South Cooper Mountain Concept & Community Plans

Online Workshop Summary

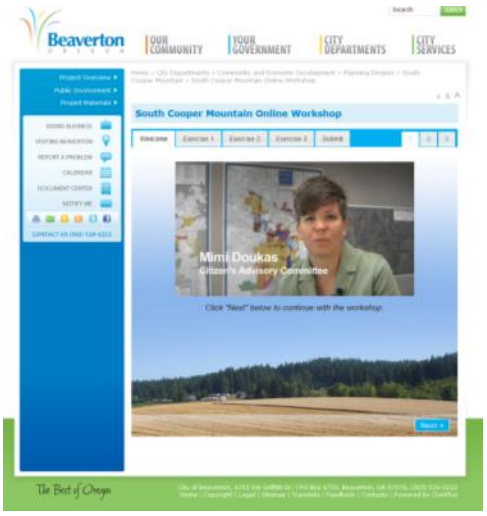
August 23, 2013

ABOUT THE ONLINE WORKSHOP

The online workshop for the South Cooper Mountain Concept and Community Planning process was available to the public through a link posted on the project homepage (www.BeavertonOregon.gov/SouthCooperPlan) from July 13 to July 31, 2013. The online workshop was intended to complement the physical workshop (held on July 13 at Scholls Heights Elementary School) and to provide additional opportunities for the public to provide input on future land use and transportation within the Planning Area.

NOTIFICATION AND PUBLICITY

The online workshop was promoted in conjunction with notices for the July 13 workshop. Notice included an article in Beaverton's "Your City" newsletter; media coverage in the Oregonian and the Daily Journal of Commerce (July 11, 2013); a postcard mailing to approximately 3,350 households in and within ½ mile of the planning area; an email to over 1,900 people on the Beaverton Neighborhood Association, CPO6, CPO10, and project website email lists; tabling at the July 25 Beaverton "Last Tuesday" event and at the July 6 Beaverton Farmers Market; and posters distributed to local businesses. The online workshop was also publicized on the project web page and on the city's homepage under "Current Topics" while the online workshop was active.



Online workshop welcome video

ONLINE WORKSHOP STRUCTURE

Welcome – Participants were directed to a welcome video narrated by Citizens Advisory Committee Chair Mimi Doukas that described the purpose of the project and of the workshop. The welcome section also included instructions explaining the online workshop, and questions about why respondents might be interested in the process. Respondents were told that they could participate in all of the exercises, or only those that they were interested in.

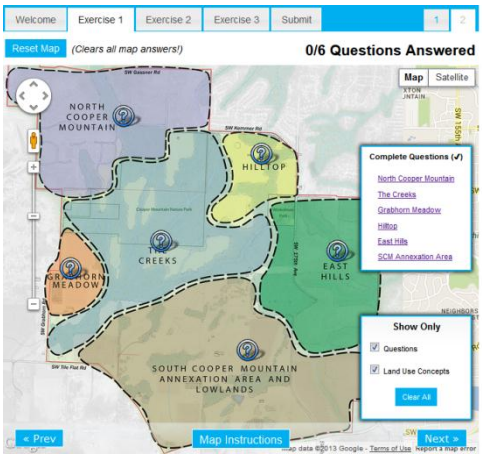
Short videos narrated by Angelo Planning Group Project Manager Joe Dills provided background information for each of the following exercises:

Exercise 1: Big Picture Land Use Concepts – This exercise used a map that showed possible set of land use concepts for various geographies within the Planning Area. Respondents could click map icons for more information and to rate the concepts for and provide additional comments on each area.

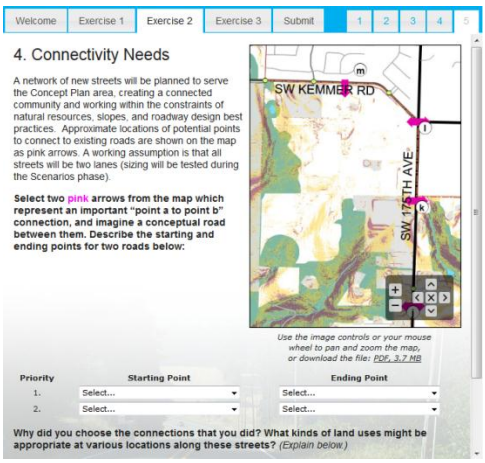
Exercise 2: Transportation Issues, Priorities and Ideas – Participants were asked to identify top transportation issues for the Planning Area, priorities for bicycle and pedestrian improvements, and their preferences for encouraging future transit service. Participants could also identify future roadway connections within the area by selecting starting and ending points on a map.

Exercise 3: SCMAA – Concepts for a Complete and Sustainable Community – This exercise allowed users to position icon "tokens" representing potential land uses on a map of the part of the planning area that has been annexed to the City of Beaverton (the South Cooper Mountain Annexation Area or SCMAA). Respondents were instructed to arrange the land use tokens based on the developable land within the SCMAA.

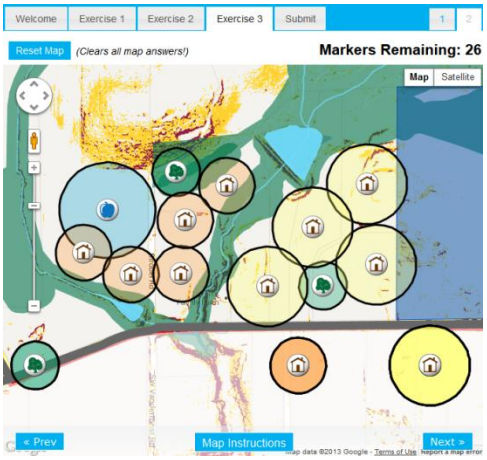
Review – Respondents could view their progress through the workshop before submitting additional comments and their final answers.



Exercise 1 - Land use concepts map



Exercise 2 - Connectivity needs



Exercise 3 - SCMAA land use concepts map

RESPONSE

During the month of July, there were **164** unique visitors to the online workshop page. By the end of the online workshop there were **19** submitted responses.

Respondents were asked to describe their primary connection to South Cooper Mountain. Almost all respondents said that they live or own property near or within the planning area:

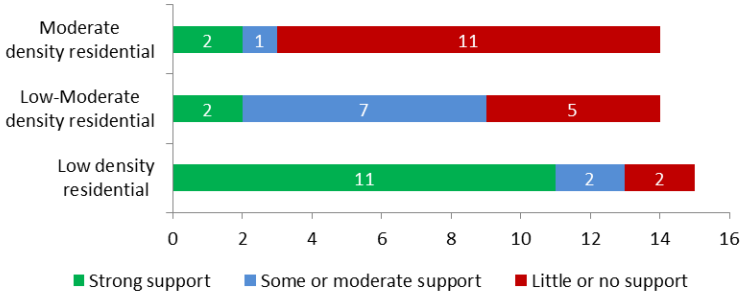
Answer	#
Live/own in North Cooper Mountain	2
Live/own in the Urban Reserve Area	3
Live/own in the S. Cooper Mtn Annexation Area	1
Live/own near the Planning Area	5
None of the above - just care about the area	2

This report provides analysis of the comments received. Questions that included requests for personal information are not included.

EXERCISE 1: BIG PICTURE LAND USE CONCEPTS

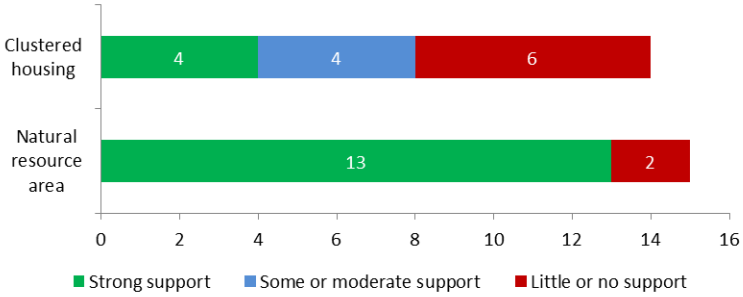
Respondents were shown potential long range (50 year) land use concepts for six geographic areas within the planning area and asked for feedback. The information below is a summary. A complete list of responses is included in Appendix A. Preferences and comments are organized by geographic area:

1.1 - North Cooper Mountain



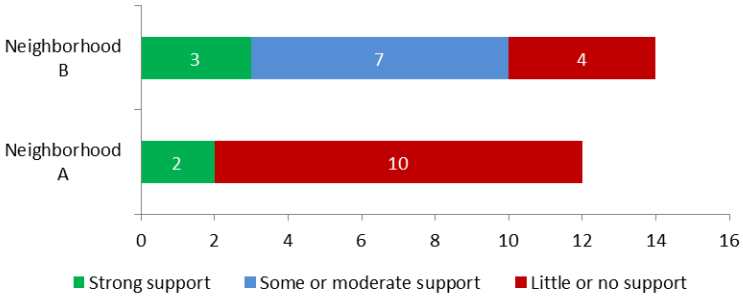
Most respondents supported low density residential that would continue the existing land use pattern. There was some support for the low-moderate density option (described as about 6 homes per acre) as well, but very little support for the moderate density option (described as about 10 homes per acre). Respondents noted that the area is far from urban amenities and lacks the safe transportation infrastructure to support higher densities. One response noted that further development could negatively impact wildlife in the area.

1.2 – The Creeks



Most respondents strongly supported preserving the creeks as a natural resource and open space area. There were mixed reactions to the idea of clustered housing in the Creeks. Respondents noted that The Creeks are adjacent to Cooper Mountain Nature Park and are particularly important for wildlife. They felt that this area should be used to provide wildlife corridors and additional preservation areas. One commenter expressed concerns about potential flooding; another noted that if development should occur in this area, it should happen away from the creeks. One respondent noted that this area could benefit from roadway improvements to support bicycling in the area. One respondent said that high or low density could be used if "appropriate" for the buildable areas.

1.3 – Grabhorn Meadow

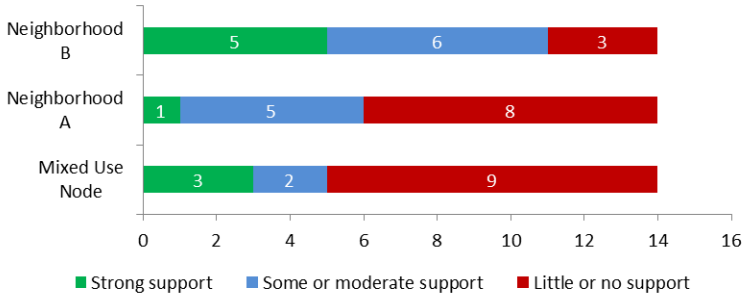


Respondents expressed very little support for the higher density (15 units/acre) Neighborhood A concept. There was more moderate support for the 10 units/acre Neighborhood B concept which emphasized detached homes. Several commenters pointed out that higher density is not compatible with adjacent land

uses here (farmland and the Nature Park) and the area is not located near to shopping, job centers, or other urban amenities. Some suggested that it would be better to continue use as farmland and wildlife habitat. One commenter noted that if development must occur, it should be at a much lower density.

One respondent suggested that because of its flatness, this area could be developed with single level homes to create a community that is friendly to people with limited mobility.

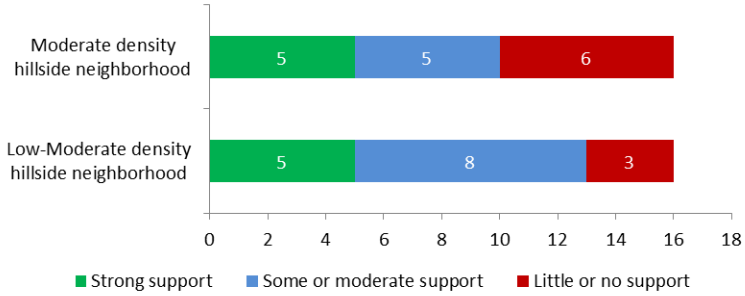
1.4 – Hilltop



Neighborhood B, which emphasized detached homes, received the most support overall, with most respondents expressing moderate to strong support for this concept. Less than half of respondents expressed support for higher density (Neighborhood A) or mixed use development. Respondents noted that higher densities are not compatible with the existing old growth forest and rural uses in this area. Another expressed concerns about roadway capacity being able to support additional growth in the area; additional safety improvements were also considered necessary before any new development occurs.

One respondent noted that this area appears to have more buildable land than other parts of the planning area. Another suggested that the development type should be determined by land prices.

1.5 – East Hills



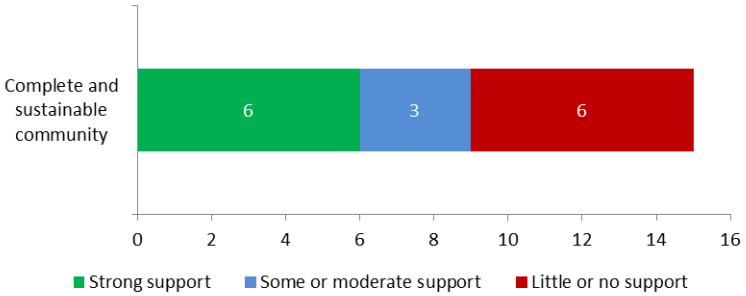
Both concepts for the East Hills received some support from respondents, with greater support for the low-moderate density option. Respondents noted concerns about wildlife habitat, preserving forests and farmland, steep slopes, creating additional runoff from new development and groundwater contamination of existing wells, and how 175th Ave is already over capacity in serving this area. Weir Road was also noted as a roadway that needs additional improvement before new development can occur.

Some respondents felt that it was a mischaracterization to describe the area as “hilly” when it has buildable lands that would support new higher density development very well.

1.6 – South Cooper Mountain Annexation Area and Lowlands

Since this area is within the urban growth boundary and city limits, respondents were asked to reflect on the "complete and sustainable community" land use concept for the area.

Respondents were split in terms of their support for the proposed 13-15 units/acre concept.



Many respondents were concerned about how this level of development would impact the already over capacity local and regional transportation system. They feel that commute times to regional destinations are already high and have been made worse by other new development in the region. Some said that alleviating congestion with public transit does not seem realistic, and it may be difficult or impossible to expand many of the existing two lane roads to accommodate new traffic.

Several comments questioned whether the proposed density was too high and whether the new development and urbanization is at odds with existing uses. One respondent questioned whether there is actually demand for the type of higher density housing that is being proposed, given that there seem to be plenty of developable lands already within the UGB. They indicated that there is a greater need for single-story ranch style housing.

Several respondents said that they chose to live in this area because it is rural. Some respondents felt that new development will displace farmable areas and wildlife habitat and lead to adverse impacts from stormwater runoff.

Murray-Scholls, the Gateway neighborhood and high density infill at Progress Ridge were cited as negative development examples.

EXERCISE 2: TRANSPORTATION ISSUES AND IDEAS

2.1 – Top Transportation Issues and Priorities

In your opinion, what are the biggest transportation issues facing this area in the future? Which issues are your top priorities?

The information below is a summary of responses; a full list is included as Appendix B. The following are listed roughly in order of popularity:

- **System capacity is inadequate:** Commenters felt that the existing system does not serve the current population and problems will only get worse with new development. Specific roads mentioned: Scholls Ferry Road; Tile Flat Road; Grabhorn Road; 175th Avenue.

- **There is no good north-south transportation corridor through the area:** Commenters noted that there is no good route to high traffic volume destinations such as Hillsboro or job centers (Intel), or to Highway 26.

- **Rush hour traffic:** Commenters described bad traffic in many areas, but Scholls Ferry was mentioned as particularly bad during rush hour. Some noted that drivers hoping to avoid traffic tend to cut through neighborhoods and use roads that are not designed for them and predicted that new development would only make the traffic worse.

- **Unsafe roads:** 175th Avenue was described as particularly dangerous, particularly due to heavy traffic, the hairpin curve, and the lack of turn lanes. The intersection of 175th and Rigert Road was also described as particularly dangerous. Commenters stated that drivers also tend to travel at unsafe speed along Scholls Ferry Road, Tile Flat Road, and Grabhorn Road, and that many roads lack shoulders, curbs, and are not wide enough.

- **Inadequate bike/ped facilities:** Commenters pointed out that although the area is popular with cyclists, there are very few bike lanes and roadway shoulders are small to non-existent. The comments also highlighted a lack of sidewalks and walkable destinations and noted that walking in this area is dangerous.

- **No transit options**: Commenters pointed out that the hilly area makes it particularly difficult to provide service.

Are there particular solutions or options to address these issues that you think should be considered?

The information below is a summary of responses; a full list is included as Appendix B. The following are listed roughly in order of popularity:

- **Improve north-south roadway capacity** by: adding a new road (bypass); widening and/or extending 170th, 175th, 185th, 209th, Grabhorn-Tile Flat Road, or Murray Boulevard; or focusing on how to better move traffic via Scholls Ferry.

- **Improve traffic and safety** by: lowering speed limits and discouraging travel through neighborhoods and on some roads such as 175th.

- **Fix specific safety issues** such as: the 175th Avenue intersections with High Hill Lane and with Rigert Road.

- **Improve regional connections** by: upgrading Tile Flat Road to Clark Hill, and Clark Hill to Farmington Road; extending Cornelius Pass to Clark Hill; providing better routes to I-5.
- **Improve bike and pedestrian facilities** by: adding bike lanes, pedestrian lanes, and sidewalks; organize land uses based on walking and bicycling patterns.
- **Fund improvements** through: new development, bond levies, and contributions from school and parks districts.
- **Improve transit** by: adding new bus service to the area; organize land uses around transit service.
- **Prioritize vehicle capacity**: do not add bike lanes at the expense of traffic lanes.
- **Reconsider the amount of new development at Cooper Mountain**: slow down or stop development on Cooper Mountain; keep the area as farm land and wildlife habitat.

One commenter suggested that the next UGB expansion should include a complete travel corridor to be able to address regional travel needs.

2.2 – Bicycle and Pedestrian Facilities

Thinking long-term, what will be the most important bicycle or pedestrian improvements that will need to be made in the Concept Planning area?

The information below is a summary of responses; a full list is included as Appendix B. The following are listed roughly in order of popularity:

- **Improve roads with heavy bike traffic**: Many cyclists use 175th Avenue, Grabhorn Road, Tile Flat Road, and Scholls Ferry Road as a bike route, but these routes can be dangerous for pedestrians and cyclists. Consider reducing speed limits, paved shoulders and/or dedicated bike lanes, curbs, completed sidewalks, and elevated pedestrian/ bike paths as ways to improve safety.
- **Locate the bicycle network away from major roads and/or on trails:** A bicycle network that connects to regional destinations is desirable. Moving bike lanes away from roads would also open up space for pedestrian improvements.
- **Connect gaps in sidewalk network:** Gaps in the existing sidewalk network should be filled as part of a plan that connects pedestrians to regional destinations, such as the Nature Park. Commensurate safety improvements such as a crosswalk at Kemmer Road are also a necessary part of a complete pedestrian network.
- **Address difficult topography:** Hilly terrain is an obstacle for many pedestrians and cyclists in the area. Flat pedestrian and bike routes or routes that bypass hills would make those forms of transportation more appealing to a wider range of residents with varying abilities.
- **Connections to transit:** The bike and pedestrian network should connect with existing bus routes.

Other comments: One respondent **suggested coupling bike and pedestrian improvements with an education program** that promotes the safest bike and pedestrian routes while keeping people away from more dangerous areas. Another respondent questioned whether bike and pedestrian facilities would be used at all and whether they are a wise investment in an area that is constrained by steep terrain.

2.3 – Future Transit

Which of the following initial ideas make most sense to you to plan for future transit to the Concept Planning area? *(Select two.)*

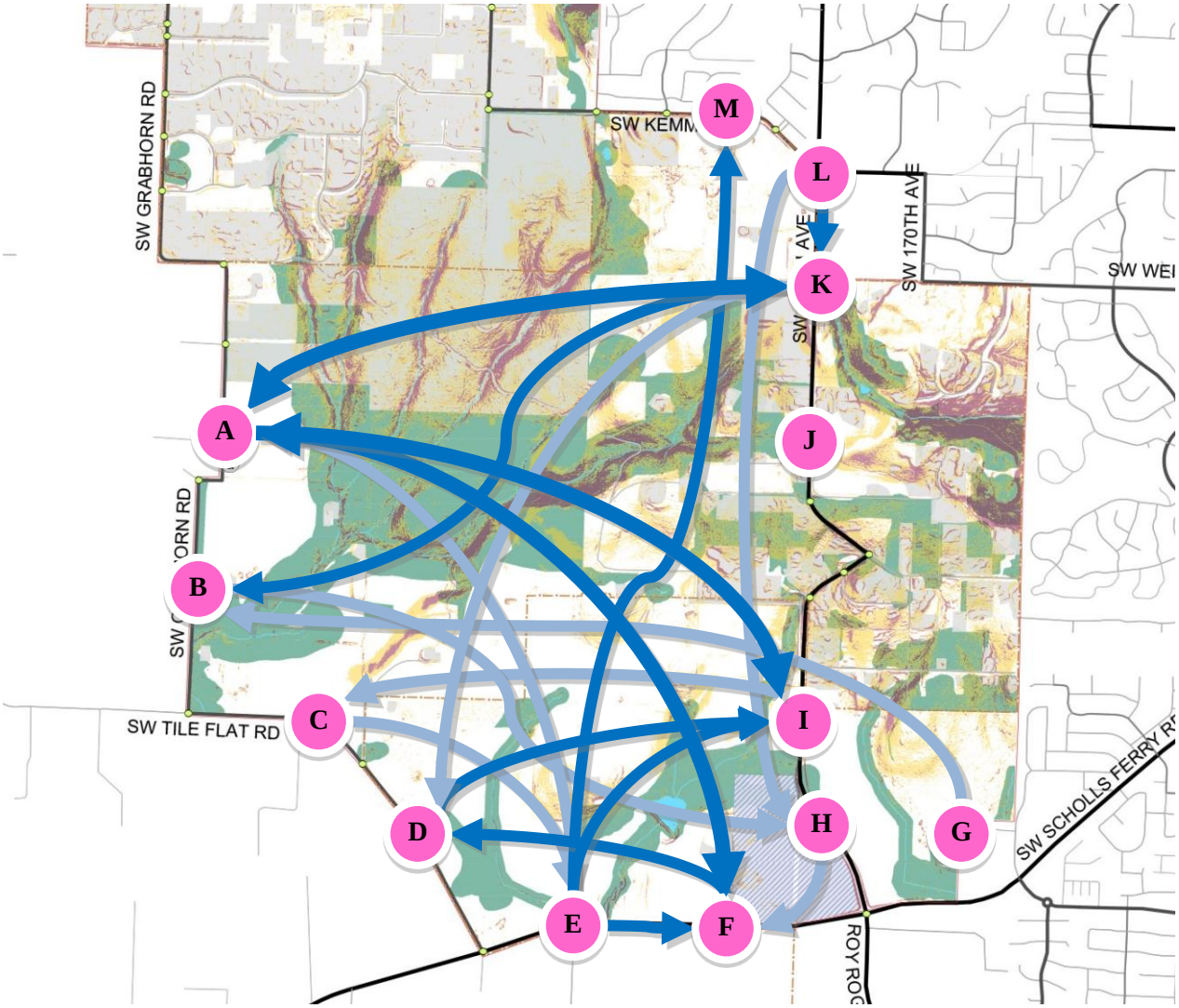
Designing roadways to efficiently accommodate bus service received the most support (8), followed by planning for mixed use nodes adjacent to bus stop locations (6) and providing a park and ride within the planning area (6).

One “other” response described a potential new bus connection to Cooper Mountain Nature Park. The other comment equated transit with higher densities.

Answer	#
Cluster together higher density land uses	2
Plan for mixed use "nodes" that are adjacent to logical future bus stop locations	6
Design roadways to allow for the most efficient possible bus service in the future	8
Provide a small park and ride lot within the Concept Planning area	6
Optimize pedestrian connections to potential future transit nodes	5
Other	2

2.4 – Connectivity Needs

Respondents chose starting and ending points for up to two roadway connections. These points are illustrated on the map below. Darker blue lines indicate first answers; lighter blue indicates second answers. Thicker lines indicate two or more suggested connections between the same points:



Observations – Most respondents described east-west connections within the planning area, though some noted that their east-west connections were intended to support regional north-south travel. The most popular connecting points (four or more) included: *a) Grabhorn Road (North); e) Scholls Ferry Road near Strobel Road; f) Scholls Ferry Road (East); i) 175th Avenue near Alvord Lane;* and *k) 175th Avenue near Winkelman Park*.

Why did you choose the connections that you did? What kinds of land uses might be appropriate at various locations along these streets?

Several respondents indicated that they chose their connections in order to ease congestion on Scholls Ferry by providing alternative east-west travel; several others said that they wanted to relieve traffic on 175th Avenue and direct travelers away from the top of the hill. Other reasons given included: relieving

traffic on Tile Flat Road; topographical feasibility; providing safer access to Winkelman Park; and improving access to properties within the planning area.

Three respondents noted that a north-south corridor bypassing 175th Avenue should be a high priority. One said that an east-west corridor that bypasses Kemmer Road should also be a priority.

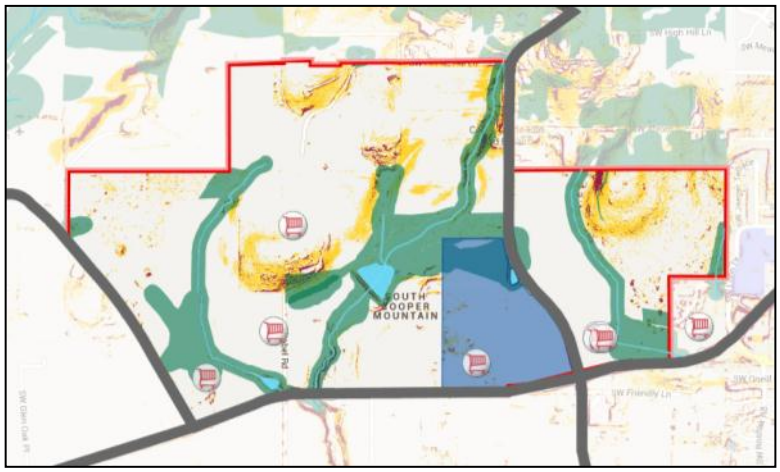
One respondent said that no new roads should be added without first improving bus service and making accommodations for pedestrians.

EXERCISE 3: THE SCMAA - CONCEPTS FOR A COMPLETE AND SUSTAINABLE COMMUNITY

Overview and General Observations – Respondents were provided with a set number of "tokens" to distribute throughout the Annexation Area. The maps below show the distribution of each type of token on the study area map. Commercial and higher density uses tended to be focused along Scholls Ferry Road and to the west of 175th. Lower density uses tended to be sited farther away from the larger roads. For the most part, respondents avoided placing tokens on top of unbuildable areas, though several placed tokens within the area designated for the new high school.

Note: In the residential land use maps below, the number 1 or 2 has been used to indicate whether a particular token was the first or second token to be placed on the map. The placement of these tokens can help to indicate higher priority areas – although it is possible that they may have been moved more than once in the course of the exercise.

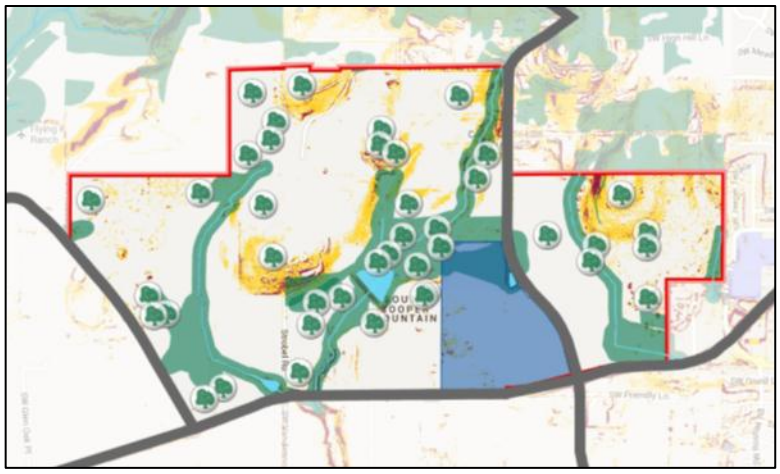
Neighborhood Commercial (1 token)



Observations – Nearly all of the neighborhood commercial tokens were placed on or near Scholls Ferry Road. Five respondents placed the token at the northeast corner of Scholls Ferry and 175th Avenue.

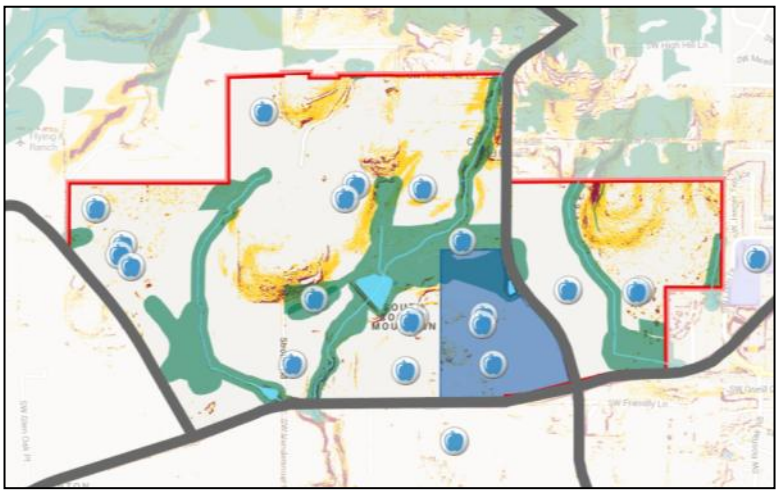
Additional comments: One respondent suggested that the proposed commercial center is far too small to serve the projected population for this area, and will require residents to drive elsewhere to do their shopping. Another commenter chose to place their token along 175th Avenue to the north of the Annexation area inside of the Urban Reserve, noting that it would be a better node for commerce and high density housing with minimal slope constraints and no disruption to natural areas.

Parks (4 tokens)



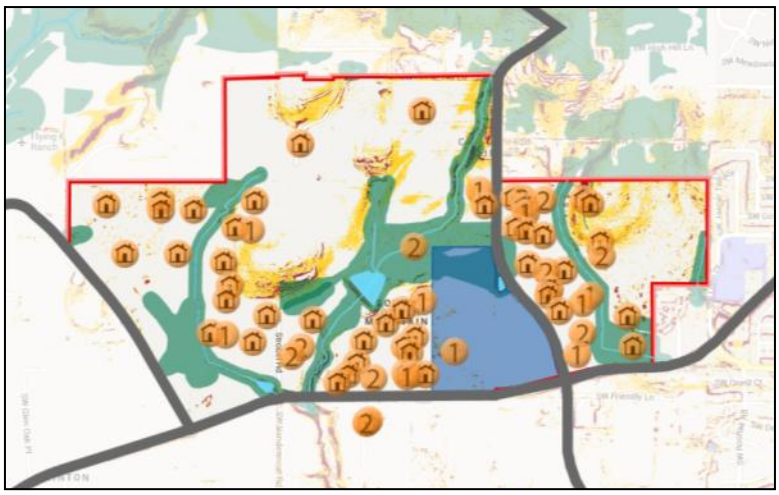
Observations – Parks were distributed fairly evenly throughout the planning area, but tended to be clustered around existing natural resources or areas with high and/or sloped topography. Most of the parks were placed away from Scholls Ferry Road and closer to the center of the planning area.

Schools (2 tokens)



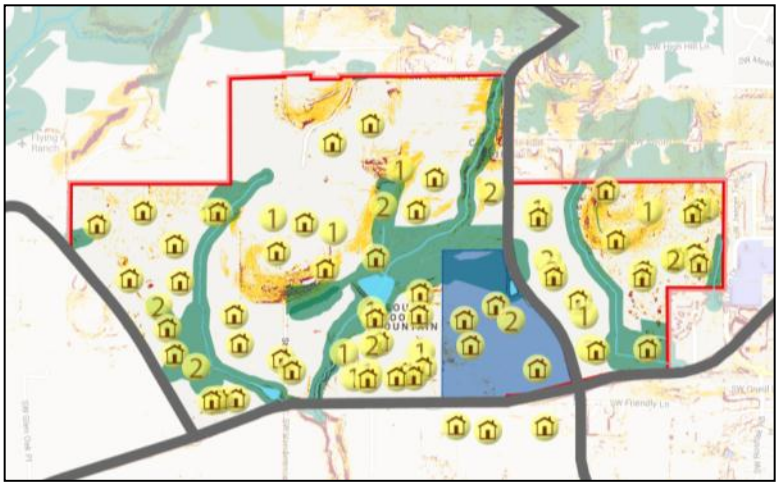
Observations – Schools were distributed fairly evenly throughout the planning area. Several were placed on existing (Scholls Heights Elementary) or future (new high school) school sites, possibly indicating an interest in collocating new facilities. Notable clusters of potential sites included the far west end of the planning area off of Tile Flat Road, the area to the north of Scholls Ferry Road and to the east of Strobel Road, and on the center of the planning area to the east of 175th Avenue. Most of the school tokens were located near or adjacent to proposed parks.

Residential: Apartments and Condos (8 tokens)



Observations – Apartment and condo tokens were predominantly located along Scholls Ferry Road and to the east of 175th. Most of the first and second place tokens (indicated by "1" and "2") were placed within these areas, indicating that these may be the first choice areas for this type of development. Apartment and condo tokens are mostly absent from the areas to the far east end of the planning area (closest to the new Churchill Forest subdivision) and at the far north.

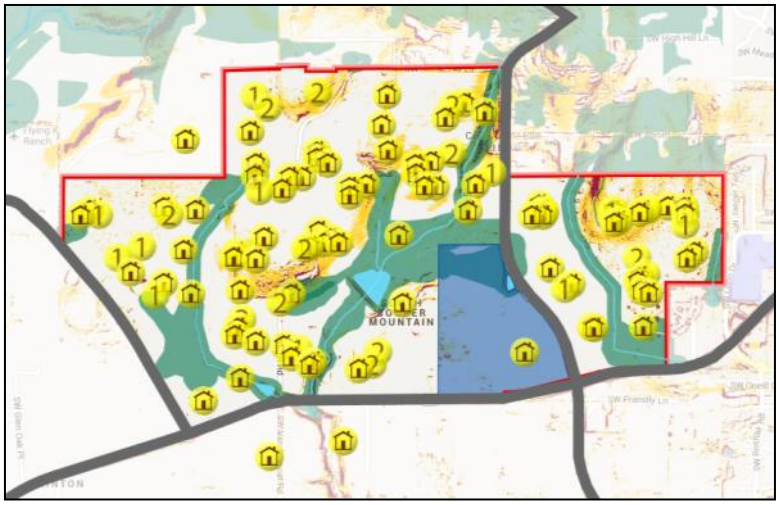
Residential: Townhomes and Cottages (8 tokens)



Observations – Though more dispersed than the apartment and condos, most of the townhome and cottage tokens were also placed adjacent to Scholls Ferry Road and west of 175th. Townhomes and cottages were mostly absent from the far north part of the study area, and from the far west corner near Kobbe Drive.

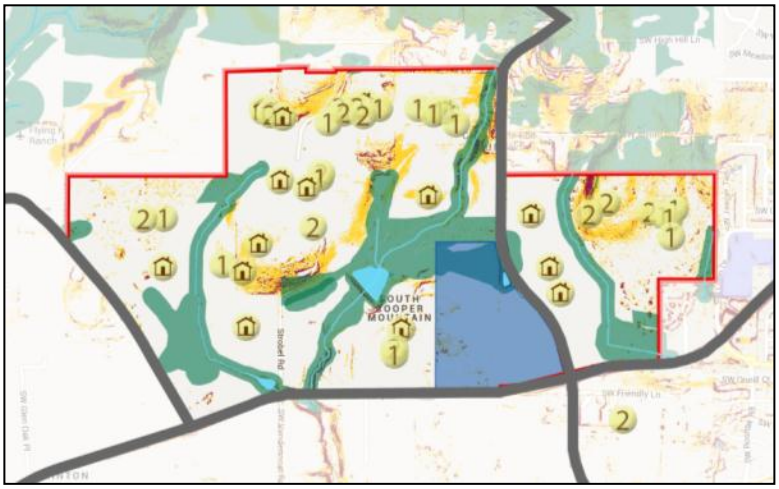
Residential: Small Lots (12 tokens)

Observations – Small lots were dispersed the most evenly throughout the study area. Notable clusters of first and second place tokens were located to the far west (near Tile Flat) and to the far east (near Churchill Forest).



Residential: Standard Lots (4 tokens)

Observations – Though fairly dispersed, standard lot tokens were notably clustered along the north and east edges of the study area.



OTHER COMMENTS

Do you have any other comments to share?

The information below is a summary of responses; a full list is included as Appendix C. The following are listed roughly in order of popularity:

New Development – Several respondents were disheartened at the prospect of higher density development in the area. They questioned whether there is actually demand for this type of housing and why new development is necessary when other parts of the Metro area are not completely built out. Two respondents questioned whether single family and large lot homes would not be better community assets in the long run than higher density development.

Several respondents expressed concern that new development would be “cheap” or “tacky”. One called for development standards to mitigate this.

One respondent asked that existing homes not be forced to switch to sewer at their own expense.

Nature, Rural Areas – Several respondents cited the natural beauty of South Cooper Mountain as the reason they chose to live in the area. Some felt that higher density is not compatible with the area’s natural beauty, wildlife, livability, and existing way of life.

Respondents said that new development should preserve trees and greenery whenever possible. Recent clear-cutting within the Annexation Area has created a negative impression of what development will mean for the area.

Transportation – Respondents reiterated their concerns about how new development will affect the existing transportation system. The roads over and around Cooper Mountain are perceived as over-capacity and in poor condition. Commenters noted that many roads shut down on snowy days and are not wide enough to be plowed. Traffic on 175th Avenue was mentioned as one of the main transportation issues for the area.

Specific improvements mentioned included a marked crosswalk across Kemmer Road at Mayberry Place, and retrofitted sidewalks along 175th Avenue to provide access to Winkleman Park from the Kemmer Road intersection. One respondent suggested that twisting and meandering neighborhood streets could be used to deliberately discourage neighborhood through-traffic.

Schools/High School Site – Some respondents expressed concern about the site proposed for the new high school at Schools Ferry and 175th Avenue. One respondent noted that traffic at the intersection is already an issue and it would does not make sense to add a destination for teenage drivers at that location. Another respondent felt that the site itself would be better suited as part of a much larger commercial center for the South Cooper Mountain area.

One respondent felt that residents are moving out of the area because of the planned development and that this will adversely affect schools.

Process/Online Workshop – Two respondents suggested that the planning process has been motivated and/or funded by developers who are only interested in making a profit. One questioned if any members of the planning commission are developers or owners in the planning area and have a conflict of interest.

One respondent noted that many of the suggested safety improvements will require approval from the Oregon Department of Transportation (ODOT), but that ODOT doesn't seem to be involved in the process.

One respondent asked why the process is not taking advantage of the current economic climate and low interest bond sales.

Several respondents complimented the online workshop and acknowledged the difficulty of planning in this area. One had difficulty understanding how the results from Exercise 3 would be interpreted and chose not to participate.

APPENDIX A - EXERCISE 1 OPEN ENDED COMMENTS

1.1 – What should be the long range (50 year) land use concept for North Cooper Mountain?

- This area, in my opinion, does not lend itself to urbanization...it is not near mass transportation, shopping, etc. It is far from city center and therefore lends itself to low density lot sizes (.5 acre up to 5 acre lots)
- The roads in this region are at FULL capacity and already marked with TOO High MPH signage such that people are DYING from these roads with double yellow lines due to the curves and UPS/DOWNS. For citizen safety the development must stay AS IS. Tom McCall would approve of keeping the STATUS QUO.
- Houses in this area were approved for 50 year septic tanks, have private roads that can not be upgraded to handle more traffic. Trying to infill would be very difficult and expensive. We daily see deer, racoons, coyote move through our area connecting the Jenkins estate and Cooper Mtn Nature Park natural areas. I have Wildlife camera pictures to document this. Building up this area more will harm this wildlife.

1.2 – What should be the long range (50 year) land use concept for The Creeks?

- Build low density housing in the buildable areas. Higher density is OK if appropriate in the small buildable areas.
- This is one of the last areas on Cooper Mountain where wildlife can survive. Their habitat needs to be preserved in order to make the Nature Park truly viable.
- This whole area is somewhat developed in a rural pattern (small farms/ranches, large home lots .5 - 10 acres). In my opinion, it should remain as such. However, being that many city bikers use the roads for biking, I would develop more bike friendly roads, and maintain/enhance current parks and possibly develop more habitat corridors. We've watched over the last year as current owners have completely removed tree habitat just east on Tile Flat Rd and this has adversely affected some of the local wildlife.
- Strong effort should be placed in expanding preservation space around this beautiful natural preserve, attempt to avoid allowing high density development. Habitat corridors, parks, and nature preserves should be the focal point in this area, not residential or commercial development.
- Stay away from the creeks, and use this space to offset building in other areas. Possibly some hotel/restaurants so people can view the parks.
- K.I.S.S. or NO CHANGE ... if this is a natural resource area with CREEKS, doesn't that mean possible flooding and there NOT A PLACE to develop! Keep it for the natural flora and fauna. THANKS.
- We should be trying to preserve a corridor for the nature to move to and from this park.

1.3 – What should be the long range (50 year) land use concept for Grabhorn Meadow?

- Same comments as for the Creeks Area – [Build low density housing in the buildable areas. Higher density is OK if appropriate in the small buildable areas.]
- Leave the area as farmland and protect the wildlife still remaining in this area.
- NO! This area does not have easy access to shopping. It does not lend itself to the urban concept of walking to the store. As pointed out, it is directly adjacent to farming. IF you MUST develop it... I think the small ranch/farm concept should be extended here (.5 acre - 5 or 10 acre lots). Now I figure that Metro,

Washington county and Beaverton have probably already made a decision and I'm just going against the tide... but out here it is undesirable to current residents to have high Los Angeles type urbanization next to farming. This just invites complaints from the new homeowners to complain about noises and activities that are part and parcel of a rural lifestyle and starts the long journey to ending the true rural lifestyle.

- Moderate density should be allowed in this area only because it is adjacent to a nature preserve:"the Creeks".
- If this is flat we need handicap, limited mobility ranch style homes for an aging population with the ability for people to walk or bicycle around, possible a 55 and over community.
- This area is right next to the Cooper Mountain Nature Area so why would anybody suggest building on it? Surely this "workshop" is a way to make it appear that the citizens WANT more development. Why would anybody expand development in this area of natural beauty? Save it for the WILDLIFE and a place to bury the dead who speed along these roads in excess of the already TOO HIGH speed limits. THANKS.
- Where would these people work and shop? Why would they want to live here when the commute would be so long?

1.4 – What should be the long range (50 year) land use concept for Hilltop?

- Development in this area could be determined by land prices. This doesn't seem to be a good place for focal point development. Upscale homes on large lots might work in this area.
- One of the few areas remaining on Cooper Mountain with old growth forest. Let it remain natural, don't cut any trees, allow development only in the areas outside the urban reserve where the area is already mainly residential.
- All I can say is... stop trying to put condos/apartments/low income housing in the rural areas. It absolutely clashes with the rural environment.
- The ROADS in this area are at full capacity. Look what happened after the Cooper Mountain Nature Area opened and SW Mayberry Pl. was opened to SW Florendo Ln. DRASTIC increase in accidents where SW Mayberry Pl. comes up to SW Kemmer Rd. This is a BLIND turn from cars SPEEDING on KEMMER just doing the speed limit of 40mph but Washington County has studies that show more than 80% of the drivers go FASTER. There is no caution sign for this potential SLOW DOWN area like there is heading EAST on Kemmer just before SW 182nd Ave. where the sign suggests 30mph. PLUS there is an UNMARKED crosswalk at that same intersection of Mayberry and Kemmer since the sidewalk from the Cooper Mountain Nature area ends right at that spot and citizens cross there at their OWN RISK. Especially Moms with BABY strollers or the elderly. Cars and TRUCKS come speeding over the hill with NO TIME to stop. My wife was REAR-ended there on March 9th 2013 by a 23 y.o. male who indicated he was "messing with my stuff" (most likely TEXTING) and Totaled our Camry Hybrid and his Honda Civic caught on FIRE. Nobody in the Washington County Planning Office feels any need to PROTECT citizens with a MARKED crosswalk so NO FUTURE development should be planned.
- This area seems much more buildable than most of South Cooper Mtn.

1.5 – What should be the long range (50 year) land use concept for the East Hills?

- Develop within site-specific and natural resource conditions. Also plan for drainage from the mountain top.

- This area is currently home to a variety of wildlife (including deer, bobcat, coyote) and the pressure placed on them by further development would destroy their habitat. The area is steeply sloped in most places making it unfit for further development and the runoff into area streams caused by such development would be harmful. Most of the homes in the area are supported by wells so the ground water needs to remain uncontaminated. The volume of traffic on 175th has increased immensely over the past few years and frequently backs up for a mile from the intersection at Scholls Ferry. This area cannot support added development and the increased traffic that would bring.

- refer to previous comments

- The term "hills" in the name of this designated area gives the false impression that there are serious slope constraints limiting future development. This is only the case in limited portions of this area. 80% of the 10 acres that my family owns on the northeast corner of 175th and Siler Range Lane [address removed] is flat and completely amenable to responsible high density mixed use development. The surrounding terrain is equally flat in many areas, with very few slope limitations. If you want us to look at the BIG PICTURE (20 to 50 YEARS OUT) and you equally want to preserve the integrity of rural lands and natural preserves, then the Urban Reserve in this study needs to be seriously considered for high density mixed use development that provides affordable housing options and small business opportunities. The "East Hills" in Beaverton should not be viewed as the "West Hills" in Portland, this is not an exclusive area reserved only for mansions and huge back yards. Responsible mixed use high density development in this area will not only provide affordable living standards for a large spectrum of the population but will also lessen the burden to expand further into our rural and natural preserve lands.

- The East Hills have much of the same gentle slope terrain that is mentioned in the description of the Hill Top. I believe a little more careful analysis of the terrain in the East Hills needs to be implemented in order to avoid mischaracterizing it as strictly a "hilly" area with slope constraints. This is definitely not the case in significant portions of this area.

- This area is farmland and forests so WHY DEVELOP it? $$$$$$$$$$$$$$$$$$$$$$$$$$$$$? Stop and leave it as is. THANKS.

- Wier Road will need some major upgrades to support more housing. It is a step, narrow and curving road.

- I live on SW High Hill Lane about mid point. My neighbor has clear cut his 5 acres leaving my 60 - 100 year old trees more suseptible to high winds, etc. How can we reduce clear cutting?

1.6 – What are your comments on the proposed land use concept for [the South Cooper Mountain Annexation Area and Lowlands] – i.e. a complete and sustainable community?

- Same comments as for the East Hills area – [Develop within site-specific and natural resource conditions. Also plan for drainage from the mountain top.]

- Requires careful thought to commute patterns since there are no good routes to Intel in Hillsboro. Tile Flat, Grabhorn, 175th, 185th, Gassner will be inundated with traffic.

- Fewer apartments and townhomes and more single family residences!

- 13-15 per acre is too many

- This area currently supports both farming and wildlife habitat. Destroying either of those by developing this property is unconscionable. Traffic on 175th/Scholls Ferry/Roy Rogers has increased to the point where cars back up for a mile in either direction at certain times of day and it is very difficult to pull out onto 175th from any of the side streets at all hours of the day due to the volume of traffic in the area.

Further development of this area does not make any sense from either an environmental or a safety point of view.

- I live in this area. We moved here for a reason years ago, and that reason was to escape the urbanization that has taken place in the Murray-Scholls area. I do NOT want to wake up one morning and look across Tile Flat Rd to a bunch of teeny box, tract houses; apartments and/or condos or possibly a store or gas station. ;-(We live next door to a sheep rancher.... how long will he be able to stay here once this high density, Los Angeles type housing goes in? You think these new residents understand rural life? NO. It's the beginning of the end and there is really nothing I can do or say because YOU (Metro, Washington County & Beaverton) have done the social engineering already and created the mandate. hmmph! I feel like this is an exercise in futility. ;-(
- We are NOT in a position to go to the other areas that already have the larger lots for small ranches/housing.
- It's pretty disheartening, is all I can say.
- It's bad planning to put so many residents in an area that will require driving for work when the available streets cannot handle the influx and are already so crowded.
- The drive down Scholls Ferry from the area during rush hour (~3 miles) takes 30 minutes currently. Residents all know about this. Planners obviously haven't done their homework if they don't know it.
- The traffic on Scholls Ferry and Murray increased significantly since the addition of all the residents in the Progress Ridge area.
- Surrounding roads are currently one lane each direction and expansion would be extremely difficult on some of them.
- Trying to alleviate the road congestion with public transport is not realistic. People living in this area for the most part are more well off and will take their car over a bus any day. Trying to use buses in this area adds at least a half hour to a commute and the people on the buses are scary. So of course we'll choose car over bus.
- Progress Ridge had only high density housing added, a lot of it. Previously, this area has predominantly been single family houses on standard lots. That makes a neighborhood. The high density housing makes an area more transitory, less welcoming. I hate to see the change in what it a very nice area.
- There are already 2 large shopping areas (Murrayhill and Progress Ridge) in a short distance, plus Tigard has plans for one nearby. At what point do planners say let's concentrate on building neighborhoods and not how can we make money and shove people in?
- We need accessible housing and people living in large homes in other part of Beaverton are not going to want to give up land and house footprint to move to these tiny homes. I would only support this if some other area has support to single story ranch type housing.
- Once again THIS IS A NO BRAINER. There is simply no need even for fifty years out to increase the lands for development. You got to fill in the rest FIRST. Smaller family trends, smaller carbon foot print. No mass transit. Seems stupid to put more houses up! THANKS.
- This area is very steep in parts and when rains come the run off dramatically alters the land. Check with Metro about the measures they have had to take to keep the paths from washing out. A path through this

area should be preserved for animals to move to other natural areas to the south (such as Tualatin National Wildlife refuge).

- It is quite a commute from this area to most places of work. I would think people accepting this density would rather live closer to the towns and places of work. I have lived in this area 30 years and only put up with the commute due to more rural setting.
- Please don't build another Gateway neighborhood.

APPENDIX B - EXERCISE 2 OPEN ENDED COMMENTS

2.1 – Top Transportation Issues and Priorities

In your opinion, what are the biggest transportation issues facing this area in the future? Which issues are your top priorities?

- A high-capacity transportation corridor along the entire western side of all of these areas (West-Side Bypass). Improvement of existing roads to provide greater capacity for increased population. WSB is top issue.

- No high volume traffic routes to Hillsboro (Intel) exist. Intersection at 175th and Rigert is dangerous. Tile Flat and Grabhorn can't handle increased traffic. No bike or pedestrian infrastructure along these routes exist. Rural feel of these areas will be lost.

- SW 175th already extremely overtaxed

- -roads not wide enough.
  -not enough curb and sidewalks.

- adequate roads for greater traffic

- Traffic on Scholls Ferry is already very difficult - adding 3000 plus homes to the area will make issue worse. Barrows is not a reasonable alternative

- Development has exceeded the ability of the roadways to handle the increased traffic.

- 1. increased commute traffic- Currently in the 3 mile radius around my house, folks use Scholls Ferry/Tile Flat/Grabhorn as a "shortcut" in their commute. They speed I'm talking 60 -80 mph.
  2. Not enough bike lanes -Also it is very popular with bikers and there are very few bike lanes as the shoulders are tiny to non existent.
  3. Not enough areas for locals to walk on the roads. Walking access does not exist- its dangerous.

- 185th needs to extend south and connect to Scholls Ferry Road, in order to avoid over dependence on 175th Ave. If high density development will go into the South Cooper Moutnain Area, ther are not enough North/ South arterials to support the huge influxs of car and bike riders.

- Lack of transit

- The roads are at capacity during rush hour (30 minutes to go ~3 miles down Scholls Ferry to 217). 175th is dangerous, I've almost been hit several times on the hairpin curve when cars cross over the line. No shoulders on the roads.

- 1-Connectivity to Hwy 217/Scholls Ferry

  2-Connectivity to Hwy 26/Baseline

  With housing the primary land use, how do you get employees to the work centers and not worsen existing traffic problems

- Most traffic is heading to 217, I5 or 26 for work and that puts a strain on Scholls Ferry that is bad today and will be unbearable if all this development is done.

- Traffic congestion on dangerous connector roads. Revisit the possibility of the West Side Bypass. North to South heavy flow traffic over Cooper Mtn is dangerous.
- How to get public transportation to such a hilly area. How to discourage through commuters from roads not designed to handle them.
- I live on SW High Hill Lane. Coming home from work, I head south on SW 175th and make my turn in the sharp turn on 175th. I sometimes have to wait minutes as the line of cars heading northbound on SW 175th go by so I can make my left turn onto High Hill Ln. While I wait to turn, a line backs up behind me. This is a very dangerous situation for all concerned.

Are there particular solutions or options to address these issues that you think should be considered?

- Use existing and future (development-generated) funding to improve the existing roads.
- Fix the intersection at 175th and Rigert. Upgrade Tile Flat to Clark Hill, and Clark Hill to Farmington. Extend Cornelius Pass to Clark Hill.
- Convince ODOT to lower the speed limit to 35 MPH.
  Given lack of resources without development, serious consideration of bond levy, monetary participation of school and parks districts, push for entire corridor to be included in next UGB expansion.
- Widening at least two n-s routes from TV highway to Scholls Ferry. Maybe 170th/175th, 185th, 209th, or a brand new road.
- Expanding North-South routes (175 and Braghorn-Tile flat)
- Slow down/stop development on Cooper Mountain. View the area as primarily farm land and wildlife habitat. Improve other roads such as Murray Blvd. to better accommodate the increased volume of traffic and discourage drivers from using 175th as a shortcut over the Mountain to get to Tualatin/Wilsonville and other areas south.
- I would like to see the speeds slowed down, bike lanes expanded and pedestrian lanes added. This would enhance current residents experience.
- A new connection needs to be made that extends 185th avenue due south with Scholls Ferry Road.
- Organize land uses around transit, as well as potential walking and bicycling patterns.
- Best solution, stop looking just at the overall numbers for Beaverton and look at what the area can realistically handle.
- Adding bike lanes at the expense of limiting traffic lanes is a bad idea, regardless of multi-modal desirability. People in cars has to be the No. 1 priority.
- A west side bypass is required for traffic heading to Hillsboro for work (another north/south route).
  We also need better solutions for people passing over Beaverton trying to get to I5.
- If the By-pass is not an option, move traffic NW via Scholls and River Roads.
- A bypass of Cooper Mtn connecting Hillsboro to I5. Sidewalks and bus service to the area.

- SW 175th will need straightened out at the intersection of SW High Hill Lane with a round about or light. As it is, aligned with Roy Rogers Rd, SW 175th has become the new westside bypass and is an overloaded street even before South Cooper Mountain becomes developed. Please consider a bypass around the mountain to connect with Cornelius Pass Rd.

2.2 – Bicycle and Pedestrian Facilities

Thinking long-term, what will be the most important bicycle or pedestrian improvements that will need to be made in the Concept Planning area?

- Retrofitting and improving the roads mentioned above are the most important right now.
- Many cyclists already use Grabhorn, Tile Flat, Scholls Ferry for recreation. Increasing auto traffic will increase the danger for cyclists. All of these roads and 175th should be upgraded with paved shoulders/bicycle lanes.
- Dedicated bike lanes and curb and sidewalks. Pedestrian/bike overpasses where needed
- Provide one adequate route with a bike lane and educate people to use that route and stay away from more dangerous narrow routes.
- heavy bike area so clear bike lanes will make it much safer for cyclists and easier for drivers to navigate
- Unfortunately, due to the steep terrain on Cooper Mountain, planning for adding bike lanes and pedestrian walkways simply doesn't make sense. Even in the areas where these facilities do exist today, they are not used. Adding more amenities that will cost taxpayers, but will not be utilized is not a wise use of our time or money.
- So I feel like this is a double edged sword. this is not a win/win. Its a "you'll get your bike lanes and pedestrian lanes, but only with 15/units per acre". Why can't you improve bike and pedestrian access in a rural atmosphere? Why must it always come with high density? Why must Beaverton continue the urban sprawl... why can't they infill some of the city center?
  Sorry. Ok. bike lanes and pedestrian lanes (not sidewalks) would really be appreciated along Scholl's Ferry, Tile Flat Rd and Grabhorn.
- Bike lanes and pedestrian sidewalks need to go into 175th Avenue, this road needs to have its speed limit reduced to 35MPH. This road does not need another lane of traffic. There are too many residential houses along the road and addtional ones should follow in the future. 175thAve should be viewed as a neighborhood street for housing and small businesses, NOT A HIGHWAY into Tanasbourne.
- Of-street bicycle network that ties into regional destinations and bicycle network.
- Funnel bike/pedestrian traffic to arterials where bus transportation is more readily available. Possibility of "pass-through" trail corridor part of parks master plan that would take bike/pedestrian users off public streets.
- Get bicycles off the main streets as in being proposed for Canyon but make sure we have sidewalks throughout the area. Use Bike Lane space to widen roads for cars and pedestrians.

- Being able to walk to the existing nature park. Currently, 175th and 190th are extremely dangerous for pedestrians. Bike traffic is mostly leisure not commuter cycling so it would not be as high a priority as sidewalks for pedestrians.

- The RETROFITTING would be next to impossible unless it could be mandated for the property owners to JUST DO IT. The county DEMANDED that Metro put a sidewalk on the south side of SW Kemmer Rd along the front of the Cooper Mountain Nature Park and yet we cannot get a marked crosswalk where that sidewalk ends and people therefore cross over to the sidewalk that picks up on the South Side of Kemmer Rd AT SW Mayberry Pl. So before any NEW roads are allowed you should REQUIRE the RETROFITTING FIRST !!!

- Sidewalks to the THPRD/Metro Nature Park. 185th/190 th is a very dangerous way for people to access the park. People do walk/bike up this hill now and the curves and hills don't have sidewalks.

- Only the brave few on bicycles can traverse SW 175th over Cooper Mountain. I don't see this as a typical bicycling / commuting route. Better a more level bicycle roadway around the mountain.

2.3 – Future Transit "Other" Responses

Which of the following initial ideas make most sense to you to plan for future transit to the Concept Planning area?

- In my opinion, the only reason for mass transit (train, streetcar type) implies high density...too which I'm opposed.

- TriMet needs to connect with the Metro Cooper Mtn. Nature Park. Extend busline 88 from the intersection of SW Hart and SW 170th ... South to Rigert, head WEST to SW 175th, go up the Hill heading South to SW Kemmer and then head WEST past the Nature Park

2.4 – Connectivity Needs

Why did you choose the connections that you did? What kinds of land uses might be appropriate at various locations along these streets?

- Priority 1 provides access between SW Scholls Ferry Rd and TV Hwy which is really needed. Normal land uses along this route.
  Priority 2 provides North-South connectivity between population centers. Normal land uses along this route.

- Existing easement for Larch lane to improved Weir rd. Topographically most feasible. Takes traffic off 175th and Scholls Ferry. Creates a safer entrance/exit for Winkelman Park. And, lastly creates access to properties north and south within the urbanizable area.

- Good east-west access without overloading Scholls Ferry in that section. Small shopping centers, low/moderate density housing.

- To provide access to the mixed uses that will be accomodated in the area

- All of these options require bisecting privately owned lands and natural wildlife habitats, so are not practical and should not be pursued. Also, adding any more traffic/intersections onto 175th is not a viable solution -- traffic volume is already too heavy on 175th.

- My choices were made in an attempt to keep traffic off of Tile Flat Rd. 175th is a major corridor. Drivers going down Grabhorn can cut over to Scholl's Ferry via the new connection. Honestly, "C" and "D" are right by my house. They already drive way too fast. If you put in intersections there, it will invite more traffic. So I tried to envision a way to accommodate the traffic, yet achieve more peace and quiet by rerouting the commuters.
- Highest priority is given to creating a North South Corridor that provides an alternate route completely independent of 175th Ave. Lower in priority but equally important in the long run is an additional East-West corridor that is completely independent from Kemmer Road. In both instances these new arterials (North-South and East-West)should support high density, mixed use development.
- The SCMAA major east-west corridor through Scholls Ferry to Hwy 217 will collect most of the trips out of the area for destinations east and north of Sherwood/Tualatin. This corridor is already a major traffic concern during peak travel times.
- Again, moves traffic off the top of the hill.
- NO NEW ROADS ARE NEEDED. FIRST PUT IN MORE TRIMET Buslines and RETROFIT all the existing roads with Bike Lanes, sidewalks and then it will become more clear if indeed new roads would be needed.
- Seem the best ways to route the commuters without taking them over the moutain and the narrow winding roads.
- Going over Cooper Mountain is never a good concept for a westside bypass. A new route should go around the mountain starting at Tile Flat Rd ending with Cornelius Pass Rd. SW 175th should be for only local traffic.

APPENDIX C – OTHER COMMENTS

Do you have any other comments to share?

- This was a really great online workshop!! Very well done!!
- I have grave concerns that the road infrastructure changes to support the expected increased traffic over and around Cooper Mountain to Intel and Nike are not practical and will not be funded adequately. The roads over and around Cooper Mountain are already over-used relative to their size, condition, routing, and traffic controls.
- Traffic on 175th is the overwhelming issue. It is unrealistic given the current system to expect development dollars to fund improvements. Notably absent from all these planning efforts is ODOT. Speed limits cannot even be changed without its ODOTs approval. We are in an economic climate which is ideal for low interest bond sales yet no serious consideration of that option is present.
- Thanks, difficult job to do
- Please do not overload the area with apartments and townhomes. More single family homes will be a better asset to the community long term. People in this area are selling their homes and moving to areas like Lake Oswego because they are unhappy with the planned development and feel our schools are going to take an even bigger hit as a result of this effort. Beaverton has always had a strong reputation for schools and livability - please keep that in mind!!!
- I understand that the developers on the land use committees are anxious to find more land on which to build, but the pristine nature of Cooper Mountain is not the place for them to start developing. It is a vital area to keep natural both for wildlife and for livability for the people currently residing/farming there. The planning commissions need to take a good look at potential conflict of interests of their members who are developers or landowners on Cooper Mountain and whose main focus is simply lining their own pocketbooks rather than doing what is best for the environment and their immediate neighbors. Placing a high school at the intersection of Scholls Ferry and 175th is a really poor idea. Traffic and site restrictions are already an issue at that intersection....adding hundreds of teen drivers into that mix is simply irresponsible. Please re-think your overall plan and focus on the environment and the safety of the people commuting through that area.
- Working with the map.... great little app. Very disheartening to look at all filled up - people schools, etc all packed in like rats. I wish someone could explain to me why the only choice for development is this high density mandate that translates to urban sprawl. When will some thought and consideration be given to ranchettes (.5 - 5 acre lots)? Under the current plan is no "transition". There is only this continual march to gobble up countryside and absolutely fill it as high as you can with little ticky tacky houses, condos and apartments. I realize that this is sounding like a broken record... but Metro has provided no in betweens.
- Please notice that I placed the "neighborhood commercial" designation on the current 10 acre piece of property that my family owns [address removed]. It is one of the best and most centrally located nodes for commerce and high density housing in this entire region, with minimal slope constraints and no disruption to natural areas. You are welcome to contact me for future planning: [contact information removed].
- Any planning in the area should have an overall vision, similar to Murrayhill. That would help build a community as opposed to a mess like what has happened in Bonita where homes are packed in and all greenery has been lost.

  It would be nice if some standard could be put on housing so we don't end up with cheap boxes like those in the new Churchill development.

Neighborhood streets should be twisting and meandering to discourage thru traffic.

Maintain trees, no clearcutting like happened on the east side of the annexation area. It was ugly, unnecessary, drove out all of the wildlife, and let in noise, dust, and weeds. We live at the edge of the annexation area and are now coming into it with a very negative view towards any development because of what happened. You'll want to avoid this with other residents.

- I think it’s time to admit that the northwest corner of Scholls Ferry and SW 175th. is not the location for a future high school. It is truly the site for a commercial town center for this massive urban development. This development will be larger than the city of Sherwood with a population of 23,000 and a commercial area 16 times larger than what is being proposed for this area. That will require nearly all, 90%, shopping in this area to get in a car and drive on Scholls Ferry, already over capacity, to Murray/Scholls and beyond to buy a cup of coffee or a loaf of bread.

- Exercise 3 is useless. How on earth could you EVER interpret the information? My main concern is for somebody to get the ball rolling for a Marked Crosswalk across SW Kemmer at SW Mayberry Pl. Retrofitting Sidewalks along SW 175th to get to the Winkleman Park from the Kemmer intersection. AND extending TriMet busline #88 from SW170th and Hart, up SW175th to SW Kemmer and then down to SW190th and then back to the starting point via SW185th and SW RIGERT ... OK? And for now, WHY BUILD ANYTHING NEW on all this land when there are PLENTY of other places to build in the Portland Metro Area? Some developer is SNIFFING up profits. NIP this in the BUD. PLEASE. I'd appreciate a reply to find out if this has been privately funded by developers? THANKS.

- Please create use scenarios of those you expect to live in the area and see how the commute to work and shopping would be. Survey some people who live closer to work and shopping to see if they would even consider living further out and what the price point would be. Also the roads on Cooper Mtn pretty much shut down on snowy days. Is there a commitment from the county to plow them and how would the roads need to be widened to accommodate snow plows. Please don't force existing housing into sewer use at their cost. Please do not repeat the mistakes Portland made with Gateway district.

- I have lived on SW High Hill Lane (East Hills) for over 20 years. We love the beauty of the tall trees and though some who live on the street have elected to clear cut their acres, others have performed preferred select tree removal on their lots. I hope you will walk SW Alvord and SW High Hill Ln to appreciate why we choose to live here. We enjoy the clean air, sound of kids playing, the wind in the trees, wildlife and birds and hope it will stay that way.

  Of course we are OK with filling out larger lots with homes but not at a cost of losing what attracted us to this part of the mountain in the first place. We believe 1 or 2 homes per acre max. would sustain the beauty we have become accustomed to.