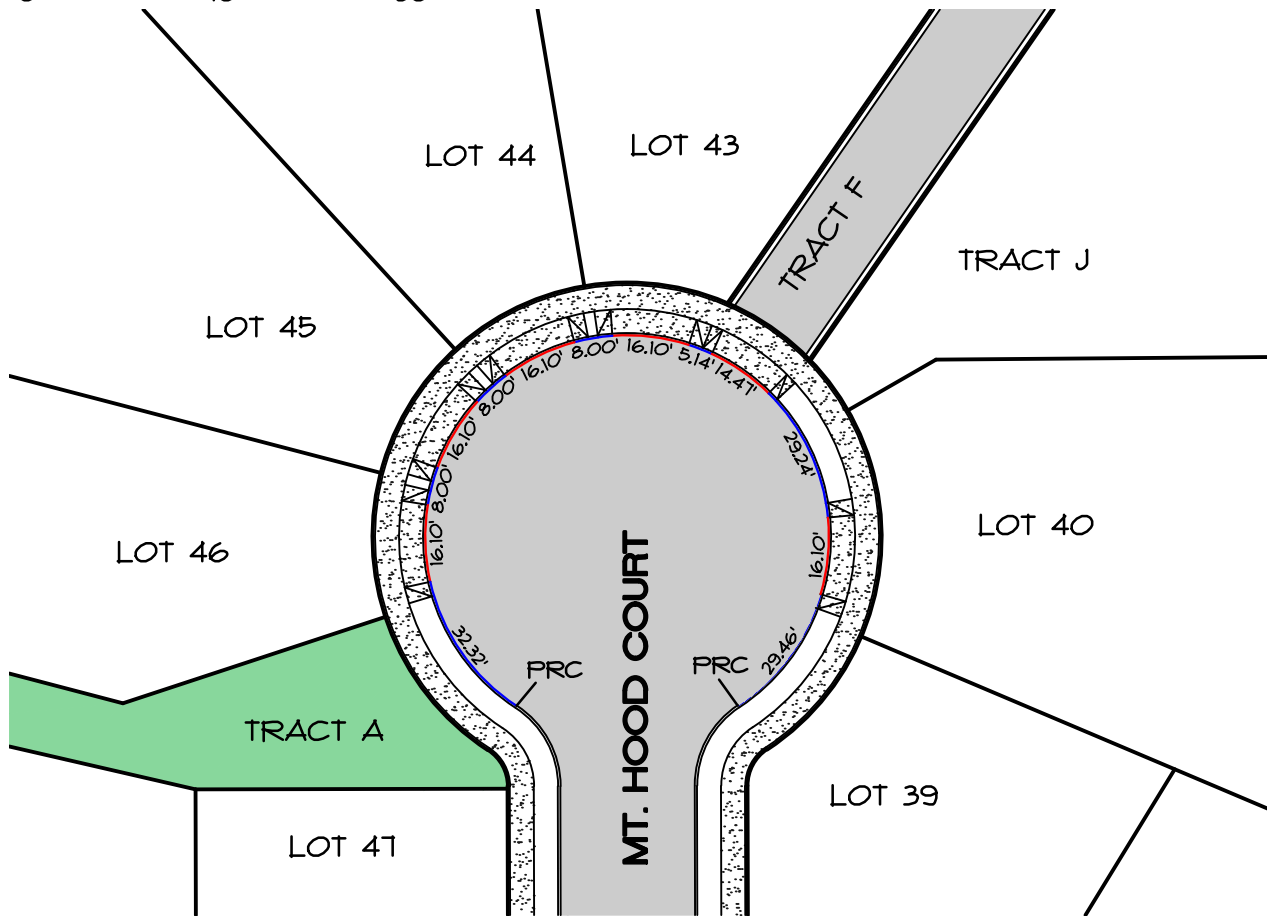
CUL-DE-SAC DRIVEWAY ANALYSIS

MT. HOOD COURT
SCALE: 1" = 40'



TOTAL CIRCUMFERENCE FROM PRC TO PRC = 215.13'
TOTAL GAPS = 120.16' (56%)
TOTAL DRIVEWAY LENGTH = 94.97' (44%)
(44% IS LESS THAN 50%. MEETS CODE)

SCALE: 1" = 40'



RENEWAL DATE: 12/31/2020

All County
Surveyors & Planners, Inc.
Surveying, Planning and
Civil Engineering
P.O. Box 955 Sandy, OR 97055
Phone: (503) 668-3151
Fax: (503) 668-4730

DATE OF PLOT: 11-20-20 FILE:19-071-PLANNING.dwg

**EXHIBIT KK**

Marisol Martinez <mmartinez@ci.sandy.or.us>

Re: The Views; Extension of 120-Day Period

Kelly O'Neill Jr. <koneill@ci.sandy.or.us>

Sun, Nov 29, 2020 at 9:47 AM

To: "Robinson, Michael C." <MRobinson@schwabe.com>

Cc: Mac Even <mac@evenbetterhomes.com>, Ray Moore <raym@allcountysurveyors.com>, Tracy Brown <tbrownplan@gmail.com>, PE Michael Ard <mike.ard@gmail.com>, Shelley Denison <sdenison@ci.sandy.or.us>, "Christopher Crean Esq." <Chris@gov-law.com>, Marisol Martinez <mmartinez@ci.sandy.or.us>

Thank you for your email Mike. We will make sure this email is part of the record by making it an exhibit.

Have a great day.

On Sat, Nov 28, 2020, 8:39 AM Robinson, Michael C. <MRobinson@schwabe.com> wrote:

Good morning, Kelly. I spoke with Mac Even, the applicant. He has authorized me to extend the 120-day period in ORS 227.178(1) on behalf of the applicant by 32 days from January 28, 2021 to March 1, 2021, in order for the Sandy City Council to hold its hearing on the application on February 16, 2021 and for the City to issue the final decision thereafter.

Mac understands that February 16 is the first meeting at which the Sandy City Council can consider the application. While he appreciates the City's schedule, he asked me to tell you that his construction schedule is premised on being able to start construction in the second quarter of 2021, which means that he'll need to have his permits reviewed and approved early in the second quarter. We hope that the City staff will be able to help him meet this schedule.

Thanks and hope you had a good Thanksgiving. Mike

Sent from my iPhone

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EXHIBIT LL

Date: December 9, 2020

To: City of Sandy Planning Commission and Planning Staff

From: Tracy Brown, Tracy Brown Planning Consultants, LLC

Re: File No. 20-028, The Views Planned Development - Approval Criteria and Supplemental Materials

Approval Criteria - As detailed in Chapter 17.64, Planned Developments, the Planned Development process consists of both a Conceptual Plan Review and a Detailed Plan Review process. The code allows these two steps to be submitted as a Combined Review and that is what was done with this application.

Conceptual Plan Review - The approval criteria for the Conceptual Plan Review are found in Section 17.64.100(C). These criteria are:

1. *Assure consistency with the Intent of this chapter;*
2. *Assure compliance with the General Provisions, Development Standards and Application provisions of this chapter; and*
3. *When located in a Village, assure consistency with the appropriate Comprehensive Plan policies for Village designations.*

As detailed in the applicant's submittal as analyzed in the staff report, the proposal complies with criteria C.1 & C.2 and since the property is not located in a Village it is not required to comply with criteria C.3.

Detailed Plan Review - The Code treats the Detailed Plan Review process essentially the same as a subdivision. This review is guided by Chapter 17.100, Land Division and approval criteria are found in Section 17.100.60(E).

1. *The proposed subdivision is consistent with the density, setback and dimensional standards of the base zoning district, unless modified by a Planned Development approval.*
2. *The proposed subdivision is consistent with the design standards set forth in this chapter.*
3. *The proposed street pattern is connected and consistent with the Comprehensive Plan or official street plan for the City of Sandy.*
4. *Adequate public facilities are available or can be provided to serve the proposed subdivision.*
5. *All proposed improvements meet City standards.*
6. *The phasing plan, if requested, can be carried out in a manner that meets the objectives of the above criteria and provides necessary public improvements for each phase as it develops.*

With the exception of variations to standards approved through the Planned Development process, the applicant's proposal as submitted and reviewed by staff complies with all approval criteria. In addition, all improvements as proposed are designed in compliance with City standards and there is nothing in this proposal that cannot be resolved with a Condition of Approval.

Supplemental Materials - Please find several items to supplement the record and to aid in your review of this application.

1. Response to “The Questions” - This memo provides applicant responses to the questions on pages 34 - 36 of the November 16, 2020 staff report for this project. A scorecard of the questions is included on the last page of this document.
2. Sanitary Sewer Capacity - A letter from Ray Moore addresses concerns regarding sanitary sewer capacity to serve the proposed development. Also included is a letter from Curran-McLeod Engineering, the City’s contract Engineer, dated July 17, 2020 sent to DEQ regarding the current capacity of City’s sanitary sewer system.
3. Highway 26 Right Turn on Vista Loop - This technical memo by Mike Ard summarizes his analysis previously submitted regarding ODOT’s right-turn lane recommendation on the highway at Vista Loop. Also included is a letter from the City’s Traffic Consultant regarding Mr Ard’s analysis and the adequacy of the currently reconstructed Highway configuration in this location.
4. Highway 26 Right Turn Plans - The ODOT approved plans used to close the slip lane at east end of Vista Loop are also attached.

Attachments:

- A - The Questions Memo (12/9/20)
- B - Ray Moore, Sanitary Sewer Capacity Memo (12/4/20)
- C - Curran-McLeod Letter to DEQ (7/17/20)
- D - Mike Ard, Right-Turn Lane Cover Memo (12/8/20)
- E - Mike Ard, Right-Turn Lane Analysis (10/27/20)
- F - John Replinger - Right-Turn Analysis Review (11/30/20)
- G - Highway 26 Slip Lane Closure Plans (8/9/16)

EXHIBIT MM

Date: December 9, 2020

To: City of Sandy Planning Commission and staff

From: Tracy Brown, Tracy Brown Planning Consultants

Re: File No. 20-028, The Views Staff Report Questions

The purpose of this document is to assist the Planning Commission in reviewing “the questions” found on pages 34 - 36 of the November 16, 2020, staff report for this project. Following your discussion during the November 23 hearing, I felt the commission would benefit from some additional information. It should be noted that these questions do not substitute for or replace the approval criteria found in Chapters 17.64 and 17.100 of the Development Code. The record shows these criteria are met. As you consider answers to these questions please note that some of the questions cannot be answered independently without considering the context of other questions. For example: it would be inconsistent for the Commission to answer “yes” to permitting row homes and then answer “no” to questions about lot size, minimum average lot width, and side yard setbacks because construction of row homes would not be feasible without approval of these modifications. Conversely, because row homes are permitted uses with the PD process, questions about lot size, etc. are not relevant.

Each of the questions are written below in regular text as they appear in the staff report followed by the applicant’s response in *italics text*. In addition, a heading has been added above groups of similar questions. To further aid in your review a table is included on the last page of this document that can serve as a scorecard of sorts as you evaluate these questions.

1. OUTSTANDING DEVELOPMENT

- A. Does the Planning Commission recommend exceeding the maximum density for the base zone by six (6) percent? To allow this density increase the Planning Commission, and ultimately the City Council, needs to find that the Planned Development is outstanding in planned land use and design, and provides exceptional advantages in living conditions and amenities not found in similar developments constructed under regular zoning.

Response: *The applicant has requested approval to exceed the maximum density otherwise allowed on the property by nine units, a six percent increase. To approve this request Section 17.64.40(C) the Planning Commission and Council are required to find, “the Planned Development is outstanding in planned land use and design, and provides exceptional advantages in living conditions and amenities not found in similar developments constructed under regular zoning.” The applicant believes such a Finding is justified for the following reasons:*

- *No platted lots encroach in restricted development areas.*
- *The PD is designed in consideration of and enhances the unique topographic and physical features of the site.*

- The PD exceeds by 11 percent (25% required, 36% proposed) open space requirements.
- The proposal contains more parkland than is required for the number of units by 180 percent = 1.57 acres (1.96 ac required, 3.53 ac proposed).
- The proposal includes an array of recreational amenities (trails, Mt. Hood viewing plaza, sports courts, play structures and field, and dog park) not found in any other development in Sandy.
- A sound wall constructed along Highway 26 and meandering sidewalks, items not found in any other development in Sandy, enhance livability.
- The proposed townhomes design (detached garage with courtyard) is unique in Sandy and exceeds required number of design features.
- The number of on-street parking spaces proposed significantly exceeds the minimum number required by code.
- The PD layout includes extensive landscaped areas along sidewalks and trails adding aesthetic interest and character.

2. PERMITTED USES

- B. Does the Planning Commission recommend permitting rowhouses in the SFR zoning district?
- C. Does the Planning Commission recommend permitting multifamily housing in the SFR zoning district?

Response: Section 17.64.60, Allowed Uses, lists both “row houses” and “multiple family dwellings” as allowed uses in a planned development. With this language in mind, these uses are considered permitted uses with submittal of a planned development application, not independent discretionary decisions as this question suggests.

3. DIMENSIONAL AND/OR QUANTITATIVE STANDARDS

- D. Does the Planning Commission recommend allowing lot sizes less than 7,500 square feet?

Response: Section 17.64.60, Allowed Uses, lists both “row houses and clustered dwelling units” as dwelling types in a PD. Construction of these residential types would not be possible without approval of a reduction in the 7,500 square foot lot size minimum in the SFR zone. A “no” answer to this question effectively prohibits construction of these housing types. It is my opinion this question is contrary to the intent of the PD process and should not have been included.

- E. Does the Planning Commission recommend allowing a minimum average lot width less than 60 feet?

Response: Section 17.64.30 permits “modification of development code standards that are dimensional and/or quantitative” as part of the PD process. The 60-foot minimum average lot width standard is a dimensional standard.

Because row homes and cluster housing are permitted as discussed above, a reduction of the minimum average lot width standard is necessary and essential for these development types. A 60-foot wide row house lot is simply not practical.

- F. Does the Planning Commission recommend allowing interior side yard setbacks at 5 feet, when the typical standard is 7.5 feet?

Response: Similar to question E above, the 7.5 foot side yard setback in the SFR zone is a dimensional standard. The proposed setback reduction to 5-feet for all lots is intended to provide the applicant with additional flexibility for the detached dwelling lots, given the unique constraints and features of the site. In addition, a reduction of side yard setbacks is necessary and essential to allow construction of row homes as permitted.

- G. Does the Planning Commission recommend reducing the rear yard setbacks from 20 feet to 10 feet for lots 47-56 in the Lower Views and 20 feet to 15 feet for lots 84-86 and 88-102 in the Upper Views?

Response: Rear yard setbacks are a dimensional standard permitted to be modified by Section 17.64.30. The proposed reduction of the 20-foot rear yard setback for the listed lots is necessary to provide the applicant with additional flexibility when constructing homes on these lots. The depth of many of these lots have been reduced to avoid platting lots within a restricted development area.

- H. Does the Planning Commission recommend allowing block lengths at 691 feet on The Views Drive from Vista Loop Drive to Bonnie Street; at 665 feet on the north side of Bonnie Street; and at 805 feet on Knapp Street from Vista Loop Drive to Ortiz Street?

Response: The 400 foot block length standard found in Section 17.100.120 is a dimensional standard. As detailed in the project narrative, due to the unique physical characteristics of the Lower Views (steep slope, restricted development areas) and the Upper Views (Vista Loop Drive and Highway 26), compliance with the 400 foot maximum block length standard in Section 17.100.120 is not possible.

4. SPECIAL VARIANCES

- I. Does the Planning Commission recommend approval of the request to provide meandering walkways within private open space tracts rather than a traditional sidewalk/planter strip in the public right-of-way with the condition that the tracts maintain a minimum width of 15 feet to accommodate a 5 foot wide walkway with an average of 5 foot wide planter strips on either side?

Response: The applicant submitted a Special Variance with this application requesting approval to construct meandering sidewalks rather than traditional sidewalks in several locations. This proposal is intended to provide a unique

amenity for residents of the development. As reviewed in the staff report, this request complies with relevant Special Variance criteria in Section 17.66.70 and staff recommended approval of this request.

- J. Does the Planning Commission recommend approval of the request to not provide a sidewalk on the south side of The Views Drive with the condition that Tract E on the north side of The Views Drive be designed as proposed (i.e. approximately 19 feet wide with 5 feet wide of planting space on either side of the meandering walkway to accommodate street trees on both sides of the walkway)?

Response: This Special Variance seeks approval to eliminate the sidewalk on the south side of The Views Drive and instead build a wider meandering sidewalk within a landscape tract on the north side of this street. The applicant views this facility as an additional amenity adding to the unique character of the development. As reviewed in the staff report, this request complies with relevant Special Variance criteria in Section 17.66.70 and staff recommended approval of this request.

- K. Does the Planning Commission recommend approval of the request to not provide front doors facing Highway 26 and instead allow the lot line abutting Highway 26 to be considered the rear yard so the sound wall can be 6 feet in height?

Response: The applicant also requests a Special Variance to allow homes located along Highway 26 to face towards the internal street rather than Highway 26. In addition, the applicant proposes constructing a six-foot tall decorative sound wall along the back of these lots. Because of these factors requiring the front door of these homes to face this direction is not practical. This request complies with relevant Special Variance criteria of Section 17.66.70 and staff has recommended approval.

5. OTHER CODE RELATED QUESTIONS

- L. Does the Planning Commission recommend phasing this development in two distinct phases as proposed by the applicant? If so, what policies should be recommended for the two following requirements?

- a. Parks fee in-lieu?

Staff recommends the parks fee in-lieu are paid prior to each phase being recorded. The parks fee in-lieu for Phase one, the Lower Views would be the calculation for Lots 1-72. The parks fee in-lieu for Phase two, the Upper Views would be the calculation for Lot 73 122.

- b. Expiration dates?

Staff recommends each phase is allowed two years to complete plating requirements, with the two-year clock starting for the second phase at the recording date of phase one, the Lower Views.

Response: The applicant proposes developing the project in two phases as permitted by the SDC Sections 17.64.120(B) and 17.100.60(E)(7). The applicant agrees with staff's recommendations for payment of parks fee in-lieu payment and phasing expiration dates.

- M. Does the Planning Commission recommend to not require a right turn lane at the intersection of Vista Loop Drive and Highway 26, consistent with staff's recommendation -or- does the Planning Commission recommend a condition to require a right turn lane at this intersection, consistent with ODOT's recommendation?

Response: The applicant agrees with staff's recommendation that construction of a right turn lane on Highway at Vista Loop Drive is not warranted. This recommendation is supported by the Technical Memorandum provided by the applicant's Traffic Engineer dated October 27, 2020 and the City's Traffic Consultant in his letter dated November 30, 2020.

- N. Does the Planning Commission recommend the proposed future street layout north of Ortiz Street as proposed by the applicant -or- does the Planning Commission recommend a street stub and/or pedestrian connection to the north in the vicinity of where Knapp Street intersects with Ortiz Street?

Response: The Future Street Plan submitted with this application was prepared by Ray Moore, a registered professional Engineer. Because of existing zoning designations of the property north of Ortiz Street and the alignment of this street relative to the alignment of Vista Loop Drive, a road extension north of Ortiz Street is not shown. The October 27, 2020 email from the property owner most affected by this plan confirms he does not think a street extension in this location is needed. No comments contrary to this proposal were received from any city reviewing body.

6. OTHER ITEMS

- O. Does the Planning Commission recommend that additional vegetation is planted between the sound wall and the sidewalk along Highway 26 to make it more pedestrian friendly and to soften the large concrete wall?

Response: As the pictures submitted with this application show, the proposed sound wall includes texture and relief. The applicant is fine with the concept of providing landscaping in front of the wall, however, we request the Planning Commission consider a few additional factors prior to answering this question: 1) The proposed wall will be placed on the private property rather than within the public right-of-way. 2) The sidewalk along the highway will be constructed within the public-right-of-way and limited public right-of-way exists between the top of bank and the property lines to construct this facility. 3) The applicant's Engineer estimates there will only be one to two feet of additional right-of-way between edge of the sidewalk and the face of the wall

to add landscaping. 4) Landscaping planted in this location will not be visible from the rest of the development and will be challenging to maintain. With these items in mind, the applicant requests this Condition be removed.

- P. Does the Planning Commission have any additional recommendations related to maintenance of the open space owned by a proposed Homeowners Association (HOA)?

Response: *Section 17.86.50(4)(b) allows open space areas to be owned in common and maintained by a Homeowners Associations and this is the ownership and maintenance mechanism the applicant has chosen for this development. Homeowners Associations are governed by state law and the applicant is not aware of the commission's authority to impose further specifications.*

- Q. Does the Planning Commission have any other recommendations related to modifying other findings or conditions?

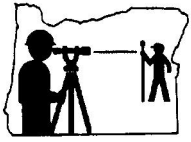
Response: *If the Planning Commission decides to modify other findings and conditions, the applicant reserves the right to provide additional testimony.*

- R. Does the Planning Commission recommend approval of The Views PD?

Response: *As demonstrated in the applicant's narrative and detailed in the staff report for this application, the proposal complies with all relevant code criteria and should be approved with Conditions.*

Summary of Applicant Responses

	Question	Code Citation	Applicant's Requested Response
A	Increase density	17.64.40(C)	Yes - outstanding development
B	Permit rowhouses	17.64.60	Yes - permitted use
C	Permit multi-family	17.64.60	Yes - permitted use
D	7,500 sq.ft. lot size	17.64.30/ .60	Yes - required for permitted uses
E	60 ft. lot width	17.64.30	Yes - required for permitted uses
F	Side setback	17.64.30	Yes - required for flexibility/ permitted uses
G	Rear setback	17.64.30	Yes - warranted because of site constraints/required for permitted uses
H	Block length	17.64.30	Yes - warranted because of site constraints
I	SV - meandering sidewalks	17.84.30(A) 17.66.70	Yes - unique development
J	SV - eliminate sidewalks	17.84.30(A) 17.66.70	Yes - unique development
K	SV - home orientation Hwy 26	17.82.20(A)&(B) 17.66.70	Yes - site constraints
L.a	Parks fee-in-lieu	17.86	Yes - as staff recommends
L.b	Phasing	17.64.120(B) 17.100.60(E)(7)	Yes - as staff recommends
M	Right-turn lane	---	No - not warranted Applicant's consultant City traffic consultant
N	Future Street Plan	17.100.100(E)	Yes - complies as proposed
O	Landscaping between wall and sidewalk	---	No - problematic, limited area & maintenance concerns
P	HOA	17.86.50(4)(b)	No - not warranted
Q	Other recommendations	---	None needed
R	Approval	17.64 17.100	Yes - complies with Code as proposed



All County Surveyors & Planners, Inc.

PO Box 955

• Sandy, Oregon 97055

• Phone: 503-668-3151

• Fax: 503-668-4730

EXHIBIT NN

December 4, 2020

City of Sandy
Atten: Kelly O'Neill Jr., Development Services Director
39250 Pioneer Blvd
Sandy, OR 97055

RE: The Views PD, Sandy Project Number 20-028

Dear Mr. O'Neill:

The purpose of this letter is to inform Planning Staff that the existing sanitary sewer system has adequate capacity for the proposed new development.

I spoke to the City Engineer, Curt McLeod, PE, who provided the attached letter. As explained in the letter, the sewer treatment plant has loading issues related to infiltration and inflow (I/I). According to the City Engineer's letter ***"New commercial/residential loads are minor by comparison to the I/I impact, and adding additional development has a nearly negligible impact on the system loading."***

It is our understanding that the City will be making improvements to the existing aging collection system that is currently allowing I/I into the system. These improvements are scheduled for construction in the summer of 2021. It is also our understanding that the City is moving forward with a substantial expansion of the treatment facilities in the coming years.

The proposed homes in the Views PD will be starting construction in the fall/winter of 2021 through 2022. The I/I improvements will be completed before these new homes come on line. The new homes and apartments will be paying over \$700,000 in sewer SDC fees alone at time of building permit. These fees will go a long way in helping the City make the needed upgrades to the sewer system. The upgrades will be needed with or without this development.

If you have any questions or need additional information, please feel free to contact our office.

Sincerely,

All County Surveyors & Planners, Inc.

Ray L. Moore, PE, PLS
Engineering Division

Enclosure: Curran-McLeod, Inc. Letter dated July 17, 2020

EXHIBIT OO

CURRAN-McLEOD, INC. CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

July 17, 2020

Mr. Michael Pinney, PE
Senior Environmental Engineer
Oregon Department of Environmental Quality
700 NE Multnomah Street, Ste 600
Portland, OR 97232

**RE: CITY OF SANDY
EXISTING WWTP LOAD CAPACITY**

Dear Mike:

This letter is in response to DEQ's July 1, 2020 letter to the City of Sandy requesting more capacity information on the collection and treatment systems to determine the wastewater system's ability to accommodate additional growth. The Facilities Plan completed in late 2019 has extensive capacity discussion that provides a good basis for capacity.

Without question, the plant loading during storm events is approaching capacity, and as a result the City has initiated the upgrade and expansion process. The only substantial loading issue is related to infiltration and inflow. New commercial/residential loads are minor by comparison to the I/I impact, and adding additional development has a nearly negligible impact on the system loadings.

With this letter we are providing additional detail in support of DEQ approval of the Shaylee Meadows development (previously known as the Bailey Meadows development). Shaylee Meadows has 100 lots which at buildout is estimated to increase the serviced population by 273 people based on the 2019 Census estimate of an average of 2.73 persons per household for the City of Sandy.

The 2019 Facility Plan calculated the average dry weather loading rate was 67 gallons per person per day. Accordingly, the load increase upon buildout of the Shaylee Meadows development would be an estimated 18,300 gallons per day. This is an increase of 2% to the current average dry weather flow of 1.0 MGD, and 1.33% to the current MMDWF of 1.5 MGD, both of which can be efficiently conveyed and treated by the existing system.

Note that the probability of Average Dry Weather Flow ADWF occurs every year, whereas the probability of the Maximum Month Dry Weather Flow MMDWF only occurs one month every ten years. Additionally, new developments have tight pipes and cause minimal wet weather flows increase over dry weather flows. To be conservative our calculations add 500 gallons per acre per day to the 24-acre Shaylee Meadows site, making the total increase to MMDWF and MMWWF 30,000 gpd.

Mr. Michael Pinney, PE
July 17, 2020
Page 2

HYDRAULIC CAPACITY

The collection system analysis concluded the Sandy Trunk Main is the limiting collection system component and has a capacity of 6.3 MGD without surcharging. During peak storm events, the modeling completed as part of the Facilities Plan concluded the collection system would surcharge in the last four manholes entering the plant site, but that the surcharging would be less than 24" and would not result in any overflows or flooding. The additional 30,000 gpd wet weather flows from Shaylee Meadows is an increase of 0.3% of the current peak day flow of 8.9 MGD, which would have a negligible impact.

The treatment plant hydraulics were modeled in the Facilities Plan under the existing peak instantaneous flow PIF of 10.3 MGD. A summary of the plant hydraulics is shown on the attached spreadsheet. The result of the analysis is that the existing plant, which was originally designed for a 6.5 MGD PIF, can actually pass the current estimated peak instantaneous flow of 10.3 MGD without overtopping any structures.

Although a PIF event would be attenuated through the plant, the analysis of 10.3 MGD on each unit process indicated:

- * The headworks drum screen would bypass a portion of the flow through the manual bar screen; and
- * The aeration basin splitter box would bypass flow to the equalization basin (although the Facilities Plan modeling included the internal recirculation flow back to the splitter box whereas it actually recirculates back to the first cells of the AB and would not hydraulically load the splitter box); and
- * The secondary clarifier launders would be totally submerged yet not overtop the structure walls. (The hydraulic grade line would be very close to the ground surface at the adjacent scum pumping station likely flooding at that location under the PIF)

With a diurnal peaking factor of 3, the contribution of the Shaylee Meadows subdivisions would only increase the PIF by approximately 50 gpm and would have a negligible effect on the current 10.3 MGD or 7,160 gpm PIF and would not result in overtopping any structures.

ORGANIC CAPACITY

There are two unit processes that limit the organic capacity of the treatment facility:

Aeration Basins:

The aeration basins have a total volume of 740,000 gallons and substantial excess blower capacity.

Mr. Michael Pinney, PE
July 17, 2020
Page 3

The organic loading capacity published on the 1996 plan set used a very conservative criterion of 22 pounds per day per 1,000 cubic feet, which resulted in a daily design loading of 2,200 pounds. Typical activated sludge aeration basin organic loading rates for conventional plug flow would be 20 to 40 pounds of BOD per 1,000 cubic feet of basin volume. The existing 99,000 CF basin would have a capacity to treat from 2,000 to 4,000 pounds of BOD per day.

Current dry weather loading rates average approximately 2,500 pounds per day of BOD. The additional load from buildout of the Shaylee Meadows development using the criteria calculated in the Facilities Plan of 0.209 pounds per day per capita, would result in an increased loading of approximately 57 pounds, or an increase of approximately 2%. This total would still be well within typical design criteria for the aeration basin.

Hydraulic detention time criteria for conventional activated sludge would be 4 – 8 hours. At the current MMDWF of 1.5 MGD, the detention time is approximately 12 hours. At the current MMWWF of 2.6 MGD, the detention time is approximately 6.8 hours. The addition of 30,000 gallons per day from the Shaylee Meadows development reduces the detention times by less than 15 minutes and does not impact the basin's treatment capability.

Secondary Clarifiers:

The two 54-foot diameter secondary clarifiers have a surface area of 4,580 square feet. Typical surface overflow rates for secondary clarifiers would be 800 to 1,200 gallons per day per square foot. At 800 gpm/sf this would equate to a capacity of 3.7 MGD.

The existing maximum monthly dry weather flow MMDWF from the Facilities Plan has a probability of occurring once every 10 years. The existing MMDWF of 1.5 MGD would have an overflow rate of 327 gpd/sf. The maximum monthly wet weather flow MMWWF of 2.6 MGD has a probability of occurring once every five years and would have an overflow rate of 570 gpd/sf. The existing Peak Weekly Flow of 4.0 MGD derived in the Facilities Plan would have an overflow rate of 875 gpd/sf.

The addition of 30,000 gallons per day from the Shaylee Meadows development would increase the surface overflow rates by approximately 7 gpd/sf and not cause the clarifiers to exceed the design criteria.

Weir loading rates are typically a maximum of 30,000 gallons per day per lineal foot. The secondary clarifiers have inboard launders with weirs on each side. The total length of weirs is 480 feet. At 30,000 gallons per foot, the weirs have a capacity of over 14 million gallons per day.

Mr. Michael Pinney, PE
July 17, 2020
Page 4

CAPACITY SUMMARY

The design capacities of the unit processes are adequate to treat the MMDWF and MMWWF as summarized in the following table:

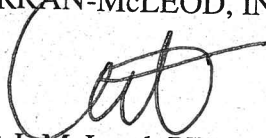
<i>Process Unit</i>	<i>Capacity</i>	<i>Loading at 1.5 MGD MMDWF</i>	<i>Loading at 2.6 MGD MMWWF</i>
Headworks Screening	6.6 MGD	23%	40%
Grit Removal	7.0 MGD	21%	37%
Influent Metering	9.2 MGD	16%	28%
Aeration Basins	3,000 PPD	83%	80%
Secondary Clarifiers	3.6 MGD	42%	72%
Effluent Filtration	7.0 MGD	21%	37%
UV Disinfection	7.0 MGD	21%	37%
Dry Weather Effluent PS	3.0 MGD	50%	NA

The limitations occur with the storm induced flows. The plant can hydraulically accommodate the existing PIF flows of 10.3 MGD without flooding, however, this would be without effective treatment. The existing Peak Week Flow PWF of 4.0 MGD would push the secondary clarifiers, however, we would anticipate if all process equipment is operational that the plant could convey and adequately treat the current PWF to meet permit limits.

Currently there is sufficient capacity for DEQ to continue approving development within the City without causing conveyance or treatment deficiencies and failures. The existing plant will function acceptable for the near future, but we recognize long-term projections clearly show the facilities need to be expanded. As you know, the City has recognized the limitations in the collection and treatment systems and has initiated the process of facility planning and expanding the treatment facilities.

Please let me know if you have questions.

Very truly yours,
CURRAN-McLEOD, INC.



Curt J. McLeod, PE

Enclosure: Treatment Facility Hydraulic Summary
CC: Mr. Mike Walker, City of Sandy

Sandy Wastewater Treatment Plant

Hydraulic Model from 2019 Facilities Plan with peak day flow of 10.3 MGD

Resulting Water Surface Elevations and Structure Freeboard

<i>Structure</i>	<i>Flow MGD</i>	<i>Water Elev, ft</i>	<i>Wall Elev, ft</i>	<i>Freeboard, ft</i>	<i>Notes</i>
Screen Inlet	10.3	527.96	527.75	-0.21	Flow would route through bypass channel and manual bar screen and not overtop wall
Grit Removal	10.3	527.38	527.75	0.37	
Parshall Flume	10.3	526.8	527.75	0.95	
in-line Manhole	10.3	523.46	524.5	1.04	
AB Splitter Box	28.4	523.46	522	-1.46	Would route through bypass channel to equalization basin and not overtop wall. 28.4 MGD flow too high in hydraulic model contained in the F Plan. Only 20 MGD without Internal Recirc would route through splitter box.
AB CELLS 1 and 5	28.4	523.41	522	-1.41	Would not route 28 MGD to cells 1 & 5 in series. High flow would require parallel flow path and water surface would be approximately 520.95.
AB Cells 1 - 8	28.4	520.95	522	1.05	Flow with parallel path
Secondary Clarifiers	28.4	519.69	520	0.31	Weirs are submerged but not overtopping structure walls
Filter Inlet Channel	10.3	517.71	518	0.29	
UV Inlet Channel	10.3	514.7	518	3.3	
UV Channel Outlet	10.3	512.52	518	5.48	
Effluent V Notch	10.3	512.24	512.25	0.01	



21370 SW Langer Farms Pkwy
Suite 142, Sherwood, OR 97140

EXHIBIT PP

Technical Memorandum

To: Shelley Denison and Kelly O'Neill, City of Sandy
From: Michael Ard, PE
Date: December 8, 2020
Re: The Views – Highway 26 at Vista Loop Drive Analysis Summary

On October 27, 2020, Ard Engineering prepared the attached detailed analysis demonstrating that installation of a right-turn lane or associated shoulder enhancement westbound on Highway 26 at SE Vista Loop Drive is not warranted per the objective standards and procedures outlined in ODOT's Analysis Procedures Manual. That analysis was subsequently reviewed by the City of Sandy's on-call Transportation Engineer, John Replinger, who concurred with our findings and provided a review memorandum dated November 30, 2020 (also attached).

It should also be noted that there are numerous locations along Highway 26 in the site vicinity that operate acceptably under existing conditions absent these treatments. These locations include the existing driveway serving Johnson RV, several driveways serving the existing commercial uses surrounding the Calamity Jane's site, and the nearby public intersections of Highway 26 at SE Canyon Valley Road and Highway 26 at SE Veneer Lane. None of these intersections currently has a right-turn lane, and all have westbound highway speeds and volumes comparable to those at Vista Loop Drive.

It is possible that as further future development occurs on SE Vista Loop Road that turn lane warrants will be met at some point in the future. For this reason, it is recommended that any future land use applications include an updated right-turn lane warrant analysis. This requirement will ensure that once the appropriate thresholds for installation of turn lane treatments are met, the corresponding physical improvements can be constructed.

If you have any further questions regarding this issue, please feel free to contact me at mike.ard@gmail.com.



EXPIRES: 12/31/2021

EXHIBIT QQ

MT. HOOD HWY AT VISTA LOOP DRIVE EAST

FRONTAGE IMPROVEMENTS OCTOBER, 2016

GENERAL

ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE 2015 EDITION OF THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, ODOT STANDARDS, UNIFORM PLUMBING CODE, UNIFORM BUILDING CODE AND CITY OF SANDY STANDARDS. WHERE STANDARDS CONFLICT THE MORE STRINGENT SHALL APPLY.

CONTRACTOR SHALL PROTECT EXISTING MONUMENTS, BENCH MARKS, PROPERTY CORNERS GOVERNMENT MONUMENTS, AND SURVEY STAKES. REPLACEMENT OF THESE ITEMS SHALL BE AT THE CONTRACTOR'S EXPENSE.

ALL EXISTING UTILITIES SHOWN HAVE BEEN LOCATED FROM THE BEST AVAILABLE INFORMATION. PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL VERIFY THE EXISTING UTILITIES AND WHEN ACTUAL CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.

ROCKS LARGER THAN 12 INCHES IN DIAMETER, ROOTS, BRUSH AND REFUSE OF ANY KIND SHALL BE EXPORTED AND LEGALLY DISPOSED OF BY THE CONTRACTOR, UNLESS OTHERWISE DIRECTED BY THE ENGINEER, AT NO EXTRA COST TO THE OWNER.

CITY OF SANDY REQUIRES THE COMPACTION OF SELECTED IMPORT MATERIAL AND SUBGRADE WITHIN THE RIGHT-OF-WAY AND FOR ALL PUBLIC UTILITY TRENCHES TO BE TESTED TO A MINIMUM OF 95% OF AASHTO T-180 (ASTM D - 1557). COMPACTION OUTSIDE THE ROW AND FOR ALL PRIVATE UTILITIES SHALL BE AS REQUIRED BY THE INTERNATIONAL BUILDING CODE.

ALL TRENCH SAWCUTS SHALL BE SMOOTH, STRAIGHT, TACKED AND SAND SEALED UPON PAVEMENT COMPLETION. FINAL SURFACE SHALL BE SMOOTH, TRUE TO GRADE, FREE DRAINAGE AND FREE OF ALL SURFACE DEFECTS.

CONTRACTOR SHALL OBTAIN ALL PERMITS AND LICENSES PRIOR TO CONSTRUCTION.

ALL NONMETALLIC PIPELINES SHALL BE ACCOMPANIED WITH A 14 GAUGE INSULATED COPPER TONING WIRE ALONG THE TOP OF THE BURIED PIPE AND CONNECTED TO ALL PIPELINE APPURTENANCES FOR FUTURE LOCATES.

AREAS OF CONSTRUCTION SHALL BE STRIPPED BY REMOVING TOPSOIL, HUMUS, AND SOILS NOT SUITABLE FOR COMPACTION. STRIPPED MATERIALS SHALL NOT BE USED FOR ROADWAY EMBANKMENT OR STRUCTURAL FILL. ALL FILL SHALL BE CONSIDERED STRUCTURAL FILL. HOWEVER, TOPSOIL MAY BE PLACED AND SPREAD WHERE APPROPRIATE FOR LAWN AREAS.

CONTRACTOR SHALL DO ALL WORK SHOWN ON DRAWINGS AND ALL INCIDENTAL WORK NECESSARY TO COMPLETE THE PROJECT IN AN ACCEPTABLE MANNER.

CONTRACTOR AND/OR SUBCONTRACTOR(S) SHALL HAVE A MINIMUM OF ONE (1) SET OF APPROVED CONSTRUCTION PLANS ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION.

ALL EXCAVATORS SHALL COMPLY WITH ALL PROVISIONS OF ORS 15.1541 TO 15.1547 INCLUDING NOTIFICATION OF ALL OWNERS OF UNDERGROUND FACILITIES AT LEAST 48 BUSINESS DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS BEFORE COMMENCING ANY EXCAVATION. ONE CALL LOCATE NUMBER IS 246-6699.

ATTENTION: OREGON LAW REQUIRES THE CONTRACTOR TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. COPIES OF THE RULES MAY BE OBTAINED BY CALLING THE CENTER. (OREGON UTILITY NOTIFICATION CENTER = (503) 232-1811) ANY NEW ELECTRICAL UTILITIES (PHONE, POWER AND CATV) SHALL BE INSTALLED UNDERGROUND.

THE CONTRACTOR SHALL TAKE NO ADVANTAGE OF ANY ERRORS OR OMISSIONS OR DISCREPANCIES IN THE PLANS. WHEN ERRORS, OMISSIONS OR DISCREPANCIES ARE FOUND, THE ENGINEER SHALL BE NOTIFIED. WORK PERFORMED BY THE CONTRACTOR AS A RESULT OF AN ERROR, OMISSION OR DISCREPANCY IN THE PLANS SHALL BE AT THE CONTRACTOR'S RISK WHEN SUCH ERROR, OMISSION OR DISCREPANCY HAS NOT BEEN BROUGHT TO THE ATTENTION OF THE ENGINEER.

ANY EXISTING DOMESTIC OR IRRIGATION WELLS SHALL BE LOCATED, IDENTIFIED, CAPPED, DISCONNECTED OR ABANDONED IN CONFORMANCE WITH OAR 690-220-0030. A COPY OF THE OREGON WATER RESOURCES DEPARTMENT (OWRD) ABANDONMENT CERTIFICATE SHALL BE SUBMITTED TO THE CITY OF SANDY.

ANY ON-SITE SEWAGE DISPOSAL SYSTEM SHALL BE ABANDONED IN CONFORMANCE WITH CLACKAMAS COUNTY WATER ENVIRONMENT SERVICES (WES) REGULATIONS. A COPY OF THE SEPTIC TANK REMOVAL CERTIFICATE SHALL BE SUBMITTED TO THE CITY OF SANDY.

PRIOR TO ANY ON-SITE DISTURBANCE, A GRADING PERMIT WILL BE REQUIRED FROM THE CITY BUILDING DEPARTMENT.

THE WORKING HOURS ARE AS FOLLOWS: 7:00 AM TO 6:00 PM MONDAY THROUGH FRIDAY AND 8:00 AM TO 5:00 PM ON SATURDAYS. NO WORK ON SUNDAYS.

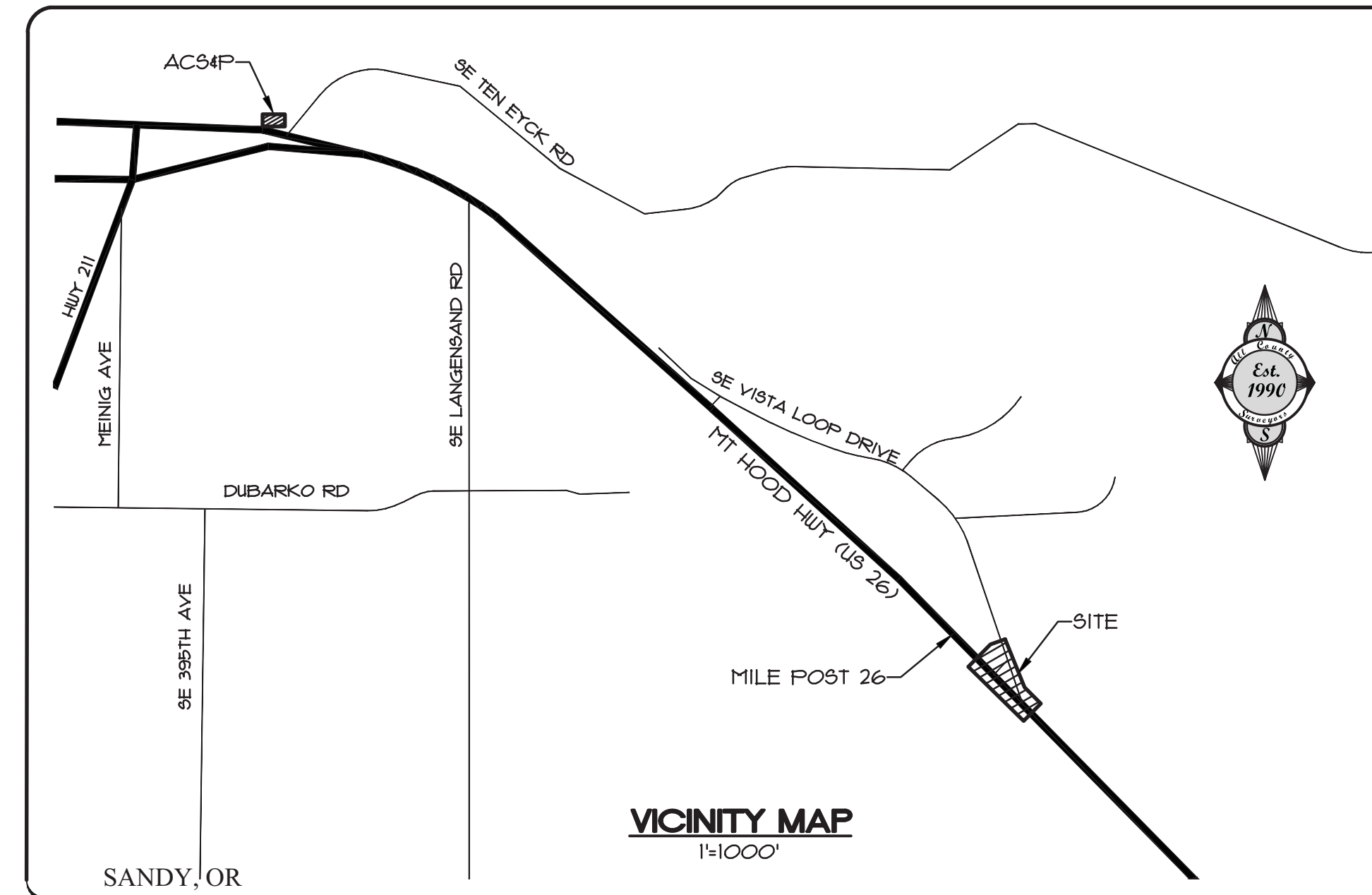
MT. HOOD HWY CENTERLINE AND STATIONING ESTABLISHED AS PER ROW MAP NO. 8B-2-25

PUBLIC STORM SEWER NOTES

STORM SEWER PIPE SHALL BE THE SIZE AND TYPE SHOWN ON THE PLANS.

ALL STORM SEWER CONSTRUCTION SHALL CONFORM TO THE 2015 EDITION OF THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, CITY OF SANDY AND APWA STANDARDS. WHERE STANDARDS CONFLICT, THE MORE STRINGENT STANDARD SHALL BE USED.

ALL PLASTIC PIPES SHALL PASS 95% MANDREL TEST AND TV INSPECTION.



LEGEND	
	PROPERTY LINE
	LOT LINE
	EXISTING 5' GROUND CONTOUR
	EXISTING 1' GROUND CONTOUR
	EXISTING PAVEMENT
	EXISTING PAVEMENT TO BE REMOVED
	EXISTING SIDEWALK/CONCRETE
	GRAVEL
	EXISTING CURB
	EXISTING FENCE
	CL OF DITCH
	EXISTING CULVERT
	EXISTING WATER LINE
	EXISTING STORM LINE
	EXISTING SANITARY LINE
	EXISTING GAS LINE
	EXISTING TELEPHONE LINE
	EXISTING CABLE TV LINE
	EXISTING UNDERGROUND POWER LINE
	EXISTING OVERHEAD POWER LINE
	EXISTING WATER METER
	EXISTING GAS VALVE
	EXISTING UTILITY POLE
	UTILITY POLE W/ GUY WIRE
	EXISTING SIGN
	SURVEY CONTROL POINT
	PROPOSED CURB
	PROPOSED SIDEWALK / CONCRETE
	PROPOSED AC
	PROPOSED SAWCUT LINE
	PROPOSED 5' FINISH CONTOUR
	PROPOSED 1' FINISH CONTOUR
	PROPOSED STORM LINE
	PROPOSED DITCH INLET
	PROPOSED SIGN

Sheet List Table

C1	COVER SHEET AND NOTES
C2	EXISTING CONDITIONS
C3	DEMOLITION PLAN
C4	VISTA LOOP PLAN AND PROFILE
C5	MT. HOOD HWY FRONTAGE IMPROVEMENTS
C6	MT. HOOD HWY ROADWAY CROSS SECTIONS
C7	MT. HOOD HWY STRIPING PLAN
C8	STORM IMPROVEMENT PLAN
C9	ODOT ROADWAY DETAILS 1
C10	ODOT ROADWAY DETAILS 2
C11	ODOT ROADWAY DETAILS 3
C12	ODOT ROADWAY DETAILS 4
C13	ODOT ROADWAY DETAILS AND SANDY DETAILS
C14	ODOT TRAFFIC DETAILS 1
C15	ODOT TRAFFIC DETAILS 2
C16	ODOT TRAFFIC DETAILS 3
C17	ODOT TRAFFIC DETAILS 4
C18	ODOT TRAFFIC DETAILS 5



PROJECT CONTACTS

DEVELOPER:

BRAD PICKING
PO BOX 632
SANDY, OR 97055
PHONE: 503-663-7414

ENGINEER/SURVEYOR:

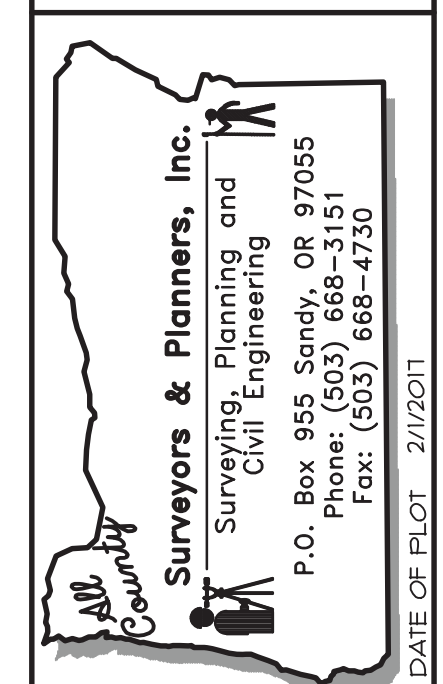
ALL COUNTY SURVEYORS & PLANNERS, INC.
RAY MOORE, PE, PLS
P.O. BOX 955
SANDY, OREGON 97055
PHONE: (503) 668-3151
FAX: (503) 668-4130

NO.	REVISION	DATE
1		



SCALE	VERT.	HORIZ.	DATE	FILE	SECTION	TWP.	RANGE	LEGAL
N/A	1"=100'	1"=100'	08-09-2016	15-OTT-ODOT-DESIGN	19	25	5E	

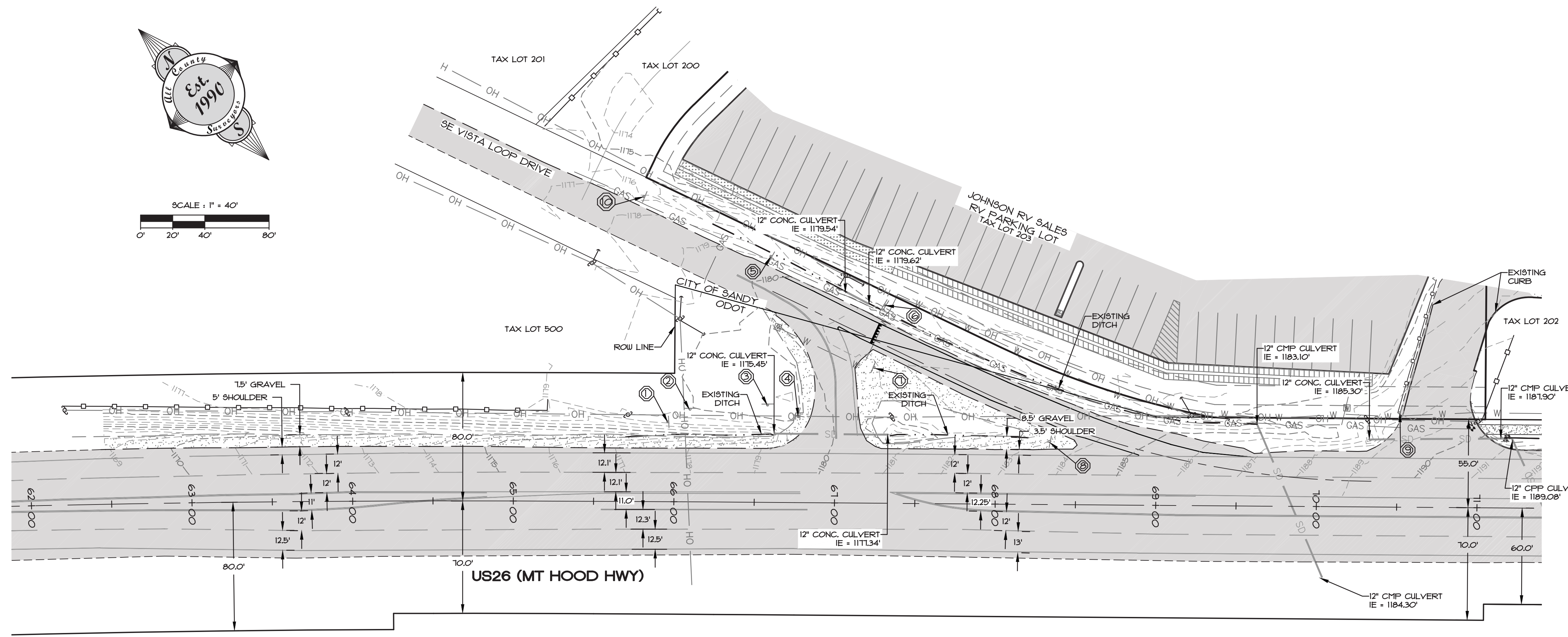
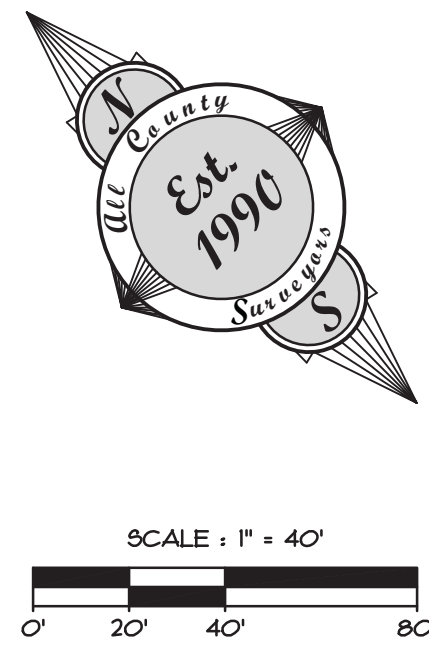
PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST**
COVER SHEET AND NOTES
LOCATION: **EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055**



Client: BRAD PICKING
PO BOX 632
SANDY, OR 97055
PHONE: 503-663-7414

DATE OF PLOT: 2/1/2017

EXISTING CONDITIONS



LEGEND

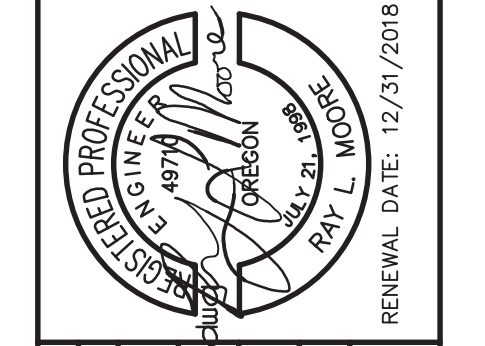
- PROPERTY LINE
- LOT LINE
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- ▨ EXISTING PAVEMENT TO BE REMOVED
- ▩ EXISTING SIDEWALK/CONCRETE
- ▧ GRAVEL
- EXISTING CURB
- EXISTING FENCE
- CL OF DITCH
- SD — EXISTING CULVERT
- W — EXISTING WATER LINE
- SD — EXISTING STORM LINE
- SS — EXISTING SANITARY LINE
- GAS — EXISTING GAS LINE
- T — EXISTING TELEPHONE LINE
- CATV — EXISTING CABLE TV LINE
- P — EXISTING UNDERGROUND POWER LINE
- OH — EXISTING OVERHEAD POWER LINE
- ⊕ EXISTING WATER METER
- ⊕ EXISTING GAS VALVE
- ⊕ EXISTING UTILITY POLE
- ⊕ EXISTING UTILITY POLE W/ GUY WIRE
- ⊕ EXISTING SIGN
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- PROPOSED CURB
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- - - 101 - - - PROPOSED 1' FINISH CONTOUR
- SD — PROPOSED STORM LINE
- ⊕ PROPOSED DITCH INLET
- ⊕ PROPOSED SIGN

BENCHMARK
ELEVATIONS ARE BASED ON VISTA LOOP SANITARY SEWER AS-BUILTS FROM 2004.
THE TEMPORARY BENCHMARK IS BASED ON SURVEY CONTROL POINT PK #1 LOCATED IN THE FRONTAGE OF MT HOOD HWY, LOCATED IN THE SHARED ACCESS DRIVEWAY. TEMPORARY BENCHMARK HAS AN ELEVATION OF 1188.00'.

EXISTING SIGNS TABLE

SIGN NUMBER	DESCRIPTION
①	WELCOME TO SANDY
②	PROPERTY OF ODOT/VENDING PROHIBITED
③	PROPERTY OF ODOT/VENDING PROHIBITED
④	STOP/SE VISTA LOOP DRIVE
⑤	END STATE HIGHWAY MAINTENANCE
⑥	YIELD/DO NOT ENTER
⑦	KEEP RIGHT
⑧	SE VISTA LOOP DRIVE
⑨	ENTRANCE
⑩	25 MPH

BY		SHEET	
REVISION		C2	
NO.		OF	18
DATE		DESIGNED:	CTH
		DRAWN:	CTH
		CHECKED:	RLM
		APPROVED:	RLM



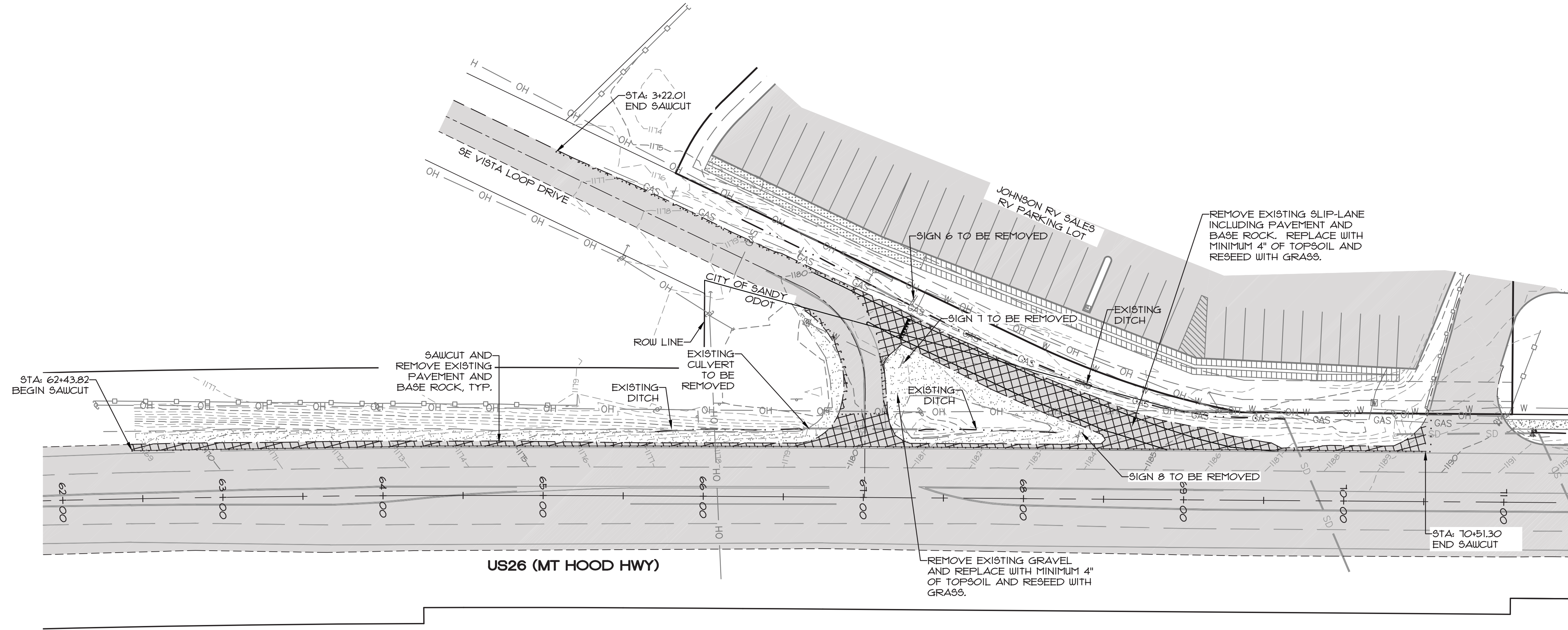
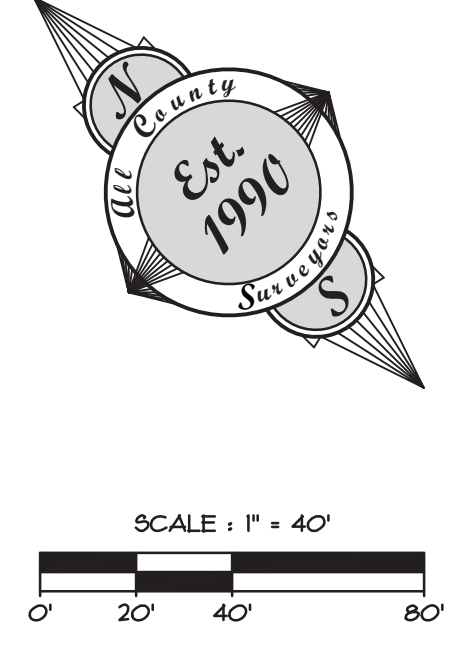
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DATE	HORIZ:	15-40'	SECTION	19
FILE:	15-OTT-ODOT-DESIGN	LEGAL	TWP:	25

PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST**
EXISTING CONDITIONS
LOCATION: **EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055**

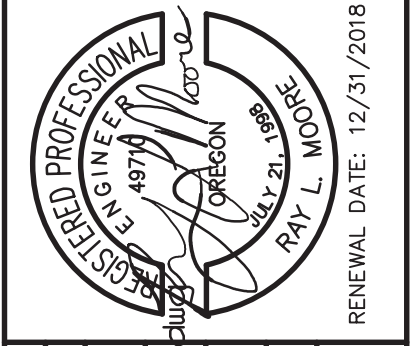
Surveyors & Planners, Inc.
Surveying, Planning and Civil Engineering
P.O. Box 955 Sandy, OR 97055
Phone: (503) 668-3151
Fax: (503) 668-4730
DATE OF PLOT: 2/1/2018

Client: BRAD PICKING
PO BOX 652
SANDY, OR 97055
PHONE: 503-663-1414

DEMOLITION PLAN



NO.	REVISION	DATE	BY



DESIGNED: CTH	CHECKED: RLM
DRAWN: CTH	APPROVED: RLM
SECTION: 19	RANGE: 25
LEGAL: 5E	DATE: 12/21/2018

PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST DEMOLITION PLAN**

LOCATION: **EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055**

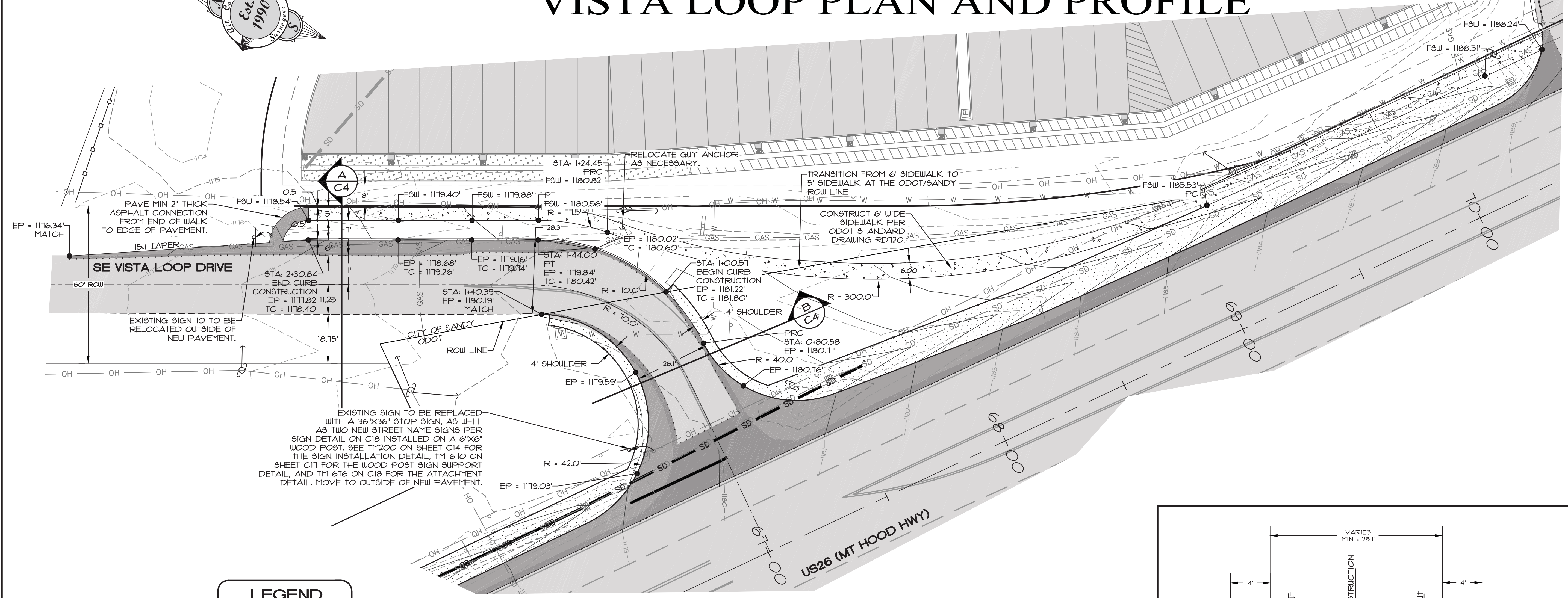
Surveyors & Planners, Inc.
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Client: BRAD PICKING
 PO BOX 652
 SANDY, OR 97055
 PHONE: 503-663-1414

DATE OF PLOT: 2/1/2019

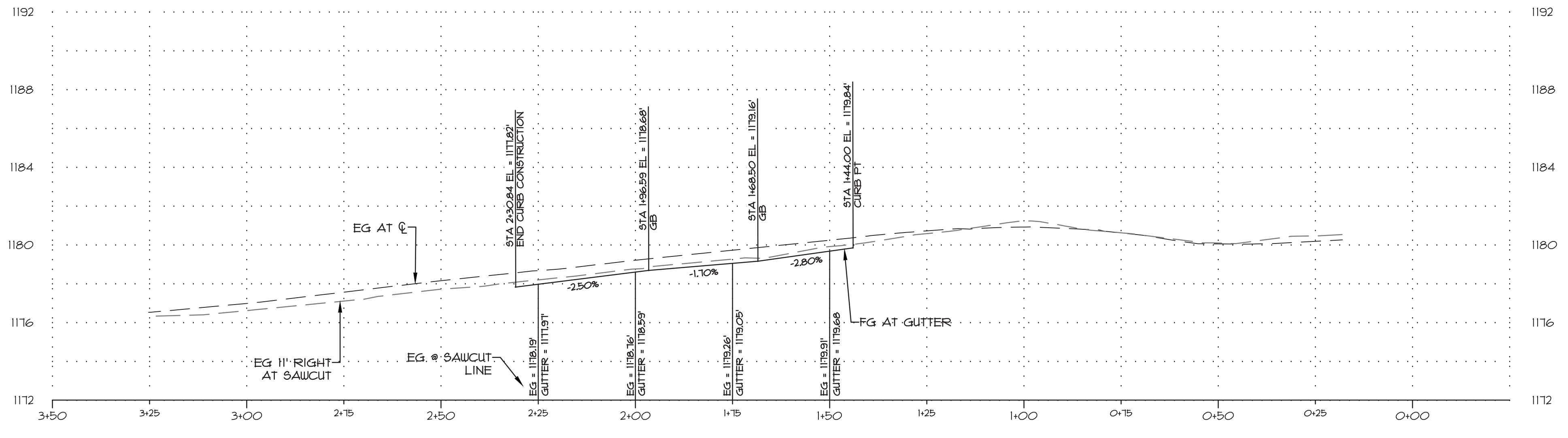
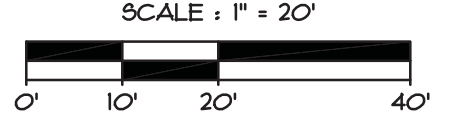


VISTA LOOP PLAN AND PROFILE



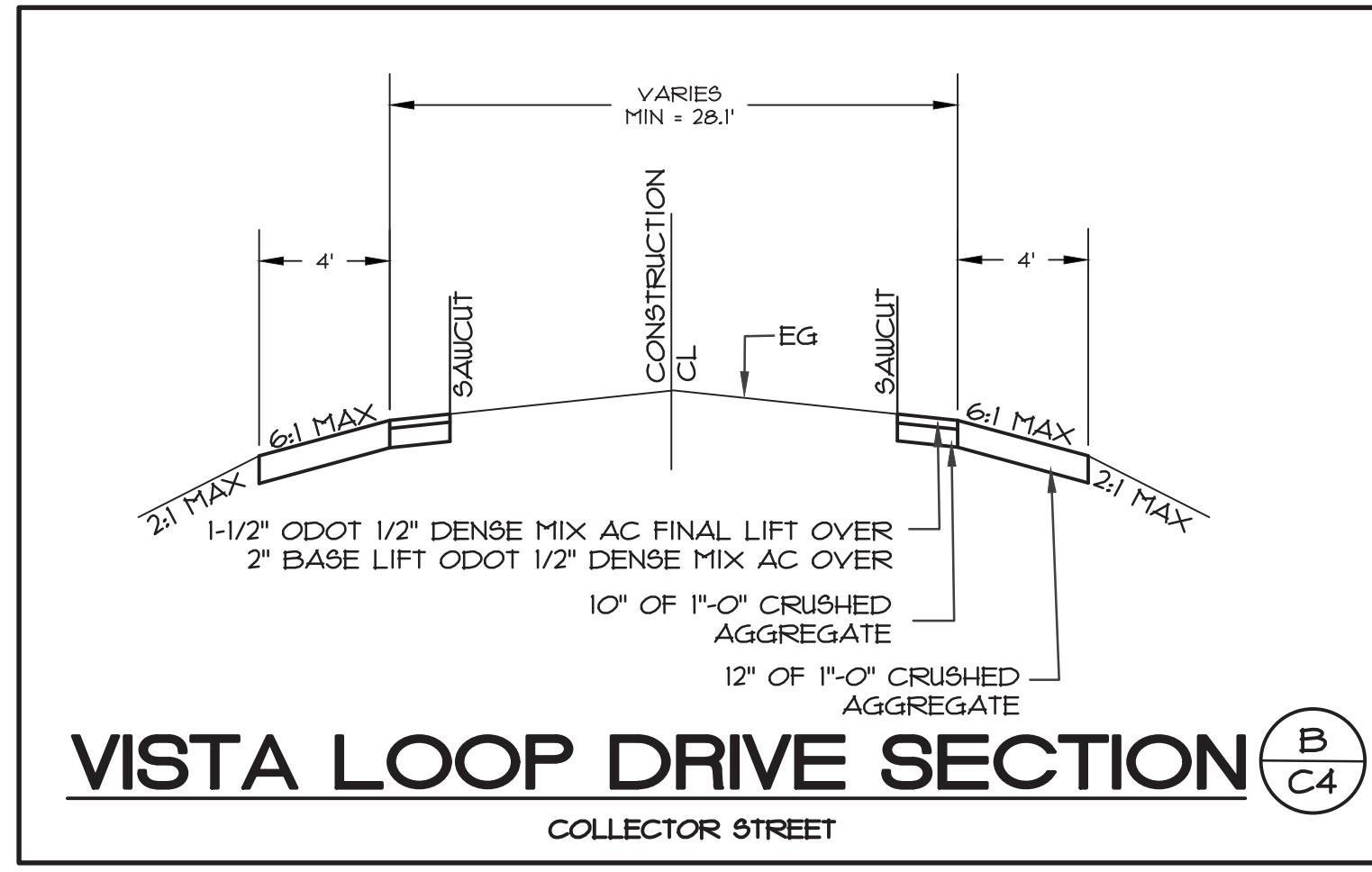
LEGEND

F&W = FRONT OF SIDEWALK
 EP = EDGE OF PAVEMENT
 TC = TOP OF CURB

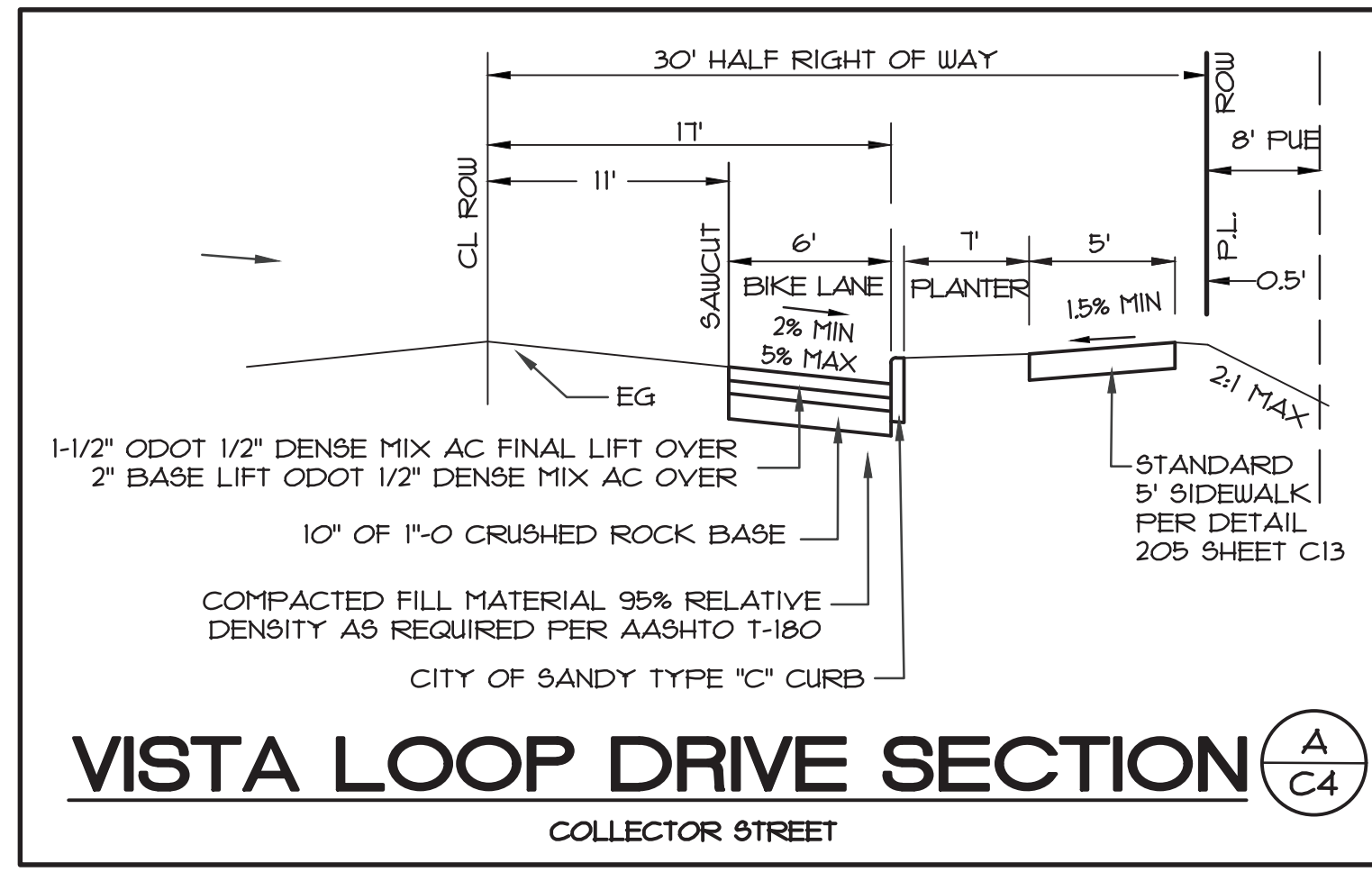


CL-N VISTA LOOP PROFILE

HORIZ: 1" = 20'
 VERT: 1" = 4'

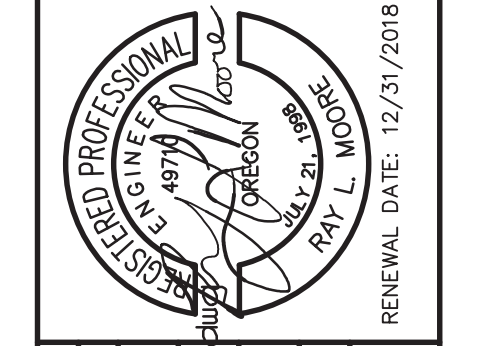


VISTA LOOP DRIVE SECTION B/C4
 COLLECTOR STREET



VISTA LOOP DRIVE SECTION A/C4
 COLLECTOR STREET

BY		SHEET	
REVISION		C4	
NO.		OF	18
DATE		DESIGNED:	CTH
		DRAWN:	CTH
		CHECKED:	RLM
		APPROVED:	RLM

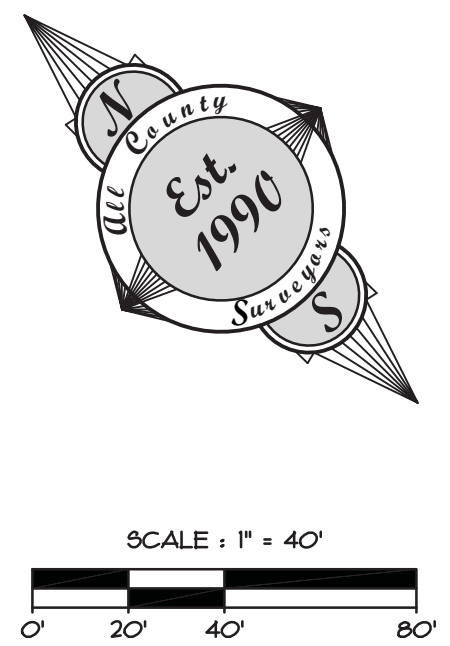
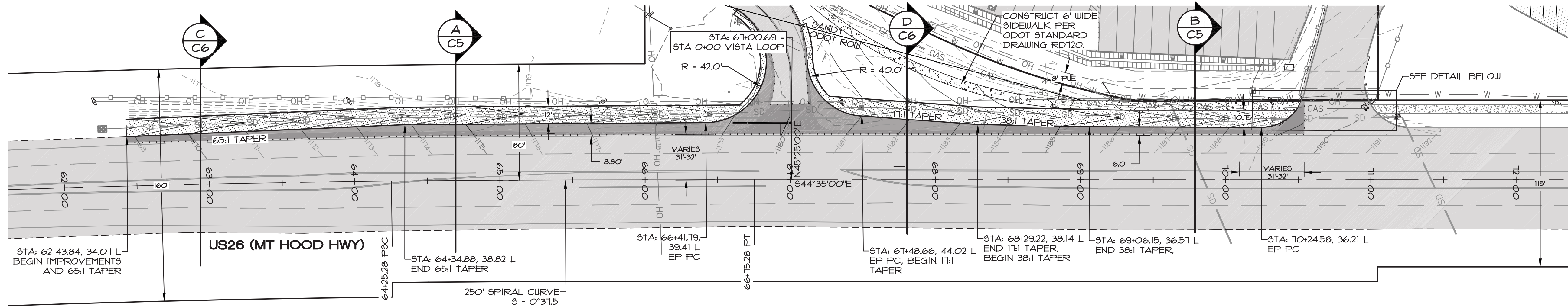
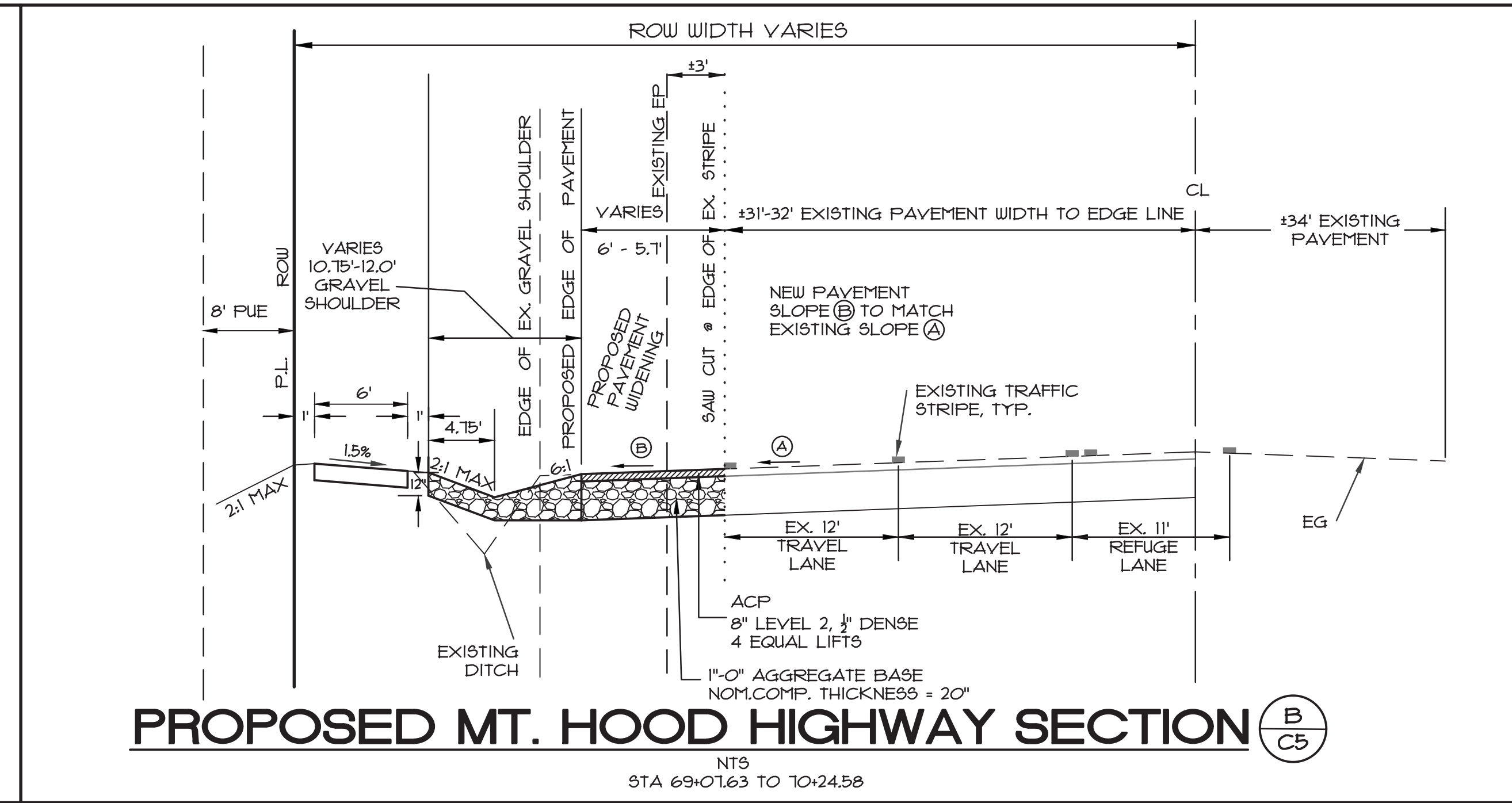
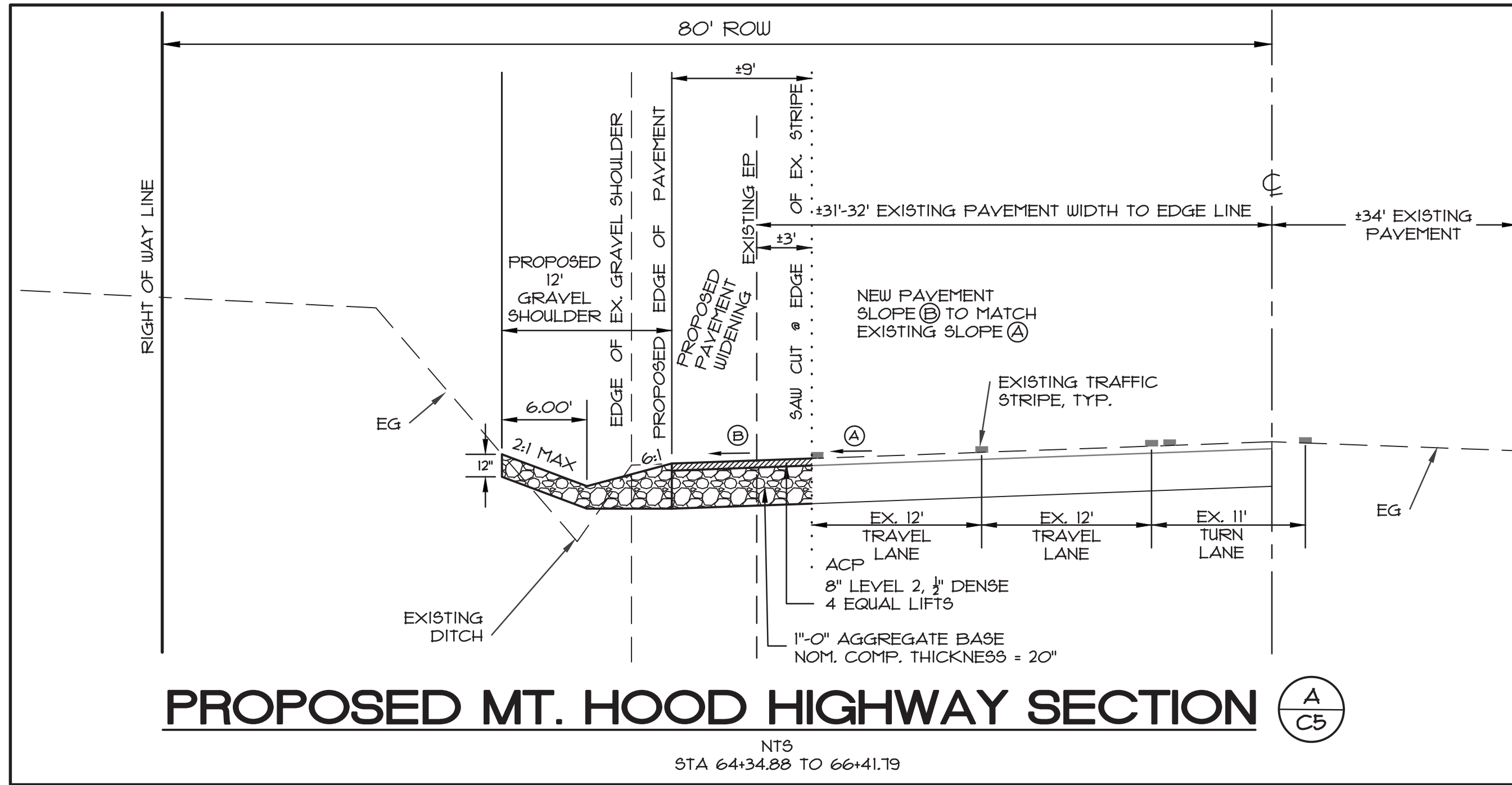


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FILE	15-OTT-ODOT-DESIGN			
SECTION	19	RANGE	25	5E

PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST**
 VISTA LOOP PLAN AND PROFILE
 LOCATION: EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055

Surveyors & Planners, Inc.
 Surveying, Planning and Civil Engineering
 P.O. Box 955 Sandy, OR 97055
 Phone: (503) 668-3151
 Fax: (503) 668-4730
 DATE OF PLOT: 2/1/2017

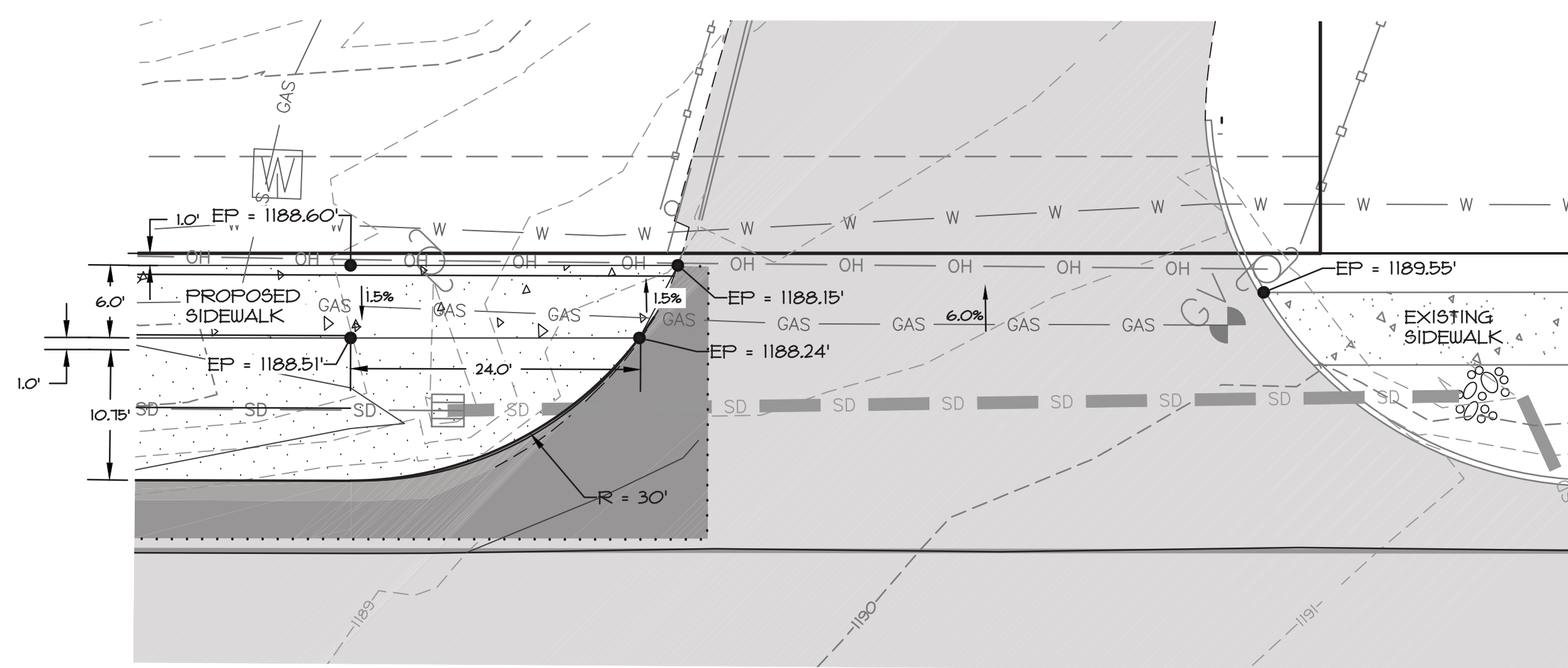
Client: BRAD PICKING
 PO BOX 652
 SANDY, OR 97055
 PHONE: 503-663-1414



NEW EDGE OF PAVEMENT			
POINT #	ELEVATION	STATION	OFFSET
1000	1168.840	62+43.84	34.07L
1001	1169.120	62+75.00	34.63L
1002	1170.360	63+00.00	35.13L
1003	1170.980	63+25.00	35.70L
1004	1171.640	63+50.00	36.32L
1005	1172.310	63+75.00	36.99L
1006	1172.960	64+00.00	37.72L
1007	1173.620	64+25.00	38.50L
1008	1173.880	64+34.88	38.82L
1009	1174.280	64+50.00	38.78L
1010	1174.960	64+75.00	38.75L
1011	1175.580	65+00.00	38.77L
1012	1176.180	65+25.00	38.82L
1013	1176.760	65+50.00	38.91L
1014	1177.350	65+75.00	39.02L
1015	1177.850	66+00.00	39.15L
1016	1178.340	66+25.00	39.30L
1017	1178.720	66+41.79	39.41L
1018	1180.980	67+48.66	44.02L
1019	1181.810	67+75.00	42.10L

NEW EDGE OF PAVEMENT			
POINT #	ELEVATION	STATION	OFFSET
1020	1182.490	68+00.00	40.27L
1021	1183.360	68+29.22	38.14L
1022	1184.020	68+50.00	37.72L
1023	1184.720	68+75.00	37.12L
1024	1185.490	69+06.15	36.57L
1025	1185.940	69+25.00	36.51L
1026	1186.510	69+50.00	36.44L
1027	1187.200	69+75.00	36.36L
1028	1187.920	70+00.00	36.28L
1029	1188.720	70+24.58	36.21L

STATION AND OFFSET BASED ON ODOT CENTERLINE STATIONING FROM PP2015-064 CLACKAMAS COUNTY SURVEYORS OFFICE



EXISTING DRIVEWAY DETAIL
1" = 10'

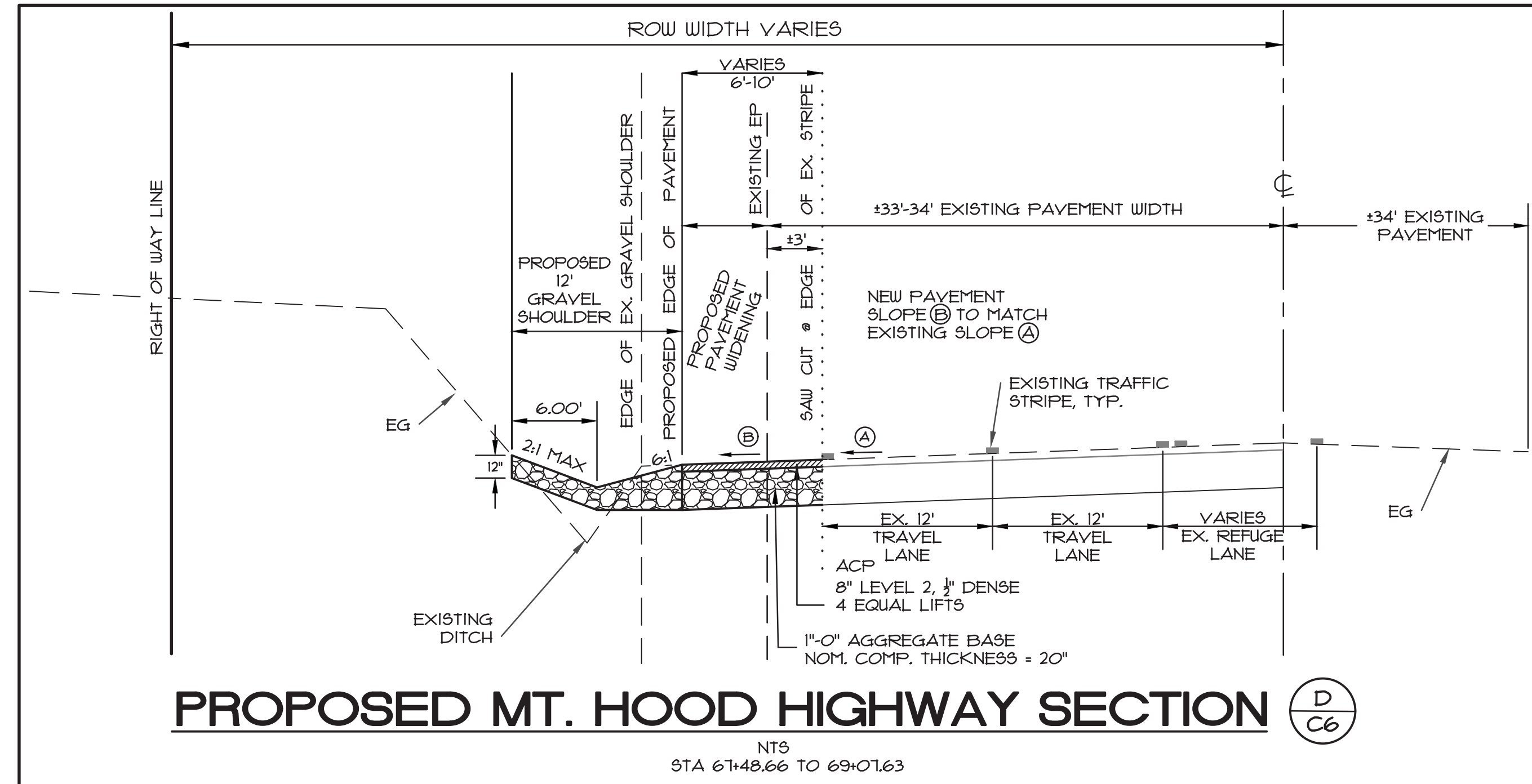
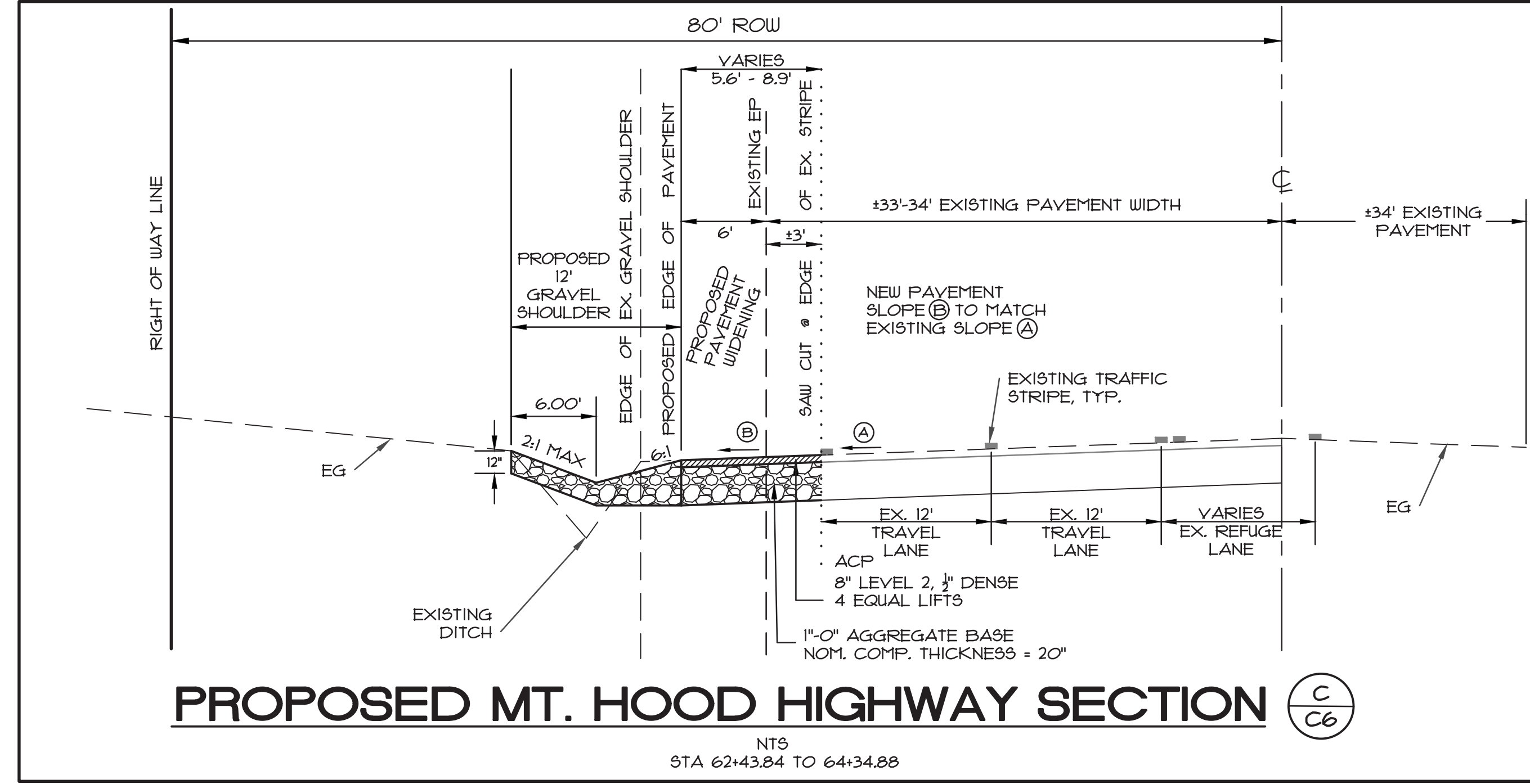
BY		SHEET	
REVISION		C5	
NO.		OF	18
DATE		DESIGNED:	CTH
		DRAWN:	CTH
		CHECKED:	RLT
		APPROVED:	RLT
		RENEWAL DATE:	12/31/2018

PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST**
 LOCATION: **MT HOOD HWY FRONTAGE IMPROVEMENTS**
 EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055

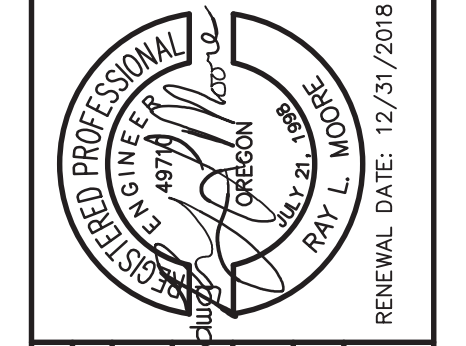
Surveyors & Planners, Inc.
 Surveying, Planning and Civil Engineering
 P.O. Box 955 Sandy, OR 97055
 Phone: (503) 668-3151
 Fax: (503) 668-4730
 DATE OF PLOT: 2/1/2017

Client: BRAD PICKING
 PO BOX 652
 SANDY, OR 97055
 PHONE: 503-663-1414

MT HOOD HWY ROADWAY CROSS SECTIONS



BY	REVISION	SHEET
		C6
DATE	NO.	OF
		18
DESIGNED:	CTH	RLM
DRAWN:	CTH	RLM
CHECKED:	RLM	RLM
APPROVED:		



SCALE	VERT: N/A	RANGE
DATE	HORIZ: 1"=40'	SECTION
FILE: 15-OTT-ODOT-DESIGN	DATE: 08-09-2016	TWP: 19
LEGAL	SECTION	25
		5E

PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST**

LOCATION: **MT HOOD HWY ROADWAY CROSS SECTIONS**

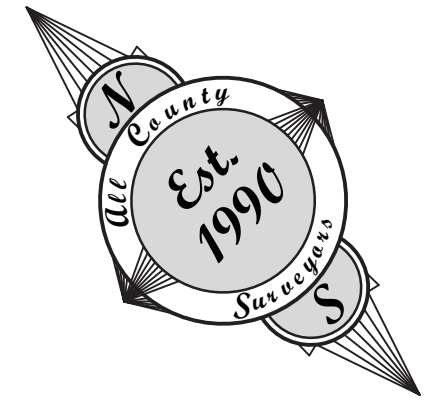
LOCATION: **EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055**

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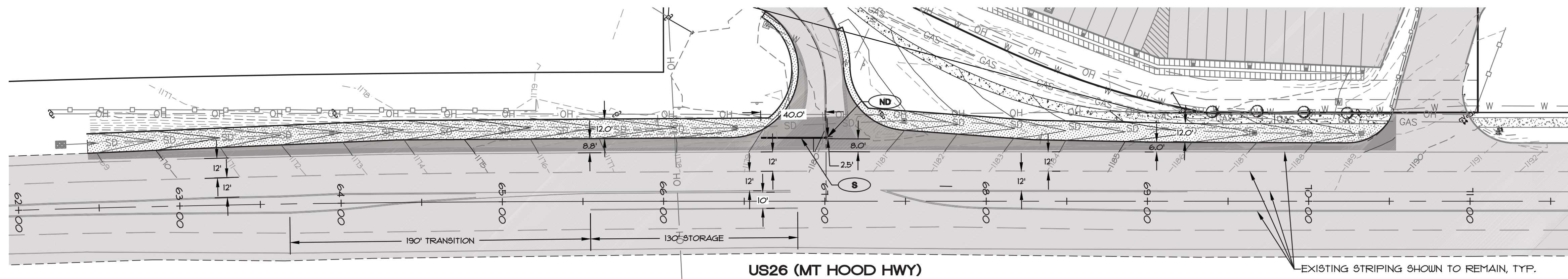
Client: BRAD PICKING
 PO BOX 652
 SANDY, OR 97055
 PHONE: 503-663-1414

DATE OF PLOT 2/1/2017

MT HOOD HWY STRIPING PLAN



SCALE: 1" = 40'



US26 (MT HOOD HWY)

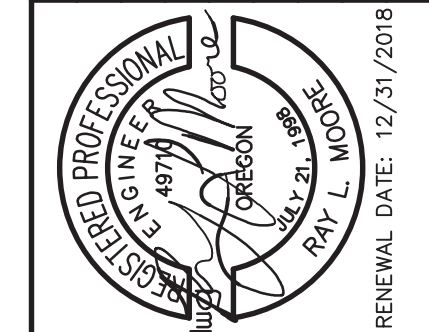
PROPOSED STRIPING
(WITH NEW PAVEMENT IMPROVEMENTS)

STRIPING LEGEND

- ND** INSTALL NARROW DOUBLE NO-PASS TWO YELLOW LINES
- METHOD A, THERMOPLASTIC, EXTRUDED, SURFACE, NON-PROFILED
- S** INSTALL STOP BAR 12" WHITE BAR
- TYPE B-HS PREFORMED THERMOPLASTIC FILM HIGH SKID

NOTES

- SEE OREGON STANDARD DRAWINGS STRIPING DETAILS TMS00 AND TMS03, ON SHEETS C14 AND C15.
- INSTALL TYPE 1 TRAFFIC DELINEATORS FROM ODOT CENTERLINE STATION 62+43.75 TO 10+24.51. SEE OREGON STANDARD DRAWINGS TMS10, TMS11, AND TMS16 ON SHEET C11 FOR DETAILS.



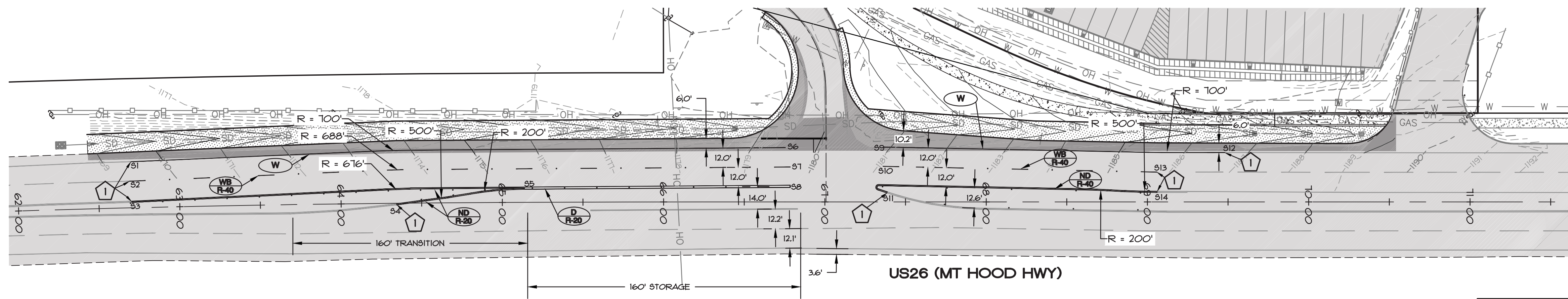
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SECTION	TWP: 19	RANGE: 25	LEGAL: 5E	RENEWAL DATE: 12/31/2018

BY	REVISION	DATE	NO.
DESIGNED: CTH			
DRAWN: CTH			
CHECKED: RLM			
APPROVED: RLM			

SHEET **C7** OF **18**



SCALE: 1" = 40'



US26 (MT HOOD HWY)

FUTURE STRIPING
(NOT PART OF THIS PROJECT)

CONSTRUCTION KEY NOTES

- 1** MATCH FUTURE PAVEMENT STRIPING TO EXISTING AS SHOWN.

STRIPING LEGEND

- ND R-20** NARROW DOUBLE YELLOW POSITIONING GUIDE REFLECTORS WITH TWO 4" YELLOW LINES
- METHOD A, THERMOPLASTIC, EXTRUDED, SURFACE, NON-PROFILED
- W** 4" WHITE LINE
- METHOD A, THERMOPLASTIC, EXTRUDED, SURFACE, NON-PROFILED.
- WB R-40** 4" WHITE BROKEN LINE SUPPLEMENTATION REFLECTORS WITH 4" WHITE BROKEN LINE
- METHOD A, THERMOPLASTIC, EXTRUDED, SURFACE, NON-PROFILED.
- D R-20** DOUBLE NO-PASS TWO 4" YELLOW LINES
- METHOD A, THERMOPLASTIC, EXTRUDED, SURFACE, NON-PROFILED.

NOTES

- STRIPING TO BE COMPLETED BY ODOT AT A FUTURE DATE
- SEE OREGON STANDARD DRAWINGS STRIPING DETAILS TMS00 AND TM 502, ON SHEETS C14 AND C15

STRIPING TABLE

NUMBER	STATION	OFFSET
91	62+10.25	28.53L
92	62+69.08	16.51L
93	62+10.28	3.45L
94	64+34.21	0.31R
95	65+13.90	8.80L
96	66+15.51	33.64L
97	66+18.54	21.66L
98	66+18.62	9.66L
99	67+36.21	34.04L
910	67+35.96	22.04L
911	67+38.15	6.16L
912	69+48.13	30.52L
913	69+05.93	18.45L
914	69+06.10	5.90L

STATIONS AND OFFSETS ARE TO THE APPROPRIATE LINE LINE DESIGNATORS PER ODOT STANDARD DETAILS TMS00 & TMS61.

PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST**
PROJECT: **MT HOOD HWY STRIPING PLAN**
LOCATION: **EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055**

Will County Surveyors & Planners, Inc.
Surveying, Planning and Civil Engineering
P.O. Box 955 Sandy, OR 97055
Phone: (503) 668-3151
Fax: (503) 688-4730

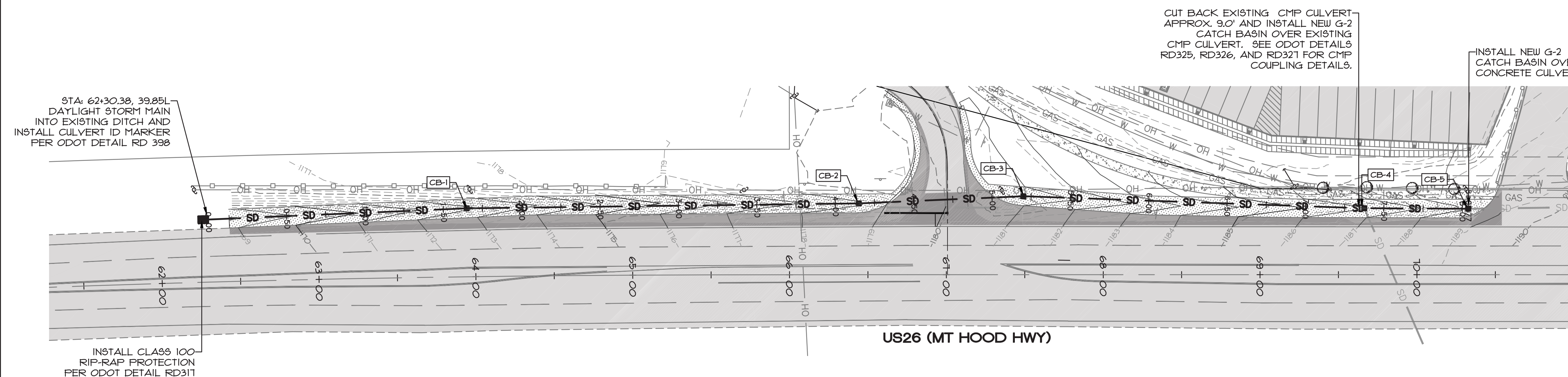
Client: BRAD PICKING
PO BOX 652
SANDY, OR 97055
PHONE: 503-663-1414

DATE OF PLOT: 2/1/2017

STORM IMPROVEMENT PLAN

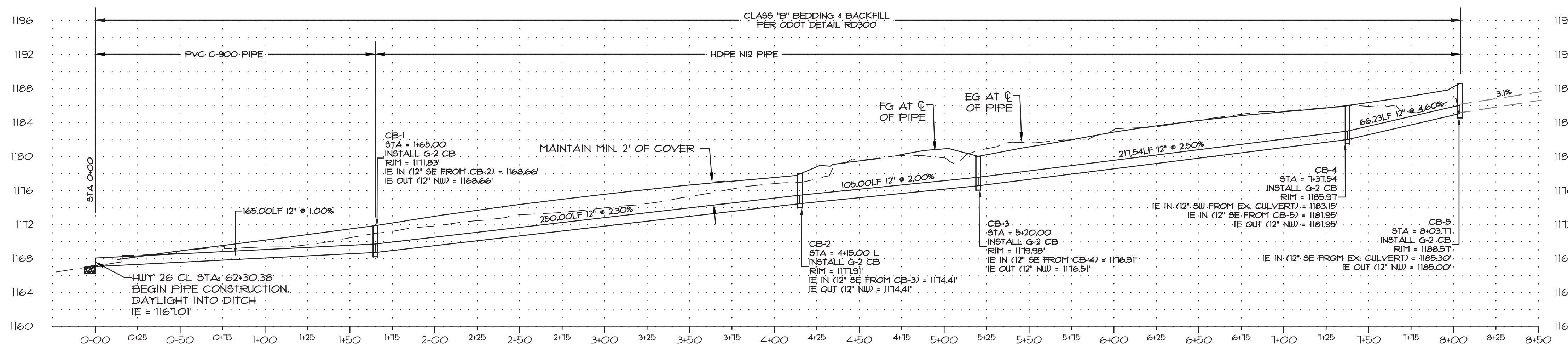


SCALE: 1" = 40'



NOTES:

1. PIPE LENGTHS SHOWN ON PIPES FROM CATCH BASIN TO CATCH BASIN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
2. CONNECTIONS FROM EXISTING CULVERTS TO NEW INLETS SHALL BE THE SAME MATERIAL AS THE EXISTING CULVERT.



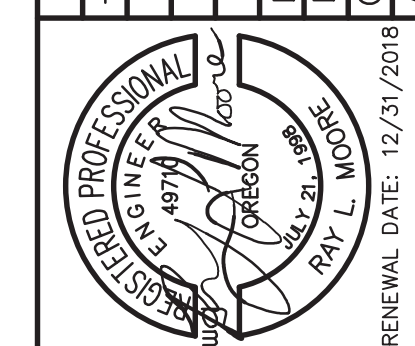
STORM PROFILE

HORIZ: 1" = 40'
VERT: 1" = 8'

INLET TABLE

STRUCTURE	STATION	OFFSET
CB-1	63+94.74	43.58L
CB-2	66+44.15	45.43L
CB-3	67+49.04	50.00L
CB-4	69+64.90	42.39L
CB-5	70+32.61	42.00L

BY		SHEET	
REVISION		C8	OF 18
NO.		DESIGNED: CTH	RLM
DATE		DRAWN: CTH	RLM
		CHECKED: RLM	RLM
		APPROVED:	



SCALE	VERT: 1"=8'	HORIZ: 1"=40'	DATE	08-09-2016	FILE	15-OTT-ODOT-DESIGN
SECTION	19	RANGE	25	LEGAL	5E	

PROJECT: **MT HOOD HWY AT VISTA LOOP DR EAST**
 LOCATION: **EAST END OF VISTA LOOP DRIVE AND MT HOOD HWY, SANDY, OR 97055**
 STORM IMPROVEMENT PLAN

Surveyors & Planners, Inc.
 Surveying, Planning and Civil Engineering
 P.O. Box 955 Sandy, OR 97055
 Phone: (503) 666-3151
 Fax: (503) 666-4730
 DATE OF PLOT: 2/1/2017

Client: BRAD PICKING
 PO BOX 652
 SANDY, OR 97055
 PHONE: 503-663-1414

EXHIBIT RR

January 19, 2021

Mr. Kelly O'Neill
City of Sandy
39250 Pioneer Blvd.
Sandy, OR. 97055

Subject: The Views Application - Response to 12/30/20 Email

Dear Kelly,

I am writing in response to your email dated December 30, 2020 regarding "The Views" land use application. In this email you asked our project team to provide "new/ additional submissions" to a list of items prior to the February 16, 2021 City Council hearing for this application. In consideration of your request I have prepared written responses to address each of these items as they appear in your email.

1. Apartment modifications on Lot 72 with the third story removed;
Response: During the December 16, 2020 Planning Commission hearing the applicant indicated he was willing to reduce the height of the proposed multi-family building proposed on Lot 72 from three stories to two stories. With removal of the third story of this building the applicant also proposes reducing the number of units in this building from 24 units to 15 units. Attachment A, Revised Proposal Details, confirms this change.
2. Density analysis to confirm density bonus is no longer requested;
Response: The change in the number of units in the multi-family building on Lot 72 now reduces the proposed total project unit count to 159 units in compliance with the maximum density allowed for the site. With this revision the applicant no longer requests or needs approval to increase density as allowed by Section 17.64.40(C). Attachment B provides revised density calculations as requested.
3. Line of sight analysis for the two story apartment on Lot 72;
Response: The applicant believes this evidence is unnecessary because the proposal to reduce the height of the building on Lot 72 from three stories to two stories was an offer of goodwill to adjacent property owners. The maximum building height allowed in the SFR zone is 35 feet and the proposed change to a two story building is expected to reduce the height of this building by approximately 12 feet. It should be noted the maximum building height allowed in this zone is 35 feet regardless of structure type. In addition, as you are aware the site does not contain a restriction or covenant requiring structures built on

this property to be less than the maximum building height allowed by code. In considering your request we believe it is unreasonable to require the applicant to prepare a line of sight analysis for this project as there are no code criteria requiring this work. In addition, preparing an accurate sight analysis requires preparation of detailed building plans and a site grading analysis and these items won't be completed until a future design review application for this structure is submitted. The applicant requests this item be removed.

4. Additional vegetation between the sound wall and sidewalk along Highway 26;
Response: *Preliminary plans show there will be about two feet from the back of the sidewalk along Highway 26 to the proposed sound wall. The applicant is not opposed to planting appropriate landscape materials in this space, to help soften the appearance of the wall, but we do not believe this plan is needed or should it be required prior to land use approval.*

5. A pedestrian path connection between Ortiz Street and the property to the north.
Response: *The revised Future Street Plan submitted prior to the Planning Commission's December hearing shows a street connection between Ortiz Street and the property to the north is not needed. The owner of this property also affirmed this design in an email. The record for the project shows that neither the City Engineer or Public Works Director recommended construction of this facility and the Planning Commission concluded a street connection in this location also was not needed. Section 17.100.120(D) contains language requiring a pedestrian path to be constructed for blocks over 600 feet in length. The north side of Ortiz Street from the intersection with Vista Loop Drive to the center of the Ortiz Street cul-de-sac is 539 feet and it is 577 feet from Vista Loop to the sidewalk proposed along Highway 26. Given these facts we believe a pedestrian path connection between Ortiz Street and the property to the north is not warranted and we request this item be removed.*

Thank you for considering our responses to your December 30 email. If you should have any questions about this letter please do not hesitate contacting me or another member of the project team. We appreciate your assistance with this project and thank you again for your continued support.

Regards,



Tracy Brown

Attachments:

- A. Revised Proposal Details
- B. Revised Density Calculations

EXHIBIT SS

REVISED PROPOSAL:

THE PROPOSED PD WILL CREATE A TOTAL OF 122 NEW RESIDENTIAL LOTS AND OVER 11 ACRES OF OPEN SPACE. THE PROPOSED DENSITY WILL BE 159 UNITS. THIS IS THE MAXIMUM BASE DENSITY UNDER THE CODE. THE UNITS WILL BE A MIX OF SINGLE FAMILY DETACHED LARGE AND SMALL LOTS, SINGLE FAMILY ATTACHED, AND MULTIFAMILY SEE THE FOLLOWING LOT BREAKDOWN:

SINGLE FAMILY DETACHED LOTS:

50 LOTS (3,400 SF TO 4,999 SF)
13 LOTS (5,000 SF TO 5,999 SF)
12 LOTS (6,000 SF TO 7,499 SF)
13 LOTS (7,500 SF TO 17,000 SF)

TOTAL OF 88 SINGLE FAMILY DETACHED LOTS

MULTIFAMILY LOTS: THERE ARE 2 LOTS (43,003 SF AND 53,185 SF)

LOT 122 WILL HAVE A 3-STORY 24-UNIT APARTMENT BUILDING.
LOT 12 WILL HAVE A 2-STORY 15-UNIT APARTMENT BUILDING FOR A TOTAL OF 39 UNITS.

SINGLE FAMILY ATTACHED LOTS (ROW HOUSES)

32 LOTS (2,160 SF TO 2,695 SF)

THE PROPOSED DENSITY OF 159 UNITS FALLS BETWEEN THE MIN CALCULATED 63 UNITS AND THE MAXIMUM 159 UNITS.

EXHIBIT TT

THE VIEWS Revised Density Calculations

Date: 1/7/2021
 Job no: 19-071
 By: RLM

Lower Views (Picking Property)

Total Site Area =>	1,015,748 SF	23.318 <=== Acres Total
Public ROW =>	127,049 SF	2.917 <=== Acres Total
Public Detention Pond Tracts =>	13,954 SF	0.320 <=== Acres Total
Open Space and Private Tracts =>	453,478 SF	10.410 <=== Acres Total
Total Lot Area =>	421,267 SF	9.671 <=== Acres Total

Upper Views (Knapp Property)

Total Site Area =>	416,066 SF	9.552 <=== Acres Total
Public ROW =>	77,931 SF	1.789 <=== Acres Total
Public Detention Pond Tracts =>	16,839 SF	0.387 <=== Acres Total
Open Space and Private Tracts =>	72,595 SF	1.667 <=== Acres Total
Total Lot Area =>	248,701 SF	5.709 <=== Acres Total

AREA INFORMATION for Total Project

Total Site Area =>	1,431,813 SF	32.870 Acres
Public ROW =>	204,980 SF	4.706 Acres
Public Detention Pond Tracts =>	30,793 SF	0.707 Acres
Net Site Area (NSA) =>	1,196,040 SF	27.457 Acres (Total Area - Public ROW/Ponds)
Restricted Development Area (RDA) =>	279,768 SF	6.423 Acres
Unrestricted Site Area (USA) =>	916,272 SF	21.035 Acres (USA = NSA-RDA)
Total Open Space and Private Tracts =>	526,073 SF	
Total Lot Area =>	669,967 SF	

Density Calculations (Based on SFR Zoning)

Minimum Density =>	3 units/acre	
Max density =>	5.8 units/acre	
Minimum Required Units = USA x min density =>	63 units	<=== Minimum Density
Maximum Allowed (the lesser of the two numbers)		
A. NSA x max density ==>	159.3 units	
or		159 <=== Maximum Base Density
B. USA x max density x 1.5 ==>	183.0 units	

Open Space Calculations

Minimum 25% open space required =>	357,953 SF	8.22 Acres
Proposed private open space - Natural Area =>	359,491 SF	8.25 Acres
Proposed private open space - Active Area =>	160,161 SF	3.68 Acres
Total proposed private open space =>	519,653 SF	11.93 Acres
Total proposed private open space % =>	36% > Than 25% OK	