



South Cooper Mountain Concept & Community Plans

Online Survey #1 Summary

June 17, 2013

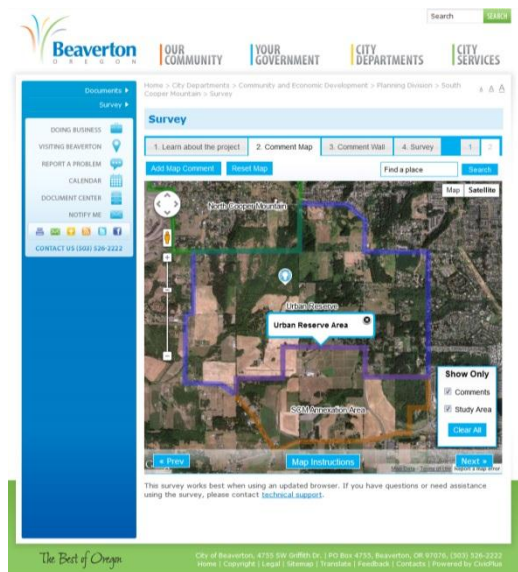
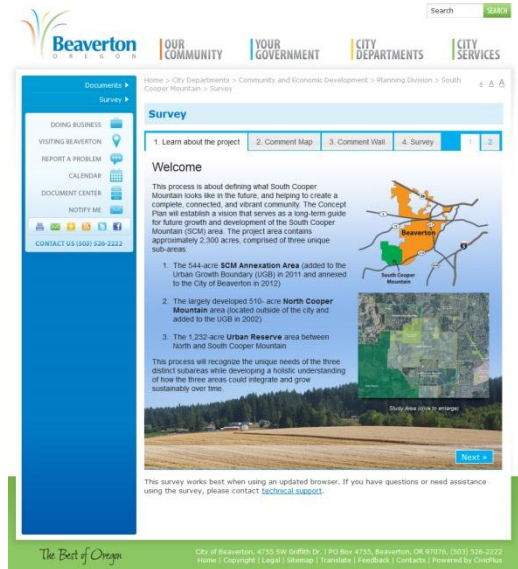
OVERVIEW

The first survey from the South Cooper Mountain Concept and Community Planning process was posted on the project homepage (www.BeavertonOregon.gov/SouthCooperPlan) from May 1 to June 3, 2013. The purpose of the survey was to:

- Introduce the project to the public;
- Gather initial public feedback on opportunities and constraints relating to the area generally; and
- Gather the community's priorities related to the Guiding Principles.

The online survey was scheduled and promoted in conjunction with notices for the May 23 project open house, so that each public participation opportunity would support the other. Advertising included: an article in Beaverton's May "Your City" newsletter; media coverage in the Oregonian (May 1, May 20, and May 24, 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; and posters displayed at the Murray Scholls branch library, City Hall, and local businesses. The open house was also publicized on the City of Beaverton project website during the month of May. The survey was also publicized on the project website during the month of May.

The survey provided several ways for participants to provide feedback. A moderated **comment map** allowed users to identify opportunities and constraints by physical location, while a **comment wall** allowed respondents to post and respond to brief comments from other members of the public. In addition to providing feedback for the project team, the comment map and comment wall were also intended to help inform participants about issues that other members of the community consider to be



important. A separate series of **survey questions** asked users to provide longer comments about their ideas and concerns, as well as to prioritize the Guiding Principles that they considered to be the most important.

RESPONSE

During the month of May, there were **442** unique visitors to the survey page. By the end of the survey period, there were:

- **83** comment wall and **84** map comments from **47** unique IP addresses; and
- **140** Survey responses.

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

ANALYSIS

Priorities for Guiding Principles

Question 1. Key issues for the project have been captured in the draft Guiding Principles. Read them below and select three of the following that are the most important to you.

(% = Percentage of respondents who selected this option as one of their three most important.)

Guiding Principles	%	Tally
1. Create Beaverton's next great community.	6.1%	8
2. Create a sustainable community.	29.5%	39
3. Prepare a realistic financing plan for infrastructure and feasible implementation strategies.	37.9%	50
4. Provide housing choices.	6.8%	9
5. Provide transportation options.	37.1%	49
6. Provide appropriate protection, enhancement and access to Cooper Mt.'s natural resources and public lands.	59.1%	78
7. Implement regional requirements and plans.	2.3%	3
8. Coordinate with other planning in the area.	20.5%	27
9. Ensure that the plan complements existing neighborhoods and commercial areas so that South Cooper Mt. is a part of greater Beaverton.	28.0%	37
10. Plan new civic uses so they are focal points for the community.	10.6%	14
11. Promote compatibility with adjacent rural areas.	52.3%	69

These findings are consistent with feedback from the May 23 open house, which also found high support for protecting natural resources (#6), promoting compatibility with rural areas (#11), and providing transportation options (#5). Implementing regional requirements (#7), providing housing choices (#4), and creating Beaverton's next great community (#1) received the lowest support.

Issues Identified

The following comment analysis combines feedback received through the comment map (Appendix A), comment wall (Appendix B), and the following survey questions (Appendix C):

2. Use the space below to tell us if there are other key issues that the project should address, or if you have comments about the Guiding Principles listed above.

- and-

3. What else should we know about the South Cooper Mountain area as we begin the Concept Planning process?

Transportation – Half of survey comments addressed transportation, primarily the deficiencies in the existing transportation infrastructure. The predominantly rural roads within and around the planning area are perceived as over capacity and unsafe, particularly in bad weather. Respondents identified 175th Avenue as the primary north-south connection in the area, and described it as over capacity, frequently subject to backups, and unsafe due to blind curves and sharp turns. Scholls Ferry Road was identified as the primary east-west route through the area, and was also described as over capacity. Both roads were described as the primary means for accessing employment centers to the north and to the east. Various other roads in the area were also described as substandard and/or over capacity.

Many respondents were concerned that traffic and congestion will increase with new development and population growth. Most felt that that Scholls Ferry Road and other local roads will not be able to handle the additional traffic that comes with new development, so transportation improvements will be necessary before new development can occur. Suggested improvements included adding additional routes or widening existing roads. Several comments raised the idea of providing a bypass around the area, particularly to accommodate north-south travel. Other comments identified a more general need for transportation improvements throughout the area (both inside and outside of the study area and Urban Growth Boundary) in order to support travelers as they make trips to regional destinations.

Although most of the transportation related comments were in favor of enhancements that would increase roadway capacity, there were also concerns about increased traffic on local streets as a result of system-level improvements, as well as concerns about wider roads reducing livability in existing neighborhoods.

Participants mentioned that the area currently lacks public transit options. Although a number of respondents advocated in favor of transit, others questioned whether transit is compatible with the rural environment and expressed concerns that it would adversely affect traffic flow if used on rural roads.

Respondents described the area as isolated in terms of available pedestrian and bicycle connections, and expressed a desire for additional (safe) sidewalks and paths to improve access to parks and nearby neighborhoods. Several comments advocated for lower speeds on some roads as a means to improve pedestrian and vehicle safety. There were also comments suggesting that investments in

transit, pedestrian, and bicycle infrastructure would not be adequate without also adding capacity to roads.

Density and New Development – One third of comments specifically addressed density and/or new development. Respondents felt that this is a significant expansion into a rural area, which many saw as contributing to sprawl. Many felt that increased density is inappropriate for this area and others questioned why development needs to occur in the area at all. Many comments perceived there to be many infill opportunities within the Urban Growth Boundary, making new housing and commercial areas unnecessary in this location. Respondents indicated that new development would make more sense closer to existing transit or downtown Beaverton.

Residents from the area emphasized that low density, as well as access to natural areas, were some of the main reasons that they chose to live in the area. Many felt that higher density increases stress on infrastructure while decreasing livability and increasing crime.

Several comments cautioned against "over" development and advocated for gradual changes and determining an appropriate level of development. Various comments urged that if development *must* occur, it should only be low density - primarily to minimize creating additional traffic. Infrastructure should be in place to support any new development. It should not be strip malls, but rather it should be "unique", "small" and "local". Some respondents suggested that development should occur in areas that will be obscured by trees or topography, and any commercial development should be restricted to main roads. While some respondents felt that there would be no demand for retail or commercial services, others felt that building houses without jobs from retail and/or industry would be a mistake, and there should at least be access to essential retail and services.

Townhomes were perceived as undesirable and associated with higher density development. Murrayhill and Bethany were cited as both negative and positive examples of what density and development does or could look like. Several comments advocated for holding developers to a high standard that encourages green-buildings and facilitates walking and biking.

A few comments noted that low density development would further add to suburban sprawl and that density connected to commercial areas and mixed-use development would be preferable.

Natural Areas and Resources – One third of survey comments described broad appreciation for the farmland and natural areas located throughout South Cooper Mountain. Some described the area as a gateway to other rural areas outside the city. Respondents expressed great concern about the significant impacts that any new development will have on farmland, natural areas and open spaces.

Various comments noted that natural areas are preferable to development. Clear-cuts in the area dismayed some residents, who observed that they have seemed to increase in recent years. Some said that developers need to be held to high standards that preserve natural areas.

Respondents described the benefits of existing natural areas, including increasing property values as well as environmental benefits such as wildlife corridors. Some noted that soils in the area are not ideal for providing good drainage, so wetlands, uplands, riparian zones, tree cover, and streams are necessary to guard against runoff and the type of erosion damage that is occurring at Bull Mountain. Respondents encouraged that environmental planning within South Cooper Mountain should be conscious of the ecologically contiguous area that extends to the Tualatin River watershed.

Cooper Mountain Nature Park was also described as a valuable community resource. Comments asked that any land uses within the planning area should be compatible with the park, and provide adequate buffers between natural areas, agricultural areas, and development. Several comments were in favor of setting aside large areas as parks in a walkable, connected system, and not separating natural areas into small pieces.

Cost – Some respondents said that they could not support a plan that lacks a realistic funding mechanism or plan in place before development begins. In particular, some respondents stated that transportation improvements should be funded before any development occurs.

Several residents from outside of the planning area questioned how development in this area would benefit them, particularly since they perceived an increased tax burden as a consequence of new infrastructure. Current residents in the area were also curious how their tax burden would change. Several advocated that developers should bear the brunt of any new infrastructure costs.

Schools – Several respondents noted the unresolved questions about funding and the school district boundary around the new high school. Others raised questions about whether additional schools would be included in the planning area.

Subarea Specific Comments

North Cooper Mountain – Comments expressed an interest in preserving existing density; there is little perceived development potential in this area. 185th Avenue, 209th Avenue and 175th Avenue were cited as possible candidates for widening in order to alleviate north-south travel demand in this area.

Urban Reserve Area - Many respondents were resistant to development in this area due to its natural beauty, existing views, and habitat value for wildlife.

Cooper Mountain Nature Park was described as a significant asset for all of Beaverton. One recommendation for future expansion of the park suggested incorporating the nearby water storage area. Preserving views from the park and providing a buffer of low density around the park boundaries were considered important. Respondents reported that access to the park is dangerous due to poor access and heavy traffic. Some felt that parking is adequate, but access could be better and additional entrances would be helpful.

175th Avenue was highlighted as being particularly over-capacity and a dangerous road in need of improvement. Respondents identified nearly all of the intersections with 175th Avenue as needing to be reevaluated for safety.

SCM Annexation Area - A number of comments requested using visual and sound buffers to protect adjacent rural areas from views of new development, and blending with the rural border by using low density lots and setbacks.

The intersection of Scholls Ferry Road and 175th Avenue was considered to be one of the more appropriate locations for commercial development, particularly small business and retail.

Recent clear cutting in the Annexation Area was identified as a problem and several comments urged that it be addressed by regulation.

Some respondents expressed skepticism that Cooper Mountain Vineyards was a willing participant in the annexation process. They noted that the vineyard provides beauty and jobs, and felt that it has more value than residential development.

Outside the Study Area – The Scholls Heights neighborhood, south of Barrows road, was described as an example of unattractive sprawl.

Intersections along Rigert Road at 175th Avenue and 170th Avenue were described as being dangerous and in need of modification, particularly as traffic increases. Spellman Drive has reportedly become a bypass road that could see increased traffic as Cooper Mountain grows. One comment encouraged connecting Moonstone Street to Kemmer Road in order to bypass Spellman Drive.

Respondent Demographics

Question 5. Do you live or own property in the Cooper Mountain study area? (Check all that apply)

(% = Percentage of respondents who selected this option.)

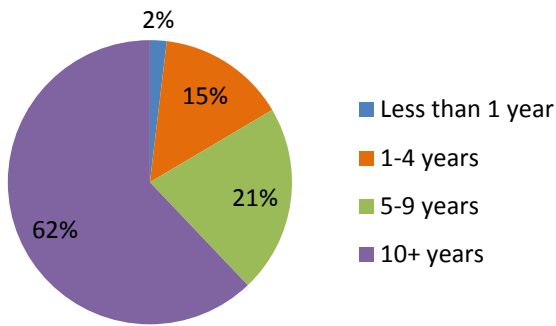
Answer	%	#
Live	39.4%	50
Own property	37.8%	48
Neither	48.8%	62

Question 6. Do you live or own property in any of the following neighborhoods? (Check all that apply)

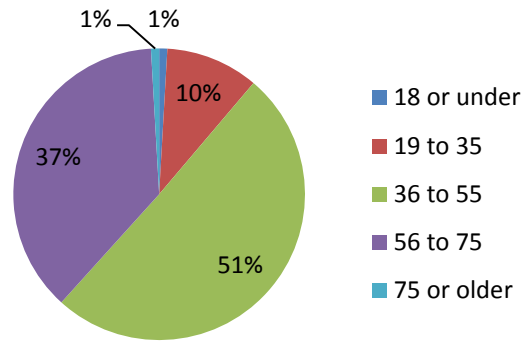
(% = Percentage of respondents who selected this option.)

Answer	%	#
CPO6 (outside of the study area)	31.40%	27
Sexton Mountain NAC	20.90%	18
Neighbors Southwest NAC	18.60%	16
South Beaverton NAC	18.60%	16
Summerlake-Scholls	5.80%	5
Greenway NAC	4.70%	4
CPO10	4.70%	4
Progress Ridge	4.70%	4
Tigard North	1.20%	1

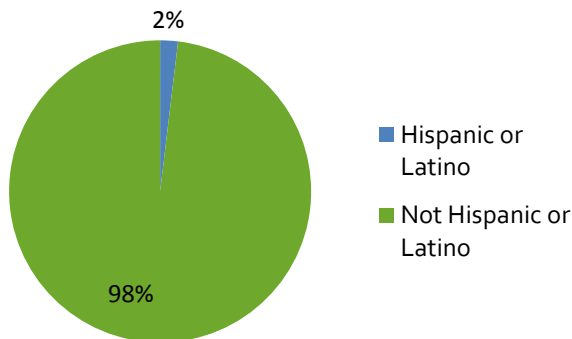
Question 11. How long have you lived in your current home?



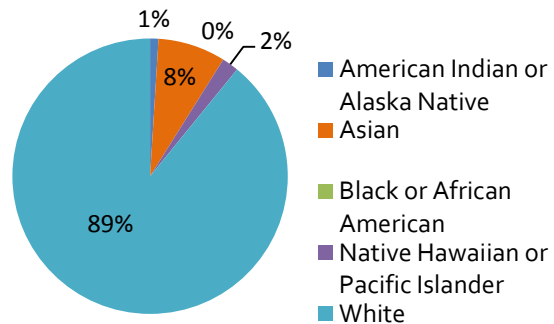
Question 12. How old are you?



Question 13. What is your ethnicity?



Question 14. In addition, select one or more of the following racial categories to describe yourself:



Demographic Analysis

Roughly two thirds of survey respondents voluntarily chose to provide supplemental demographic information about their age and race.

Comparison of the survey participant demographic information with 2010 U.S. census data for the 97007, 97008, and 97223 zip codes reveals the following differences:

- 1) **Older residents were over-represented.** Nearly 90% of survey participants were older than 35, but only 51% of census respondents identified themselves as over 35. Of the remainder, 21% of census respondents identified themselves as between 20 and 34, with 27% as 19 or younger.
- 2) **White residents were over-represented; Hispanic and Latino residents were under represented.** Roughly 90% of survey respondents described themselves as white, and 2% identified themselves as Hispanic or Latino. Roughly 70% of census respondents identified themselves as white, with 15% identifying as Hispanic or Latino.

Contact Preferences

Question 7. How did you hear about this survey?

(% = Percentage of respondents who selected this option.)

Answer	%	#
Postcard Mailer	39.13%	36
Email from the City of Beaverton	26.10%	24
Newspaper	21.70%	20
CPO or neighborhood newsletter	19.60%	18
Email from other group or individual	14.10%	13
Washington County newsletter	12.00%	11
"Your City" Newsletter	12.00%	11
Word of mouth	10.90%	10
Other	9.78%	9

Question 8. What is the best way to let you know about the project?

(% = Percentage of respondents who selected this option.)

Answer	%	#
Email	68.3%	84
Direct mailings (postcards, newsletters)	32.5%	40
News articles	15.4%	19
Project website	12.2%	15
Through my neighborhood association or CPO	9.8%	12
Neighborhood flyers or posters	4.1%	5
Radio	2.4%	3
Social media (Facebook, Twitter)	2.4%	3
Other	4.07%	5

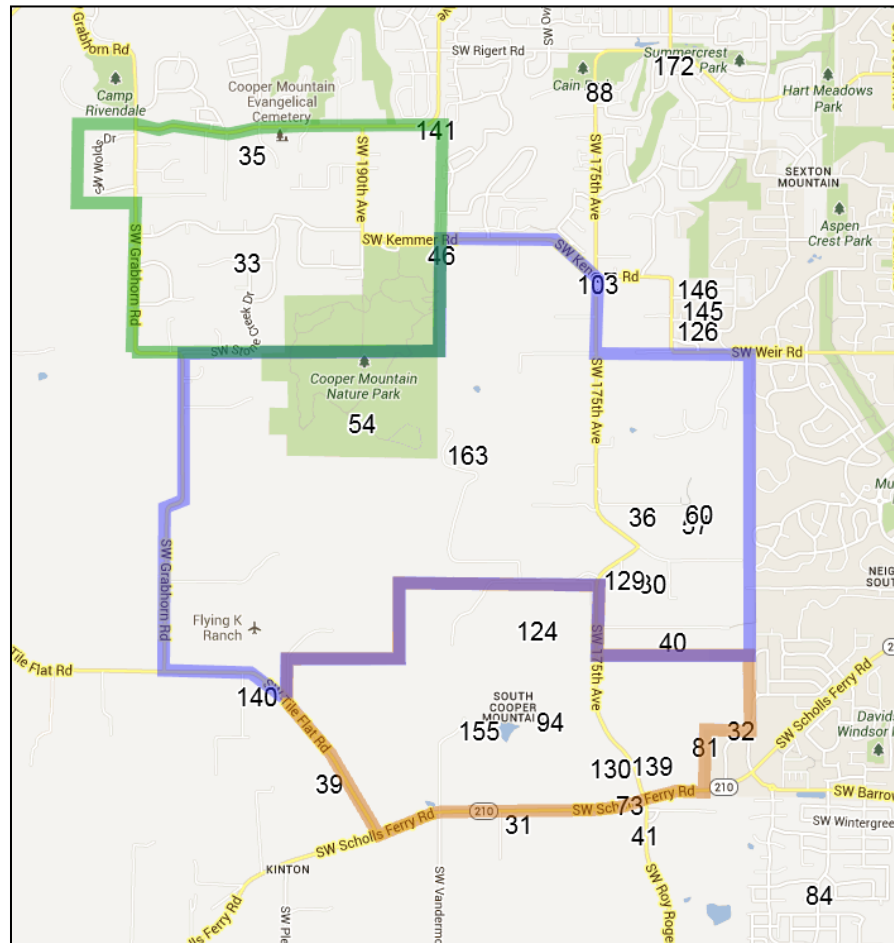
Appendix A – Comment Map Responses

Respondents were asked to use a Google map to identify geographic locations by name and choose a category (indicated in parenthesis) to help classify the type of comment or question. Subsequent visitors were able to read posted comments and provide additional feedback on previously identified locations. The comments below have been organized by subarea and the comment identification numbers correspond to the numbers on the map below. Additional comments on the numbered map location are included as bulleted lists.

North Cooper Mountain

33. North Cooper Mountain (Caution) - Preserve uniformity in lot size in the North Cooper Mountain area through lower-density zoning.

- I love to jog up this hill. The trees, and promise of valley views at the top are important to me. So I would appreciate a consecutive sidewalk, but I am not for any more congested, particle-board housing developments that will increase traffic. This area needs an alternative major N/S HWY to support any development, and disturbing the existing natural beauty of the area.



Map data ©2013 Google

- Completely Agree. Speed limit too high and nowhere to walk. Completely unsafe for pedestrians.
- Respect the current residents! Tell Metro to go find their victims somewhere else!
- Traffic along the major roads in this area is increasing without road improvements during all hours of the day and night. Completely unsafe for pedestrians or bikes! High density housing only increases traffic, noise, and unsafe roads.
- High density housing is a huge problem for traffic and property values. Keep it low density and green!
- Concur. Don't let developers do minimum lot size variance swaps for unbuildable portions of their tracts. Other areas use a 90% rule where an adjacent new lot must be 90% of the area of the existing homes. This allows for a gradual stepdown towards high density Single Family

Dwellings rather than the stark shift from 20,000sqft lots to -6000sqft lots, as is happening along North slope of 175th.

- Please, low density housing!

35. United States (Idea) - Please preserve lot density in already populated areas rather than packing high density homes into every last inch of existing neighborhoods.

- Lots of little parks and wild areas for people to walk and feel unstressed.
- The lot density should change.
- Agree 110% There is no real development potential here, without destroying the character and charm of Old Aloha
- Density should be left as is

141. 185th Traffic (Caution) - All neighbors know that traffic on 185th is getting crazy, however it is one of the only ways (along w/ 209th) to get from the big companies (Intel/Nike) home. More homes = more traffic, and biking at this elevation is not generally practical. Please consider expanding both 185th and 209th (more lanes) if adding more homes, esp. south of Farmington.

- They won't add any lanes. They won't add any roads. They will just add lots of homes to choke these roads even more. They are steep, winding and narrow. Driving up and over Cooper Mtn for commuting is not a good plan.
- I think that 185th, 209th and even 175th should each be widened to 5 lanes with curb and gutter and sidewalks with all this new development coming. Perhaps even making a more direct path south to Scholls Ferry.

Urban Reserve Area

36. 17477 SW Siler Ridge Lane 97007 (Idea) - This location and most of the 5 acre (+)properties east of 175th Ave have potential for Mixed-use and higher density residential and commercial development to coincide with the pre-existing surroundings and the population growth expected in the next 20 years.

- I agree, we need to continue to develop higher density areas along the Max Light Rail line and existing major bus lines and roads. If we really care about quality of life in Beaverton, we need to leave some low density natural areas like this. I don't live in this part of Beaverton so I am not trying to protect my own house, but it is important to keep some low density, natural areas like this so that people like me who live in higher density areas can walk, run, ride a bike or even take a drive through a beautiful natural area. Our children also deserve a chance to see a few pockets of natural areas and not have all of Beaverton become a high density subdivision. High density development in this area would only benefit a few builders and real estate agents (and the local politicians they support) at great cost to most of Beaverton citizens.
- Let's continue to develop along the Max Light rail and primary transit routes and stop urban sprawl in areas like this....especially through some of the last of the beautiful cooper mountain/east natural refuges. The east west routes out of this area cannot support added cars/population and there is no max light rail service.
- PLEASE PLEASE PLEASE!!!! No high density!!! And definitely NO commercial!!! Think of the people who already live there. We choose to live in a quiet area. To hear the cows and to enjoy

the natural beauty. The only advantage to any of these plans is for the city to make money. I do not think for one second that anyone cares about the residents.

40. SW Alvord Lane (Environmental Resource/Issue) - Preserve full or partial forest along south side of SW Alvord Lane as the trees currently veil the south side of Cooper Mountain and could conceal future development to the north, preserving the natural aesthetics of the view of the mountain from the south

- I totally agree!!

46. Kemmer Road (General Idea) - Could use traffic calming devices and more pedestrian walkways and bike friendly paths.

- Calming traffic here would just encourage more development. Hold developers to a standard that forces them to find other routes for the traffic that they are creating

54. Cooper mountain nature park (Caution) - Please do not impact the walking paths in the park. Please do make multiple entrances from different directions. A parking lot at the far end from where the current lot is would be good.

- I used to take my dog here for walks before it became a nature park, just another area I cannot take my dog to. Option is a fenced in Winkelman park, my dog still has a bigger back yard at home for now. Thanks a lot Metro.
- This park is gorgeous and dogs would be fine if people would just keep them leashed, the wild life would become accustomed to them. What's sad is the absolutely gorgeous view you get looking down the mountain, so wild, it looks like Africa, so I hope they won't allow tall ugly condos there. Once it is gone, it is gone.
- I agree access to park needs to be improved for foot traffic and Pets. I walk my dog up to this park and we look at the view from the street. Two things wrong with this: it is dangerous for us on the streets leading to the nature park because there are no sidewalks extended along Gassner RD down to 185th; and we can't actually enjoy the park because my friend has four legs :(
- Make the park Pet Friendly! I pay a lot of taxes to acquire and care for this place. That I can't take my best friend here makes me want my taxes back!
- Unfortunately, this is now another dangerous high traffic area on the top of Cooper Mtn. Beautiful park but local neighbors living to the north and west of the park are forced to drive to the nature area that is close enough but too dangerous to walk to. At the development stage of the project it was brought to the attention of the planners, however, it was ignored. We need the planners to listen to the homeowners who live close to these areas of development.
- Fix existing parking lot to create easier access but do not add to lot space. I own a house in the adjacent homes and parking now appears very sufficient for regular traffic.
- No more developed parking space needed.
- I agree- keep the area as natural as possible
- I can't imagine a nature park with overcrowded, drab, and unimaginative houses and their backyards crammed just on the other side of the park boundary. It is crucial that the city and parks district ensure a smooth transition from park to subdivision otherwise the planners would be doing the citizens of Beaverton a great injustice.

- My old dog misses this area. She was a regular part of the habitat long before official trails were installed. Now it's just another place I can't take her to.
- This park is wonderful. Please do not change to walking paths.

57. Home Siler Ridge Lane (Idea) - The Urban Reserve area contains a natural habitat for Deer, Coyotes nesting areas for Turkey Vultures, Palliated woodpeckers, red tailed hawks and other birds of all shapes and sizes. There presently exists Inside the Urban Reserve planned 1 to 5 acre lots with homes designed to fit the environment. The rustic open space feeling would be lost with apartments, condos and no yard type single family dwellings and existing property values would greatly be diminished. Only those with an invested interest in making millions of dollars on cheap apartments and low cost housing would even think to destroy this environment with high density housing. I can assure you, anyone making that kind of decision has never lived inside this area.

- I completely agree. It is crucial that the city acts on behalf of the existing residents who live in this low-density, pre-built area, not filling a quota of needed housing units and cramming as many dwellings into the space as possible.
- Please think beyond the dollar.

60. Siler Ridge Lane (Idea) - 175th as well as Scholls Ferry Rd absolutely cannot handle the existing dangerously high traffic load. Do not add to the load. Please keep old growth trees from being clear cut as was recently done in Churchill "Woods" development off Scholls Ferry Rd. Help preserve the low density housing on Cooper Mountain. Preserve the native animal/bird/plant life. Do not turn cooper mountain (home of nature parks) into commercial and high density housing. Preserve the unique beauty of our community on Cooper Mountain.

- Has anyone been over to the Bethany Neighborhoods lately? Congested, ugly, and dangerous. The "improvements" of road humps does nothing to slow down traffic. This not what we want Cooper Mtn to turn into. We like where we live, in the country close to the city. Let's not destroy what beauty there is left in the Beaverton Area. Take the high density housing to closer more easily served parts of Washington County and leave Cooper Mountain alone.
- I completely agree with you. I have lived here on Cooper Mountain for over 40 years. The traffic just gets worse and worse. We are slowly losing wildlife as houses are going up and forests cut down. No more building (new developments) on Cooper Mountain.
- I agree!
- I totally agree. My 11 year old daughter cried when she first saw the destruction. By removing all the older trees, you're turning this community into any old subdivision. They all look the same no matter which state you look at. We need to preserve the natural beauty of Oregon. One any development goes up, we'll never see it again.

80. SW High Hill Lane and vicinity (Cultural/Historic Resource) - Preserve rural character of pre-existing development in the streets around SW High Hill Lane through preservation of existing trees and low-density zoning.

103. 175th intersection with kemmer (Caution) - 175th was not designed to handle current traffic volume. What is the plan to improve 175th for the community for safety and livability? What happened to the Kemmer to Nora connector?

- You allow housing to be built without improving the roads. Yes, you often widen them, but that only speeds up the traffic (which is bad); you need to make them more attractive to people, and less attractive to cars. Then you will have actually IMPROVED them. And THEN you could increase the number of houses.

103a. Intersection of SW 175th and SW Kemmer Rds (General Idea) - The four-way stop at this intersection is not sufficient to handle present traffic, let alone additional traffic.

- Not only the intersection needs to be visited all travel flow on 175th including the hill towards Roy Rogers and missing "connector" road from Kemmer to Nora. Livability has safe shoulders for bikes and walking.

129. Sharp Curve on 175th (Caution) - This part of 175th needs to be straightened out or at least a more gradual curve. The current hairpin turn at 10mph invites accidents and disaster.

- I love the curve, it collects all the late night drunks. Great spot for spare car parts left behind.

163. Cooper Mountain Nature Park (Environmental Resource/Issue) -The Nature Park is a great asset for all of Beaverton and the surrounding areas. Natural areas like this need a large space to be naturally self-sustaining. It is unlikely that Beaverton or Metro will have the funds to buy additional adjoining plots to increase the size of the park. Therefore there should be a large buffer zone around the park that would be limited to very low density residential development to protect the natural area for the long term. It would also be nice to keep some of the land at the top of Cooper Mountain as a park as some of the views from that area are quite beautiful. Perhaps the area around the Beaverton water storage area at the top of Cooper Mt. could be also used as a park area and in the best case, the Nature Park would extend to the water storage facility.

SCM Annexation Area

31. North side of SW Scholls Ferry Road (Environmental Resource/Issue) - Create a visual and sound buffer between SW Scholls Ferry Road and new development to the north to protect sanctity and rural character of the lower Tualatin valley and its countryside.

32. Former Forest Glen Kennel (Environmental Resource/Issue) - Preserve the full or partial forest along the west side of SW Loon Drive and SW Jaeger Terrace, as these woods currently provide one of the last natural visual buffers between urbanized Beaverton and the rural valley to the southwest.

39. SW Tile Flat Road (Cultural/Historic Resource) - Preserve the numerous large trees lining SW Tile Flat Road by constructing a new, multi-lane road elsewhere and realigning parts of Tile Flat to redirect traffic and alleviate the need for widening and removing the trees

- Great idea Suzanne! The traffic is horrid already, and several accidents occur each month around this area.
- Blend the rural and urban border here by having low density housing, such as 1 acre plots. Then the traffic here will be less congested and the farms and rural houses to the west of Tile Flat will not feel so claustrophobic from bustling urban life.

41. SW Scholls Ferry and 175th (General Idea) - One of the better-suited locations for commercial activity.

- This intersection is a natural place for commercial development especially small retail and small biz.

73. Idea for Development (General Idea) - Because of the high density housing nearby, this might be a good place to try out some mixed use development, maybe something similar to the Round, Orenco Station and developments off Baseline Road to help provide amenities and reduce traffic but still providing people with a destination, like Progress Ridge (and in support of that development as well)

81. 16655 SW Scholls Ferry Road (Environmental Resource/Issue) - Hold developers accountable and ensure through higher regulation that complete clearcutting of forests does not happen.

- The problem seems to be that thinning trees from homes weakens the trees left making them dangerous. I saw this first hand near Murray Hill off 155th and Hart where trees fell onto new homes after thinning for a new neighborhood. Agree we need to leave trees but needs to be well thought out!

94. Cooper Mountain Vineyards (Cultural/Historic Resource) - These beautiful vineyards have been here for a long time. They add beauty to the area, plus provide jobs.

124. Cooper Mountain Vineyards (Caution) - It looks like you've annexed a significant part of Cooper Mountain Vineyards. Did they REALLY agree to that? What kind of mitigation are you providing to property that is worth FAR more as a vineyard than it can possibly be as condos!??

130. New High School (Question) - Where are the 45+- acres that will be the new High School? How does that effect zoning for commercial etc.?

139. Farm country (Environmental Resource/Issue) - This is one of the most open, natural farm lands in the area. In the summer when you head north on 175th from Scholls you see an endless field on both sides going up the hill. Please consider this view, then look down the road at Murray Hill. Filling this w/ a development will completely eliminate this natural beauty.

- I drop over the hill into farm country and feel like I live in a golden hidden gem. An escape from the suburbs! Every other year the farmers plant clover and these fields are full of red. Please preserve this land for farming to pass on the appreciation of natural beauty and sustainable living in semi-urban areas. More importantly, Cooper Mountain needs an alternative major N/S HWY to support any development, without disturbing the existing natural beauty of the area.

140. Tile Flat Biking (Environmental Resource/Issue) - As anyone out on a weekend knows, Tile Flat is one of the most pristine rides in the valley. It is completely devoid of traffic, development, etc. It attracts bikers from all over the area who park at local establishments and then swing by others on their way out. Please consider aggressive setbacks from the road if developing in this area.

155. South Copper Mountain Outside UGB (Environmental Resource/Issue) - The continuous urban encroachment into rural areas leads to a net loss of hunting grounds. This net loss reduces the

ability to take game in the wild, consistent with Oregon fish and game regulations, and the further reduction of ability to obtain a natural organic meat source. I request the ability to harvest animals and the taking of game be considered so there is no net loss of hunting grounds. I have partnered in the past with local farm owners to reduce animal populations, in a sustainable manner, to reduce crop damage while at the same time allowing orchardists to keep high production levels. Public and private lands continue to be reduced for the ability to hunt along with the younger generation losing this future ability to be involved in nature.

Outside the Study Area

84. Scholls Heights neighborhood (General Idea) - Let's learn from example of the part of the Scholls Heights neighborhood south of Barrows Road that sprawl is unattractive and permanently detracts from the community. Let's build a new neighborhood that doesn't look like this one, one that respects the environment and is innovative in design and efficiency.

- I used to pick strawberries here, now the houses are all smashed together and look the same. Have a little larger lots, and creative houses that aren't all slammed up by money making construction companies.

88. Rigert 175th intersection (Caution) - This is a very dangerous intersection that needs to be modified; traffic will definitely increase as people use this route as a short-cut. Coming down the hill on 175th and turning left is a blind turn; cars traveling up and down 175th are at high speeds, while cars at the stop sign are blind to traffic in both directions.

- No matter what you do to the intersection, you are stuck with a long, steep down hill. This is too dangerous to be turning into a major commuting route. The traffic levels have increased dramatically in the past few years -- esp. after the change to Scholls/Roy Rogers road intersection.
- With the improvements to the Roy Rogers intersection this became a much heavier trafficked road for Nike and Intel employees from CM and Bull Mtn. We live through the trees and hear crashes there all the time. I avoid that section of Rigert. Sidewalks and pathways are needed here too!
- Traffic through this intersection has increased dramatically in recent years. It needs major reconfiguring and the hill east of the intersection needs to be removed to increase sight lines for traffic coming off Rigert Road.
- I completely agree. This is a thoroughfare whether you like it or not and it should be made safer.

126. Spellman Dr (Question) - With the current population in the Cooper Mtn area Spellman Dr has become a "popular" bypass road and alternative to Weir Rd. This increased traffic on Spellman has created dangerous conditions and reduced the livability of this residential area. With adding more population to the Cooper area, how will Beaverton prevent even more traffic from using Spellman as a main arterial road?

- How about the city looks ahead before they plan a large community on top of a mountain to see if there is a way for the people to get down to where they actually work or buy food? Why should established neighborhoods suffer because some people chose to clear-cut a

mountain and build on top? Where is the personal responsibility? If you choose to live on a mountain with nothing but narrow, curvy roads and your house is far from places you need to go, you choose the consequences, not expect someone to build a freeway to get you up and down from your perch. Is none of the nature and beauty sacred? Do we only do things in the name of progress and larger tax bases?

145. Spellman Drive (Caution) - Spellman Drive has become a popular bypass for Cooper Mountain traffic heading into and returning from Murray Hill and Beaverton. Spellman Dr is used instead of Weir, since it offers less police patrols and traffic can exceed the posted speed limits. With all of the extra residents planned for the Cooper Mountain area what will be done to address the problem of this residential street being used as a major thoroughfare?

146. Nora Rd to Kemmer Rd (General Idea) - With the increased population on Cooper Mountain it is time to complete the road way that would connect Nora Rd, via - Moonstone to Kemmer Rd.. Currently traffic bypasses Weir Rd and uses Diamond View Way and Spellman Dr. Traffic using these residential neighborhood roads is frequently in excess of the posted speed limit and livability in these neighborhoods has decreased. The excessive traffic on these roads creates a dangerous situation for the homeowners and their families.

172. 170th and Rigert (Caution) - This intersection is already very heavily travelled -- esp. during rush hour. It is a rare car that actually stops here at the stop signs. Many just blow through. Adding more traffic will increase the dangers even more.

Appendix B – Comment Wall Comments

- Traffic can't be the only concern. Better density inside the boundary than sprawled out like in LA. Remember, density gives you transp. option
- Sad to see property owners cutting down one tree after another on these properties!
- An example of what will happen to the reserve area is Churchhill Forest(less) clearcut. Bvrtn is seriously lacking environmental responsibility.
- Cooper Mtn Nature Park is wonderful. It would be nice to walk to it but it is too dangerous. Please add sidewalks/bikepaths to 190th.
- Kemmer Rd. has already become a speeding traffic nightmare thoroughfare using it to get from north to south. More homes will be unbearable
- Let's see...after all the farmland and air are destroyed, what happens to all the people? Walmart? Really?
- Wow...we've been so busy promoting this NOW beautiful area didn't realize it was being destroyed. Thanks Beaverton & Metro!
- You need to widen 209th Ave from TV Hwy. There are no sidewalks now and pedestrians walk in the road and this will be a throughway in this plan.
- Put in some big retail at corner of Scholl's/175th...like Walmart/Home Depot/Lowes/etc. Already enough high-end grocery, etc at progress ridge
- Keep Trimet out of the rural areas (there should be no bus routes that leave Scholls Rd). Bus stops every 1/8th mile will make traffic worse.
- Please do not impact the wildlife corridor that uses Cooper Mtn Nature Park. Endangered animals would be put at risk.
- Please do not impact the beauty of the views from Cooper Mt Nature Park. It is the gem of the THPRD.
- Road improvements have already been made to make it easier to travel OVER Cooper Mt and yet no improvements have been made ON Cooper Mt. Really?
- Please allow houses to be built on lots larger than .20 acres. Some families value having an actual back yard and breathing room bwtm neighbors.
- Think of OHSU hospital on that hill, it generates an enormous amount of traffic and should never have been built there. Winter travel ha! Low de
- Rush hour commuting up and over Cooper Mtn. is dangerous. Adding more traffic will make it even more dangerous.
- You are getting So Hill to the west & now South/North Cooper Mt. but no viable safe road system over Cooper Mt. Hope there are plans for this.
- Need to reduce the speed limit on all roads coming up on cooper mountain. 40 is too fast with more people/activity on the hill.
- "Traffic is already terrible on Scholls from 175th to Murray. " Until they widen Scholls there, any more development exacerbates the problem!
- Washington Counties realignment of 175th has already turned this into a freeway during rush hour. Today's backup was a mile long. Good planning!
- "The Next Great Place" more like the "The Next Destroyed Place"
- All Beaverton residents would benefit from leaving most of this area as low density residential. No commercial development should be allowed.
- Keep it as natural as possible! Low density housing, no signs, bury all phone and electric lines, camouflage cell phone towers, lots of walkways
- Traffic is already terrible on Scholls from 175th to Murray. How are the residents in the Snowy Owl area going to get in and out of their street
- "Cooper Mtns' topography is rugged and difficult.... We like living in a rural area leave it!" Ditto.
- Most people are commuting N/S from Hillsboro. Need a HWY to C.M.! Or elevate 185th over intersections with baseline, T.V. HWY and Farmington.

- I understand that development is inevitable, however, go about it responsibly. Avoid small lots and build roads to handle the extra residents.
- Assuming we have to do this please widen 209th and 185th south of Farmington. Scholls will not be only way in and out, w/o more lanes will be :(
- Just look East on Scholls towards Murray Hill. Shopping, cars, townhomes covering the hills. Is there really a demand to support more retail?
- Glad to see you taking input. Some known plans are not included. New High School, and planned development already owned would be helpful.
- Cooper Mtns' topography is rugged and difficult for services necessary for high density housing areas. We like living in a rural area leave it!
- Let's not try to make the density so high that it will be unlivable. Limit of 144 characters is not workable.
- I agree there is already too much traffic on Grabhorn which makes it very loud for people who live near the road. Please find alternate roads.
- Please do not destroy the wonderful natural lands for horrible townhomes and small houses. Don't make this another Hillsboro.
- Road and public transport infrastructure development should be required of developers BEFORE housing is constructed. Include bus, rail, bike.
- All creeks, waterways and floodplains should be made public land with walking trails through them. Houses should not abut wetlands and pollute.
- Cooper Mtn. South has always been a pleasant respite from the urban sprawl/ density to the east & north. Beaverton will be remiss to lose this.
- Please reduce the speed limit on 175th from High Hill Ln south to SFR. Current speeds w/proposed higher densities will simply be dangerous.
- Add a health club like Sunset Athletic Club
- Consider Scholls Ferry & Tile Flat Rd intersection being a "round about" like was done at the SF-River rd intersection.
- South Cooper Mtn is designated by Metro for high density residential. We'll need to work within that requirement. It will need retail support.
- Consider grouping developments so there are large natural areas between clusters of homes to allow significant contiguous forest in between.
- Love the natural beauty of this area. It is a habitat for a lot of beautiful wildlife. Please keep it natural and low density.
- My husband and I walk in the Cooper Mountain Nature Park. Would like to see that expanded and conserve nature.
- South Cooper Mtn is all about the environment (tree and animals). The development needs to have as little impact as possible on it.
- Please keep lots at no less than .5 and 1 acre. I have lived on South Cooper Mtn for over 40 years, it saddens me to see all the houses built.
- Definite issues with 175th and Rigert intersection that need to be addressed. Traffic has increased greatly already, will be huge safety issue
- I understand the market is a primary driver, but it would be great if the plan could accommodate a mix of high, med and low housing densities.
- We understand the need to add 5500 units, but the city must do so in a way that protects forest, prevents sprawl, and blends with the area.
- My home backs onto 175th on the North crest of Cooper Mt. Since Roy Rogers was aligned to 175 I have a freeway in my back yard. Disappointing.
- Preserve this special place. Expand the nature park and only allow low-density housing. Allowing (or requiring) high-density would be a disaster
- Low density housing only. Beaverton is large enough! It is getting quite congested on SW Scholls Ferry Rd. Preserve nature!

- Why not try out some mixed use development in this area? Continue the development ideas started at Progress Ridge and take it a step further.
- Please, keep the Urban Reserve area as minimally developed as possible. The most desirable aspect of this location is its natural beauty.
- Parks/playgrounds are essential!
- Please, low density housing. No more sprawl. Consider lower speed limit on 190th. Wide open spaces and natural areas, please!!!
- A light with sidewalks/bikepaths at 175th & Rigert is essential for safety. It's an incredibly dangerous intersection & more cars will not help.
- Urban Reserve area a natural environment for Deer Coyote, Birds Clear cutting destroys all this. Churchill (No Forest) is a horrible example
- Preserve the low-density housing as it is now. Prefer a minimum of 1/2-acre lots in the "Urban Reserve" area.
- Keep low density housing on Cooper Mtn. We are a unique and close knit community. Do not clear cut our mountain and add commercial/dense housing
- Preserve the beautiful, bucolic nature of the area and keep us from looking like the nightmare that is across the way around Bull Mountain.
- Consider what transit options will be available. Is there going to be a bus route close?
- Make any developments walkable/bikable w/ greenways. Provide neighborhood shopping so you don't need to drive to the store.
- Need a good mass transit plan. Perhaps a Scholls Transit Center w/ express bus svc to MAX and downtown.
- Planning for the flow of commuting traffic is essential. SFR to 217 is already overcrowded, yet it is the only viable route to most destination
- We moved out to this area to find livability and space. We do not want to see row after row of row houses or apt construction the sake of density
- There is too much traffic on Grabhorn now. Winter access is limited. Plan for new highways.
- It would be great to integrate walk/bike trails into cooper mountain, away from roads where possible (like Sunriver)
- There are no public transit options available to existing residents. If more homes are built, this needs to be addressed.
- Parks and play areas are essential as residential density increases in the area to help foster stronger neighborhoods. Better access roads too!
- Minimum of three lanes are absolutely necessary on both 175th and Grabhorn-Tile Flat to Support north-south traffic to avoid rush hour gridlock.
- Beaverton has been a car-dominated disaster for decades! PLEASE stop encouraging even more sprawl and habitat destruction! We need open space!
- Does the City have any plans to address the increase in traffic or do they just expect everyone to ride bicycles?
- No increase in 175th road width unless the other two sub units in the urban reserve are annexed and speed limits are reduced to 35mph or lower
- It is crucial that the city of Beaverton plans and zones the area in a way that puts its natural environment and country character first.
- first thing Beaverton should do is make 175th 3 lanes and make it straight, going down the south side
- First thing to do is take 175th and make it a straight road and add turn lanes.
- Please don't destroy too much of the beautiful natural habitat. Our area is slowly descending into walls of subpar townhomes & hoards of people!

Appendix C – Survey Responses

2. Use the space below to tell us if there are other key issues that the project should address, or if you have comments about the Guiding Principles listed above.

- Major issues: traffic and current lack of infrastructure for areas currently impacted (for instance 175th, Rigert, Scholls Ferry); re lack of sidewalks and bike lanes, as well as.
- 1. Implement system development charges for road improvements BEFORE initiating development of South Cooper Mtn. / 2. Work with the legislature & Beaverton School Dist. to implement SDCs for schools BEFORE S. Cooper Mtn. is developed. / 3. Plan low-density developments with extensive buffers in the central, Urban Reserve area to limit impacts on existing Cooper Mtn. Park & adjacent rural areas. 4. Since S. Cooper Mtn. is at the outer edge of the urban area, street improvements must be planned throughout southern Beaverton, NW Tigard & adjacent areas of unincorporated Wash. Co.
- This is part of a rural community. People need to slow down, drive safely for a rural community, and accept that by moving this far out, they cannot live the same pace of life they can in the city. You have a huge job in educating people, and I see no planning for that.
- No, you did a great job of ID'ing the main ones.
- Development of this area is not a good idea (not sure the land can support development and don't rely on the developer's thoughts, they are skewed to reflect their best interests, and do not reflect what the people want). / Right now, Scholl's Ferry and the Roy Rogers/178th intersection needs to be widened. The back up on southbound 178th at the light is about one mile long. Just adding a long turn lane is NOT an answer. Also, 170th between Baseline and Bany is not adequate for the traffic. That road, where it is 2 lanes needs widening (and not just adding long turn lanes, which are never solutions)
- Dedicate a large portion of the 544 acres for parks. Keep housing density low
- If you plan for sprawl, you will get it and Beaverton will pay the consequences for the next 40 years.
- You need to improve the entire road infrastructure from Hillsboro/Aloha to this area. That means enhancements to Tile Flat Road, 209th Ave, 185th Ave, Grabhorn Rd, Weir Rd, 175th, and Kemmer. All of these will become main throughways if this development is built as the majority of these houses will have employees who commute to Hillsboro or Beaverton.
- I love everything about living in the Cooper Mountain area. The only thing that can make it hard is when whether conditions are poor; driving up and down the steep roads can be a treacherous experience at times. Please give some consideration to reinforcing infrastructure to dealing with those inclement weather conditions (mostly snow/ice) so that travel to and from home is safer.
- Safety - Lower density for Fire Safety and less traffic - winter time dangers
- Corruption
- Corruption
- Traffic in the area is already a problem. Scholls, Murray, 175th. All clogged and congested. I don't see any realistic option to address this. Adding more people far out on the fringes will only funnel more cars and trucks through these congested roads. How are you going to address that?
- Road system over Cooper Mt.
- Nature absolutely needs to be preserved.

- 12. Build green streets that retain runoff and require green rooftops. / 13. Prohibit storm drains that dump directly into streams.
- The guiding principles are good. It looks as though a huge amount of considering and planning are being done - this is my major concern: We are making huge changes to the environment, and - careful as we may be - we're affecting farming lands, the water, soil, air - for all future generations. Thank you for considering persons' needs for the outdoors/hiking/recreation/wildlife.
- 1. Please address N-S traffic issues. / 2. Please allow for wildlife corridors away from traffic to and from water sources. / 3. Please create bike lane on 17th or BAN bikes!
- Layout overall plan to provide a coordinated community with good housing mix, transportation options, protecting natural resources with good walking areas.
- 1. Transportation infrastructure already is behind and poor. I will not support annexation without a clear plan to expand, including a freeway spur out here. / 2. Sewer, water, park expansion infrastructure - please clearly articulate the burden increase as a percent of increase to current taxes and rates to support annexation. Else I will not support annexation.
- Very concerned with north/south traffic. 175th does not provide a good option to handle additional traffic / -Topography / -17th is not continuous from Scholls Ferry 175th/170th/173rd
- Protect the natural areas (wetlands, riparian, uplands and wildlife corridors) - Don't build on slopes > 7% / Plan densely populated communities with pedestrian walkways to connect back area. / Plan for lots of green space. / Ensure transportation access for enlarged population of commuters along Scholls Ferry and Roy Rogers.
- #9 Part of Beaverton? Have not been annexed & will fight this!
- Increased traffic will be a problem in every direction, but especially on Scholls Ferry. I've been commuting from Scholls to Portland for years and the system is already at or beyond capacity. Additional vehicle trips must be factored all the way to HWY 217
- I do not live in the impacted area...I live in Murrayhill. It would be a terrible mistake to turn this area into another Murrhill or mixed use development. We all benefit from having access to a low density residential, rural-like area. I hope to be able to live in such an area one day. If we want Beaverton to be a great city we need a mix of options and we need natural areas. We have many high density areas and we should keep developing high density mixed use areas close to the Light Rail lines and major roads/bus routes. We should leave the southwest boundry of Beaverton as a low density residential area. This allows Beaverton to offer the full range of options from downtown, to modern high density/mixed use, to typical suburbia to rural-like residential options. Let's not destroy the last great natural/rural like area available in Beaverton. We don't need another major housing area and we certainly don't need more retail or commercial space in that area. There are many other areas within Beaverton that have existing vacant retail space. Let's spend the money and effort on redeveloping existing retail and commercial areas within Beaverton.
- Maintain green space - leave as many trees as possible
- This area has horrible roads that need to be expanded prior to development.
- North/South connector.
- Traffic is the key issue. The current roads: 175th, Gassner, Kemmer and Grabhorn cannot handle the increase in traffic as people traverse over the mountain. These rural type roads cannot sustain the traffic increase and people living on the roads cannot exit their driveways.

- The traffic into Cooper Mtn is horrible. The majority of people are coming from NW Beaverton or SW Hillsboro (Intel and Nike). We need a north-south HWY other than 217; or make 185th & 175th elevated, or even tunnel, at major intersections (baseline, T.V. HWY, and Farmington). Otherwise stuffing more people back here will only make quality of life worse.
- Development in Beaverton has occurred in the past without consideration of the impact on unincorporated Wa Co. Future planning needs to include all stake holders. Don't just build in Beaverton without consideration for the residents of Wa Co. In particular poor planning of traffic leading to and from new Beaverton areas has impacted Wa Co residents.
- Don't dare use Cooper Mountain as an excuse to expand and build roads in established neighborhoods.
- I don't believe you can be compatible w/ rural areas and protect nature while also building high density townhomes and putting tons of busses on the road. Can this be more Bethany-like vs. Murray Hill-like? Fewer townhomes, more homes in the Scholls area. For the Grabhorn area, embed townhomes w/in that area as they are not visible like they are on Scholls.
- Your promotion of unnecessary development on Urban Reserve land south of Beaverton is disgustingly premature. I thought it was being Reserved for FUTURE use, rather than immediate use. WHEN it is needed, in the future, will be soon enough to be developing it. How our society will choose to develop it should reflect the needs of our society then, at the time it is needed, not now. / In the meantime, central Beaverton (that already has a main street) has many large acreages adjacent to existing transportation facilities -- highways and MAX. They are not only ready for development, no one there is objecting to high density housing on them (as compared to the neighbors up there on the mountain.). If our goal is to have high density housing near public transportation, to offer a variety of housing options, and create an appropriate buffer zone between city and rural areas, this is the solution -- not more of the same ugly semi-dense suburban development that forces a person to use a car because the roads have now been made unsafe for pedestrians and bicyclists. TriMet is cutting back service, not expanding it; bus service is unlikely to come soon, and when it does, a person won't be able to walk to it safely. / It is much more expensive to provide entirely new public services (transportation, fire, schools, police, water & sewer) in new perimeter developments than to make use of those existing services in town. It is not a matter of tearing down old Beaverton neighborhoods or even densifying existing urban neighborhoods. These urban acreages to which I refer are mostly empty land. Others are vast acres of car dealership lots. And a few are urban residential lots where the houses were torn down years ago. / Please do not kill downtown Beaverton so that a handful of old time families and land speculators can make a few more bucks on the sale of their south/west slopes of Cooper Mountain. The younger generation is choosing urban living, and for that matter, so are many of the retiring baby boomers. Please keep the future in mind. / Thank you
- Traffic Plan, Walking Friendly, Transportation
- Consider the financial impact on residents, maximizing the wellbeing of homeowners and ensuring the plan will increase the homes value and its home value increase in the future.
- 12. Leave the area the way it is and do not annex
- I think it is important to maintain the natural areas. I think it is important to keep the access to fresh farm produce available.
- Property owners who do not want to develop or be in Beaverton
- traffic/noise control & snow/ice removal planning

- When is Cooper Mtn being incorporated into Beaverton? We re currently unincorporated Washington County.
- Most of the guiding principles are just fluff and obvious. Keep the density in line with most of Beaverton, not just the overdeveloped parts.
- Please widen the surface streets. Traffic is a nightmare in Beaverton, in general.
- If residential development must take place in South Cooper, please consider providing corridors for both native flora and fauna to pass through to the urban reserve and to connect to undeveloped areas; it is the lack of contiguity (ie 'patchy' development) which excludes the normal paths for natural regeneration. I would hope that the 'urban reserve' area at the higher elevation doesn't become an island.
- I definitely like to hear about walking and biking options for the area. Right now the area is pretty cut off in terms of walking options. I'd like to see walking access towards the Progress Ridge area.
- I live in Conifer Ridge subdivision and my backyard runs up to Grabhorn Rd. I do not want extra traffic coming on this road due to this expansion. Please provide an alternate route as many homes back up to this road and this brings home values down and disturbs out current living conditions. I know I am not the only person to have this concern. Also, if there is additional housing to the south please have the land parcels .5-1 acres or high end homes and there are too many small lots and small homes now, please don't make this like Hillsboro with apartments and small homes everywhere. I moved recently due to the abundance of natural land and high end homes near our house and to have it taken away in a year makes me think I better move again.
- Consider the right density given the transportation options + access to essential retail (grocery, laundry, library, schools), put transportation plan in now. Recreational facilities for healthy people. Community Gardens, walk/bikeable--survey for most liveable options people in community want.
- Transportation must be part of the plan. North (hwy26) & South(I5) access shouldn't be solely dependent on traveling East to 217.
- Placement of schools
- Please build a hospital in South Beaverton!
- The location of this community will be on the major North-South corridor of south western urban Washington county. It will support the traffic between Tualatin, Sherwood and I-5 South with Hillsboro and Intel. There will be a need for retail support in addition to residential development. I needs it's own identity.
- Priorities will change as plan progresses. Develop plans that can be phased in, because incremental changes will be tolerated better than sudden ones.
- Maintain and restore the existing tree canopy / Hold new development to much higher standards- smaller, greener, more energy efficient, more walkable/bike-able. Establish planning & building standards that focus on low-profile, green-oriented structures. (not funky ;) / Make parks and natural areas a primary focus- use the best available current inventory (vs. trying to grow a park) / Keep lighting to a minimum (avoid night pollution) / Develop a storm water plan for the entire mountain ecosystem- don't piece-meal or allow each developer to invent. / Protect streams- buffer naturally or invest in protecting against run-off

- This area does not have good public transport. Don't make a "gotta have 2 cars" neighborhood. / Control for erosion, stream/fish health, contiguous natural areas--don't break the forest up into little bits.
- I am concerned about beautification of the neighborhoods that are being created. The Beaverton downtown vicinity looks dumpy. On the other hand, Murrayhill is beautiful. Why aren't we seeing more areas being designed like Murrayhill instead of cramming houses together!!!!
- Maintaining health of streams and protecting natural area and open space, providing recreational uses
- 175th is overburdened & unsafe, especially at High Hill sharp turn. Need straight 4-6 lane road further west for direct north/south route from Kemmer to SFR with adequate bike/walk path.
- 1) Road safety and traffic patterns / 2) Development density based on fragile, steep slopes and compatible with existing developments.
- Do not overdevelop!
- Keep it natural and green! It is a beautiful forest and natural habitat for wildlife
- Maintain wildlife access to and from the nature park. Preserve a buffer to agricultural land that surrounds this area. Address traffic flow issues with current North/South commuters through the intersection of Roy Rogers/Scholls Ferry that will be further negatively impacted by additional commuters.
- Limit Houses
- This is one of the last locations on Cooper Mtn for wildlife.
- This is one of the last places for wildlife, don't take their homes away.
- Most live in this area to get away from packed living...please respect this for all of us! We do not want to feel sandwiched and in high density area.
- What are you going to do about the increased traffic? 175th already can get VERY busy at times and more houses or commercial building will only make the problem worse.
- Horrible traffic on SW 175th over the mountain; SW 175th and SW Kemmer intersection and SW 175th and SW Rigert and intersection with SW 170th were never designed for the traffic loads they are seeing now.
- Please go annex some other area.
- Challenge the developers to work with the existing land forms to the extents possible, and not alter the existing conditions beyond recognition. This should minimize mass grading, preserve prized views and blend aesthetically and functionally with the adjacent neighborhoods.
- Grabhorn cannot support more traffic, but if there is housing then more traffic will come. A western bypass of Cooper Mtn around River Road or Tile Flat is necessary to support more housing and businesses.
- Clear cutting and animal preservation. Clear cutting and development harms animals, which we are all very gifted to have in our area. By clear cutting and developing heavily, you will ruin the special-ness of Cooper Mountain: its ability to still be RURAL yet be close to civilization. We are all very gifted to live here, and I am saddened by the fact that anything is going to be developed there in general.
- Are you coordinating North/South transportation access with the South Hillsboro project. Traffic will be really messed up if you assume everybody needs to go east to get to work
- Transportation is key. Only 2 main roads (175th and Scholls Ferry) that currently are poorly suited for additional traffic and very poor for bicycles and pedestrians.
- Low density housing. Open spaces, natural areas!

- Major concern: Provide a plan for handling the heavy traffic
- Address existing land values for the existing homes and the quality of life that they provide
- Speed and traffic on 175th Ave. needs to be addressed
- Address the natural wildlife and plants. The recent razing of the land at Churchill forest removed ALL trees. There should not be high density housing removing all vegetation off the land! Keep Cooper Mt. one of the last natural places in Beaverton. Compliment the nature parks on Cooper Mtn. Not Crowd them!
- Our area doesn't have a special identity yet. I'd like to see us develop our parks with some special features or plant collections so we are proud of living here and want to spend time in our own backyard.
- The plan should take into consideration the impact to the current residences of the area. E.g. not changing traffic patterns through current areas that are low or no traffic (e.g. dead end streets etc.) Many of have chosen to live in an area so that we are not on a connected street.
- No cheap housing and ugly density design
- With so much development, driving in this area will become a nightmare. There are no plans approved to handle the thousands of additional cars on Scholls Ferry Rd. or other roads. This is a foolish plan.
- North South traffic and Scholls Ferry traffic congestion are key. Jobs are in Hillsboro and Portland.
- Stormwater is the key issue. Cooper Mountain has shallow, slow-draining soils on slopes. Only 13% of the land is suitable for infiltration. 1. Limit development. 2. Restore forest canopy to 60%. 3. Use cisterns and green roofs to capture rain. 4. Protect the best habitat areas through acquisitions. 5. Design roads to eliminate runoff.
- The community should help enhance the natural beauty cooper mountain carries.
- We need a MUCH more dense downtown Beaverton. Most people wouldn't even know where downtown Beaverton is; they're too busy driving THROUGH it. We need to make Beaverton much more attractive to pedestrians!
- A realistic financing plan for infrastructure to support the development should be a go/no go project criteria not an issue which can be minimized
- Commercial and mixed use residential development, a streetscape plan where the neighborhood congregates not just drives through
- One of my main concerns is the additional traffic load on Scholls Ferry Road, especially if there is no additional north-south road other than 175th.
- As mentioned earlier, in order to build a sustainable, functional, and livable community it is absolutely crucial that the city of Beaverton hold developers and itself accountable to preserve as much of the area's many forests and surrounding countryside's rural character as possible through effective zoning and regulation.
- Given the proximity to rural areas, keep the neighborhood density as low as possible. Minimum lot size 1/8th acre.
- Area needs industrial site, not just homes. / Beaverton should promote the west side freeway.
- Beaverton needs to promote the west side freeway
- Provide low density housing, 1-2 acre lots.

3. What else should we know about the South Cooper Mountain area as we begin the Concept Planning process?

- You appear to be emphasizing change to fit better into Beaverton and not recognizing that many want to keep the area quieter and at a more rural pace. Traffic is becoming a nightmare and I do not see how you plan to deal with that.
- Remember, this area won't always be on the "urban edge". We can't let the limitations of today blind us to the future.
- The way things are going, there won't be any trees left by the time you complete the planning process.
- Low population density with higher property values that will put less stress on all systems and make the community much more pleasant. (This will help to help maintain a compatibility with the rural area and keep crime rates lower)
- Right now people are using Roy Rogers and then Kemmer Rd as a thoroughfare to get from north to south and vice versa. It is a nightmare in the morning at at night of people going to and from work. Adding 3000 more units will make it an unbearable traffic nightmare. There are very few ways to get from north to south up here. The streets are narrow and curvy on Kemmer Rd, 175th and 185th. Cars constantly drive over the center lane and already the intersection of Roy Rogers and Kemmer Rd is an accident waiting to happen. Actually there have been several accidents in the few months we have lived here.
- This expansion of the UGB is ruining prime farmland. When will Metro and Washington County stop further expansion of the UGB. No more growth is an option that needs to be considered and voted on by the public, not Metro and the Washington County Board of commissioners.
- Push the envelope on green technology to mitigate for the destruction of natural and rural land.
- The side roads (everything except for Scholl's Ferry) are incapable of supporting Trimet. If you put in a bus route on 175th/Kemmer/Weir/Grabhorn with stops at every 1/8th of a mile, the traffic would be far worse. Do not let Trimet establish any routes with stops off of Scholl's Ferry Road.
- If we invite more commercial business into the area, just please ensure that there is enough transportation infrastructure to deal with the increase volume.
- View property is also a virtue of people down below looking up to the hills...undeveloped. I know, I used to have a view before houses were put all over the hillside.
- How far does the City of Beaverton plan to expand on Cooper Mt.? I am not sure if I am in the concept.
- Nature needs to be integrated and parks and playgrounds included.
- Soils on Cooper Mountain are shallow and slow draining. Deforestation to less than 60% of the land and impervious rooftops and pavement should not be allowed.
- It sounds as if you're considering the things important to me, as long as this process HAS to continue.
- We live in Murray Hill area, how will annexation benefit us or Beaverton overall?
- Plan as if it was/is an ecologically continuous area i.e. watershed that attains head water from Cooper Mountain to the Tualatin River/Tualatin National Wildlife Refuge. Main.improve watershed health, work with ecologists and specialists from PSU and OSU for "science" that will be affected by planning decisions.
- It currently is a "Great place" & will turn into the "Next destroyed place".

- We're very excited about the prospects for a new high school. The sooner it's built the better. Hopefully, that planning process will be done with as much thought and outreach as this one. Thank you
- This area is adjacent to rural areas. There is a lack of mass transit and urban level roads. If a large number of residential and retail/commercial development is added in this area, the required urban infrastructure will need to be added (roads, bus, rail). Who will pay for all that? A few developers and real estate agents will make a lot of money and the rest of the citizens of Beaverton will be stuck paying ever increasing taxes to pay for the infrastructure that is lacking in that area. Why should the rest of us have to pay for changing a rural area into an urban area when most of us won't benefit from it and don't want to see this development happen. We don't need the traffic problems, noise, etc. This will likely reduce the quality of life for those of use who live in the nearby areas (I live in Murryhill). With all the development along Scholls Ferry Road traffic in the area has made it much more difficult to get to out of the area. More high density development will only make things worse for us and there is no benefit to those of who already live in the area.
- Major arterials adjacent to South Cooper Mountain also need to be expanded prior to development (e.g., SW Farmington, SW 209th, SW 185th).
- The new development in SW Beaverton creates more traffic, more roads, less open spaces and a less desirable place to live.
- Nothing new, but a viable transportation solution needs attention. Traffic is already congested and the existing infrastructure seems unlikely to be able to support the planned growth. Metro and the state really need to again look at north/south major connector as an addition. 217, buses and bike routes are not going to solve the problem. Widening existing roads to allow for growth of new areas only decreases livability of existing and established neighborhoods.
- It's a beautiful rural. We need to preserve its character and natural beauty. Respect those who have lived on the mountain for many years and been stewards of this land.
- Look to how the other areas have been developed and the problems/issues they created
- I am sick of strip malls, thinking about Progress Point and Cornell Rd. I want to see something different. I am thinking of the country side in Europe. We need the farm land here. It sustains us. Don't put in more high density housing and shopping. I would be ok with unique buildings & shops, quality homes on lots of land with stone exterior, and planters beneath the windows brimming with red flowers. Better yet: don't touch it at all. I have not wanted for anything in this area. There is enough shopping here that I don't have to travel far to get what I need; and the undeveloped land & farms provide me with so much more than I ever imagined.
- Avoid small lot sizes. These neighborhood are ugly and do not fit the rural setting on Cooper Mountain. Move to Bethany if you want to life in neighbors like that.
- If this goes forward it is a given that traffic will increase. Please do not rely on Scholls to handle it all. Please consider how to improve 185th and 209th to mitigate traffic south of Farmington, and please plan how to force bus routes to major roads only (no Tile Flat please).
- Don't
- A plan that incorporates the health and wellbeing of the natural environment, as well as the wellbeing of human residents. This would include travel flow minimizing congestion, all pollution, including light pollution.
- Lots of traffic passing thru from Tigard/Tualatin etc. Nike and Intel contribute to this. Look for ways to connect major arteries and expand current roads to handle traffic.

- The plans must include infrastructure to support additional population in the area.
- Active Farming Area! What were you thinking!?
- SW Murray Rd is already a drag strip with minimal efforts to control speeding & extremely loud motorcycles - this development will only increase traffic on nearby pass-thru streets - we need more temporary traffic radar utilized to prevent more fatalities that are happening as a result
- Be honest....do not send us surveys if you have already made lasting, unchangable decisions just to make home owners (tax payers) THINK they have a voice.
- The relative location of it to the rest of Beaverton. Don't make it into a new Aloha-like ghetto.
- Keep commercial to small/ local
- Traffic along Scholls Ferry Road will be very difficult to address adequately;
- Is there going to be additional schools? How about a school for homes south of highway 10 in the 97007 region. A high quality school with gifted programs.
- Traffic is already congested, not user friendly, school funding issues, Economic Development needs. Keep the nature, minimize big box, Find a Beaverton Brand--not just a repeat of what neighborhoods in PDX are doing. For example, parks that work year round vs just good weather more covered play areas or turf, more community gardens, libraries, grocery stores, bike paths that kids can safely use (wider sidewalks that allow both foot and bike, not the road). Now roads are mini-highways and congested in AM and PM, ugly the rest of the time. Light rail needed, more satellite PCC sites in the heart of Cooper Mtn would serve residents and larger metro area as low income areas exist and job skill gaps weaken our area. Capitalize on nature trails and continue to connect them.
- There is no public transportation near this area and no sidewalks or walking areas. The traffic is getting heavier and there is no alternative right now.
- I recently moved to Highland Hills neighborhood from Los Angeles in an attempt to escape urban sprawl. I have been very distraught to learn that the urban growth boundary was expanded to encompass further characterless, dense track homes. What is the point of a "boundary" if it is negotiable? The rural landscape of South Cooper Mountain is a gem and should not have been acquired for home development. There are countless ways to expand and grow within the current boundaries. I am disappointed and very sorry for the farmers and long-term rural residents near these zones. I do not agree with expansion despite what economic and diverse demographic incentives it may provide our city.
- Preserve what little environment our children have left.
- Metro has goals for this development area and the public should be made aware of that early on. Reading the comments would indicate the public thinks this should be a low density residential area surrounded by parks.
- I am sad to see any plans to develop the land into additional housing and commercial development. I enjoy visiting farms to pick up strawberries. Scholls Ferry is already too busy, additional urban sprawl does not improve the city.
- Current residents chose to be near rural areas, so include natural buffer zones or pocket wilderness areas. Concentrate commercial areas on main roads, with pedestrian access from neighborhoods.
- This is a rural area. We are losing too much rural land and forest to paving. We should not be developing this area as long as close in areas and infill spots remain.
- In the 8 years I've been here most trees have been radically clear cut & fewer animals now. Churchill Forest is a disgrace for choosing that name then clear cutting all trees! Property above

has also been clear cut (for future development?). Require good walking path north/south, get people off the couch & out of their cars. Add mass transit options!

- To make it great- requires the ability to have accessibility. , Improve roads from Tile flats, Grabhorn and 175th is a must. Have connecting bike lanes, walking paths and nature areas for animal movement.
- Please don't clearcut trees and move wildlife.
- Go slow and listen to the community. This area is pushing the urban area out quite a ways into the rural area. There will be potential conflicts.
- Build as few houses as possible.
- Cooper Mtn is known for its beauty, keep it that way by limiting houses built.
- Keep as much as the natural beauty as possible. Limit the building of houses to a minimum.
- traffic will be a huge issue and will affect all of us on cooper mt.
- Roads in adjacent areas are fairly narrow & rural; traffic flow will increase. What is being considered to increase safety of vehicles & pedestrians?
- For those of us who already live here, please preserve as many natural areas as you can. It's the reason most of us chose to live on Cooper Mt. in the first place.
- It is snowy and icy in winter.
- Please just leave this area alone. As a resident of this area I am not interested in becoming a part of Beaverton
- All of the roads around south Cooper Mtn are overused and under developed for more housing and businesses; Roy Rogers, Scholls Ferry, 175th and 185th. I live on north Cooper Mtn and the traffic over the top is unbearable now.
- I think that the animals will become isolated as South Cooper Mountain becomes suburbanized. The animals will be either stuck on North and Urban Reserve, or will be pushed to the south of South Cooper Mountain. I'd advise to keep the edges of South Cooper Mountain pretty rural to encourage animal movement, because otherwise the population will suffer.
- Murray Scholls town center still doesn't have bus access and the parking lot is always full and that is without thousands of additional people that will occupy South Cooper Mountain
- The road conditions in the winter are unsafe for many drivers (anybody without 4WD or AWD and snow/ice driving experience). No amount of road improvements can change the weather.
- Take into account the need for more roads or expanding roads to get to 217. Scholls Ferry is too crowded. Encourage public transportation and increase options.
- People live in this area in order to be AWAY from high density housing - please do not ruin our peace and quiet.
- 190th--consider lower speed than 40.
- Preserve the natural environment. Do not clear cut the areas.
- Scholls Ferry Rd and 175th have too much traffic already. Too many people are using it as a cut through route.
- Mail delivery on 175th should be on the same side of the street as the house. Right now I have to run across 175th to get my paper and mail. During high traffic times, I can't get across the road safely.
- We are a tight knit community of land owners on fairly large plots of land. We like it that way which is why we live up here. We do not want commercial or high density housing next to our acreage. Keep Cooper Mountain with large plots and lots!

- Traffic is ruining quality of life. Make sure there is enough money for wide enough roads with turn refuges and money to program and maintain traffic lights that assure better flow than the disaster that is Scholls Ferry Road right now.
- 175th needs improvement with regards to sidewalks etc.
- How are you going to handle the increased traffic congestion that is getting worse without this development?
- Those who approve this plan should be voted out of office at the next general election.
- Cell reception is not very good. As the region is expanded, the phone companies should be encouraged to provide better coverage.
- Don't cause the erosion and flooding problems that happened with Bull Mountain's development.
- Increasing density without infrastructure changes is a recipe for disaster. Growth needs to be matched with funding for road improvements. Buses and bike lanes simply aren't enough.
- Do NOT develop or pave over ANY of it! The massive Beaverton has WAY more than enough room to accommodate everyone. Look at all the empty parking lots and one-story buildings downtown. Build UP, not OUT! Developing South Cooper Mountain will even further degrade our quality of life and cause more smog, congestion, and mouths to feed with minimum-wage jobs. I do not see one single benefit of encouraging people to live even FARTHER out than they already do. We keep expanding the UGB all the time; we are completely defeating the purpose of the UGB. It's already disastrous enough that we added many thousands of still-undeveloped acres of land around Damascus. I cannot believe that Beaverton STILL has not learned from all these decades of unbelievably poor planning.
- Annexation needs to extend to all three units, and the concept plan needs to apply to the urban reserve areas too. Whatever happens on the South Cooper Mountain area directly impacts the urban reserve properties to the north. Also, property rights need to be respected and owners should have options to develop their land to meet the increased populations that are projected in the next 20 years
- That it is rural.
- Keep home lot size to a 1/4 ac or better
- Keep the home lot size a 1/4 ac or larger. And area needs more than just home, add some industrial sites.
- Without an additional westside freeway Beaverton will remain clogged with traffic and this will only make it worse.