



South Cooper Mountain Concept & Community Plans

Public Open House #3 Meeting Summary

OVERVIEW

The third and final public open house for the South Cooper Mountain (SCM) Concept and Community Planning process was held on Thursday, July 24, 2014 from 6:30 p.m. to 8:30 p.m. at Scholls Heights Elementary School in Beaverton.

This meeting was intended to:

- Present the Draft Concept and Community Plans to the public;
- Collect feedback to help inform additional refinements to the plans; and
- Provide a transition in the public process from the end of the Draft Concept and Community Plans Phase to the Hearings and Adoption Phase.

More than 84 people attended the meeting. The open house was publicized through an article in Beaverton's July/August "Your City" newsletter; media coverage in the Oregonian (July 17, 2014); a postcard mailing to approximately 3,400 households in and within ½ mile of the planning area; and an email to over 2,200 people on the Beaverton Neighborhood Association, CPO6, CPO10, CPO4B and project email lists. The open house was also publicized on the City of Beaverton project website.



Open House Structure

The public meeting was designed so that visitors could review information from earlier in the project before they reviewed and provided comments on the draft Concept and Community Plans. After viewing the stations, visitors were encouraged to provide feedback using larger tabletop maps and to fill out comment forms with more detailed comments. The stations at the open house included:

- **Welcome** – Attendees were greeted and encouraged to sign in. Staff provided informational handouts, copies of the plan documents, and comment forms (see Appendix B).
- **Background/About the Project** – Staff explained the open house layout and order of stations while directing visitors to staff and stations that addressed specific questions or areas of interest. Boards at this station included: a project overview, a list of the project goals, documents and news articles from prior steps in the planning process, a project schedule, a list of current committee members, and information about upcoming events.
- **Plan Recommendation Stations** – There were four primary station areas that described the draft plan recommendations. These included: Land Use Recommendations; Transportation and Bike/Ped Framework; Schools, Parks and Natural Resource Frameworks; and Infrastructure. The stations featured maps, conceptual drawings, and visuals from the draft plan documents. Staff recorded public comments and questions on flipcharts (see Appendix C).
- **Subarea Maps** – Tables were set up with aerial maps of each project subarea: North Cooper Mountain, the Urban Reserve Area, and the SCM Annexation Area. These tables were intended to allow for more in-depth discussion of location specific questions. Staff answered questions and prompted visitors to mark the maps with important locations, questions, and feedback (see Appendix E).
- **Comment Station** – Comment forms (see Appendix B) were available at the welcome table and inside the open house. The form questions were also available in a concurrent online survey.
- **Refreshments** – Light refreshments were provided at the meeting.

Staff – The public meeting was attended by **City of Beaverton staff**: Leigh Crabtree, Jabra Khasho, Sheila Martin, Ken Rencher, David Winship, and Valerie Sutton; **Washington County**: Dyami Valentine, Theresa Cherniak, and Stephen Shane. Members of the consulting team included: **Angelo Planning Group**: Joe Dills, Becky Hewitt; **Walker Macy Landscape Architects**: Ken Pirie and Saumya Kini; and **JLA Public Involvement**: Kalin Schmoldt. Several members of the Citizens' Advisory Committee (CAC) and the Technical Advisory Committee were also in attendance.

Attendance – The public meeting was attended by a relatively even distribution of residents from within the planning area and adjacent neighborhoods. Residents from the Sterling Park Neighborhood immediately surrounding Scholls Heights Elementary were particularly well represented. (See Appendix A: Meeting Attendance Map.)

COMMENT SUMMARY

Five comment forms were submitted during the public open house event and four were submitted through the online form. Questions on the physical comment form were identical to the online version. The following summary is based on all comments received at the open house and through the online survey, including flip-chart notes and map feedback.

Land Use Recommendations

Several participants expressed concerns about the proposed higher densities. Some commenters cited the perceived impacts of higher density on traffic and intersections along Scholls Ferry Road and more specifically at 175th and Tile Flat. Commenters equated lower density with habitat protection and better quality of life. One comment did indicate support for keeping higher densities focused along Scholls Ferry Road.

One commenter suggested that density should be no lower than R6 in all areas and that residential lots larger than 6,000 ft² should be taxed at a higher rate if they are not active farms. One comment suggested that all developed areas in North Cooper Mountain should receive CM1 zoning regardless of their proximity to sewers.

Transportation and Bike/Ped Recommendations

There were several comments describing existing transportation facilities as being inadequate, with commenters expressing frustration with the already high traffic demands on Scholls Ferry Road and 175th, especially during rush hour. The existing “country” roads in the area were felt to be inadequate for existing commuter traffic and unsafe for cyclists. Respondents felt that there are no viable transit alternatives and several called for improved bus or light rail service to the area.

Several comments explored ways to slow down traffic within neighborhoods as well as along Grabhorn, Kemmer, Gassner, and 175th. Suggestions included adding speed bumps to neighborhood routes, reducing speed limits, or leaving the 175th “kink” in place to keep speeds low.

Several comments expressed skepticism about whether the proposed capacity improvements are feasible and affordable considering the topographic constraints and environmental sensitivities in the area, particularly along 175th. One comment suggested that density should remain low until infrastructure improvements made.

Other comments described concerns about livability and construction related impacts that new roads would have on existing neighborhoods. The conceptual roads present uncertainty for existing landowners. One commenter encouraged additional citizen involvement to more concretely define where future roads will go.

Topic specific comments:

- **Hilltop** – Commenters expressed concerns about adding vehicle trips to an area that is often subject to travel impacts during the winter. Suggested improvements to Kemmer Road included: adding a wide buffer between bike/ped users and the neighborhood; adding a roundabout at 175th to slow down traffic; and addressing existing access problems. One commenter opposed the conceptual connection between SW 176th and SW 182nd to the north of the project area.

- **North Cooper Mountain** – One commenter supported the extension of Miller Hill. One expressed concern about the private property impacts from the proposed connection between Kemmer Road and Gassner; they suggested improving the existing route via 190th. Another suggested expanding the proposed alignment radius of this connection west to 190th.
- **Grabhorn / Tile Flat Road** – Commenters noted the lack of bike facilities on Grabhorn and Tile Flat. A commenter noted that the realignment of Grabhorn to the west could impact a wetland. Several comments identified the section of Grabhorn Road between Gassner Road and Farmington Road (outside the project area) as a gap in north-south movement that should also be addressed.
- **Sterling Park Neighborhood** – Two commenters raised concerns about the proposed connector roads that could enable cut through traffic to Scholls Ferry, particularly the connection between Alvord Lane and Siskin Lane. One commenter described the neighborhood streets as steep, narrow, and winding with some impaired visibility. Increased traffic near to the elementary school was also worrisome. If these new connections are approved, commenters recommended safety improvements (stop signs, parking restrictions) to these neighborhood routes. Commenters said that they would prefer a connection from Alvord Lane to Scholls Ferry that minimizes impacts to the neighborhood. One commenter was glad that the new connectors would facilitate safer access to schools and parks while avoiding larger roads.
- **Bike/Ped Comments** – One commenter noted that the proposed transportation changes in the Urban Reserve appear to favor speeding up car traffic without requiring commensurate improvements to bike/ped safety or new off street paths as in the Annexation Area. This could make bike travel less safe than it is today. Several commenters encouraged more substantially separating cars, bikes, and pedestrians so each can use separate routes.

Other Comments

There were several comments regarding the need to improve the intersection of Rigert and 175th (outside the project area). One comment suggested not allowing a left turn from 175th onto Rigert. One commenter requested a bike path connection connecting Kemmer Road to Rigert Road along 175th Ave.

There was one comment about improving the intersection of Snap Dragon and Uplands Drive in the River Terrace neighborhood.

Parks, Schools, Natural Resources Framework Recommendations

Schools – Several commenters addressed the existing school district boundaries which do not align with city limits and would prevent Annexation Area residents from attending their neighborhood high school. Commenters urged that this issue be addressed soon. One commenter encouraged a sustainable building site and design for new schools. One said that they were excited for the new parks and schools.

Natural Resources – Several comments called for the preservation of old growth and significant trees, as well as protection of seasonal wetlands and ephemeral creeks. Recommended resource conservation strategies included: using green streets and reserving wetlands to manage stormwater; implementing an urban forest management plan similar to Tigard's; tree conservation incentives for builders; a future development holding zone with tree protections; and wider stream buffers with more effective transitions to residential areas.

Several comments sought clarification on the natural resource maps. Two suggested performing a new resource inventory and updating maps with stronger protections. One commenter was not clear if the south side of Cooper Mountain near the Nature Park will be designated for future reserve or future development.

Several comments expressed concern about how new roads could impact natural resources. One suggested that a connection between Kemmer and Gassner would degrade the area. Another said that there will need to be considerations of wildlife crossings, particularly where new roads cross existing wildlife corridors.

Infrastructure Recommendations

One commenter said that they were excited about the new Main Street.

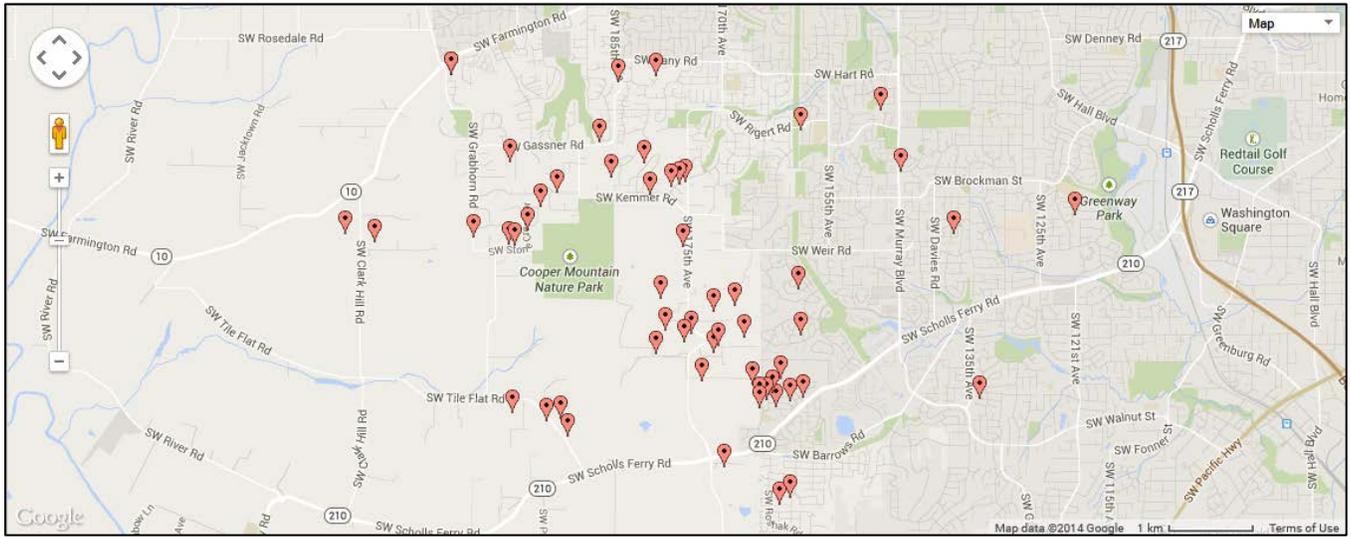
Feedback on the Process

One commenter specifically complimented Project Manager Val Sutton as doing a good job, another complimented “City of Beaverton Planners” for being willing to answer questions and make the process open to the public. Another said that they felt that the concerns from Kemmer View Estates had been heard.

One commenter perceived that there had not been any opportunity to provide public testimony about the project so far. Two comments said that it was not clear how (or if) comments were being used since many of the suggestions did not appear to have been implemented.

One commenter said that they had heard some conflicting information from TAC members at the open houses and that their lack of certainty about future changes (particularly regarding the location of roadways) is worrisome. It was not made clear how or if potentially affected homeowners can participate in these future decisions. The commenter suggested holding additional small group meetings with potentially affected neighbors to address their concerns.

Appendix A – Meeting Attendance Map



(Map of addresses volunteered at the sign in table. 📍 = Mailing address.)

Appendix B – Comment Forms

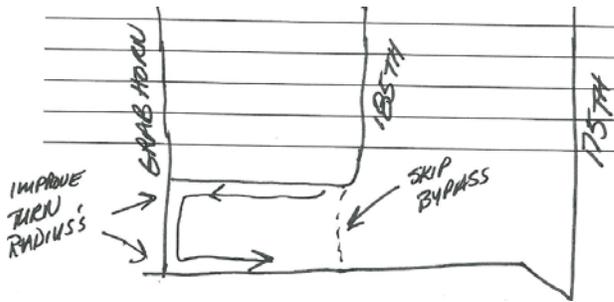
QUESTION 1: Do you have any comments regarding the land use recommendations?

- The townhouse residents and other homeowners next to Winkelman Park and Kemmer Road are going to have bad weather conditions to meet at the 700+ ft level for going to work, school, and back home again. School buses will not make it up the hill in bad weather.
- High density housing planned for 175th near Winkelman Park is going to post a traffic problem during inclement weather and cause congestion on a narrow existing road - 175th.
- I support a minimum of R6 in all areas. R6 6000 sq ft is plenty area for any home. Any bigger that is not active farm should taxed by hi rate. Also support Miller Hill extension.
- The existing transportation infrastructure is at capacity with a level of service at D and F. Scholl Ferry is the main route for the proposed development and it is at capacity with no practical means to increase capacity. Local roads serving the area like Tile Flat, 175th, Clark Hill, Grabhorn, Kemmer, and River Road are all farm roads never intended for modern commuter traffic. The addition and widening of roads over Cooper Mountain appears to ignore the grades and sacrifice of natural areas required for the roads. Therefore, based on observation of past development, I suspect these roads will never be constructed and the additional traffic will be imposed on the local roads without regard for the safety and serviceability. There is possibly no worst place in the metro area for access to transit and transportation.
- I have concerns with the traffic plan that connects Alvord LN to Siskin. The Sterling park neighborhood experiences higher levels of traffic/speeds with the current construction on Scholl Ferry RD. This is already a safety issue for Scholl Heights Elementary school students. Having more traffic using these roads as primary arteries exacerbates the problem. I would like to see a plan that ensures the primary artery traffic from Alvord avoid the Sterling Park neighborhood.
- I would prefer plans that include more low density or medium density housing.

QUESTION 2: Do you have any comments regarding the transportation and bike/ped recommendations?

- Much more planning is needed for ways to slow down traffic because residents are already struggling to get into and out of neighborhoods off Kemmer Road and SW 175th. / I don't like the "Neighborhood Route" planned to connect to SW 176th and SW 182nd streets. Speed bumps will be a must!
- Please seek to develop roads towards undeveloped land (west of 175th Ave) rather than east of 175th Ave (currently developed and partly in urban reserve) & active residents :)
- When widening Kemmer Road a wide berth for bicycle/ped use should be provided from the existing residents of Kemmer Road. This is necessary to protect from noise and pollution. Please provide bike path from Kemmer Road to Rigert along 175th Ave.
- Concerned about N. Cooper Mtn 185th bypass to Kemmer Road. Proposed bypass crosses my property at 18640 SW Gassner. Traffic demand does not warrant expense to pay for bypass.

Bypass is close to wetland too. Suggest just improving existing commute route via 185th along Gassner to 190th then to Kemmer. See below:



- Tile Flat, 175th, Clark Hill, Grabhorn, Kemmer, and River Road are all farm roads never intended for modern commuter traffic. We often ride these roads and aggressive drivers and high traffic volumes have made 175th and River Road unsafe for bicycles. / The proposed plan involves routing bikes off of the roads on sidewalks and paths in the growth area, but there are no guarantees these will be build and there will be no improvements to the rural farm roads that do anything but speed up traffic making it more dangerous for everyone. The proposed development will deny access to bikes and pedestrians to county roads that they currently use.
- We NEED to have a meeting of the homeowners most directly impacted by "fixing the kink" in 175th and the Planning engineers AS SOON AS POSSIBLE. There are several options and, while this is "just a line on a map," the quality of life for many families is being greatly impacted. The TAC members showing up at the Open House have been dispassionate and provided conflicting information on this topic to-date which makes the public very anxious. Do homeowners have any power/voice in the decision? It's actually very scary for some - and uncertainty for too long a time (can't someone put some boundaries on this potential roadway so people will know what's happening with the homes they've lived in for many years? eg timeframe, general Right-of-Way, etc.)
- I live in the Sterling Park neighborhood off Scholls Ferry Rd. I have concerns about the new connector roads planned through our neighborhood. The neighborhood route from Alvord to Blackbird via Siskin would direct traffic through our neighborhood to Scholls Ferry. I am concerned this will become a popular cut through to avoid congestion on the main roads. Our preference would be to have Alvord go straight though to Scholls Ferry. Our streets are very steep, windy, and narrow in some parts. We have concerns regarding speed, blind spots, and have requested additional stop signs and no parking signs from the City. We have additional responsibly to create safer streets for the many school children who attend Scholls Heights Elementary. If this connector road and the one on Loon are approved, I request The City make safety improvements to the existing roads in our neighborhood, especially along Blackbird and at the top of Loon where it winds into Bobolink (school bus route, very congested and steep). We understand roads would be extended for future development, I would just like to ensure, we preserve the quality and safety of our neighborhood. On a positive note, I am happy the plans include safe routes for kids to travel to the new high school and parks, avoiding the main roads.

QUESTION 3: Do you have any comments regarding the park and school framework recommendations?

- I am excited about the new High School and primary schools planned. I am also excited about the possibility of new parks. I think there is a huge need for new parks and playgrounds in our area. We are really excited about the new THPRD property off Siskin and Alvord.

QUESTION 4: Do you have any comments regarding the natural resource recommendations?

- Protect existing old growth trees to the greatest extent.
- Yes. Pristine area on top of Mt. 185th bypass would degrade the area.
- The old Cooper Mountain Nature Park showed the south side of Cooper Mountain as Future reserve. Now it looks like future development.
- The N-S wildlife corridor connecting Outlook Woods to the Southern section of Cooper Mountain runs right adjacent (too close) to where the TAC plans to straighten the "kink" in 175th! There needs to be allocation/bridge for large mammals to travel safely south to the Tualatin River - or there will be major road kill and accidents there. Seems someone forgot to allow for the removal of the "kink."
- The more land reserved for wildlife the better. I also appreciate land reserved for water runoff and wetlands. Our property is in Sterling Park at the top of the SCM Annexation area and we get tons of standing water and have had to add additional drainage. I would also like to see incentives to builders for saving larger trees.

QUESTION 5: Do you have any comments regarding the infrastructure recommendations?

- There are no transit alternatives provides for this area.
- I am excited about Main Street idea.

QUESTION 6: Do you have any other comments to share about the draft concept and community plan documents?

- The noise level and access to neighborhoods along arterials and collectors are very difficult to residents when planning calls for much higher traffic volume next to them. Know that! Acknowledge that! Do all you can to make life l-i-v-e-a-b-l-e for them. We love our neighbors and neighborhoods; they are the life blood of our city and county!
- There is possibly no worst place in the metro area for access to transit and transportation.
- Generally speaking, Val Sutton has done a very good job. Wish more homeowners understood how valuable their inputs are.
- I have been really impressed with the City of Beaverton Planners in their willingness to answer questions and make the process open to the public.

QUESTION 7: Do you have any feedback on the public involvement process for this project? What could we have done differently?

- You've done your job and listened to Kemmer View Estates' concerns. Thank you!
- Please demonstrate how you are utilizing comments (suggestions provided by residents). There seems to be a lot of resistance for many of the changes suggested by you but no changes appear to have been implemented.
- As someone who works both sides of public involvement I understand that it is just appeasement and no substantive changes or opposition will come of it.
- Some of the homeowners in my close proximity are very upset about the uncertainty of on project and we will be gravely impacted. They feel they are helpless and can see no means of contesting - they are even talking about getting a lawyer. While there were Open Houses, there haven't been places for TESTIMONY until NOV 14th when the whole plan will be presented. This is distressing. Too bad we could not have met in a smaller group first and pre-staffed - maybe come to a consensus beforehand.

Appendix C – Flip Chart Notes

Land Use

- High density inappropriate @ Tile Flat & Scholls Ferry corner
- Keeping high density on Scholls Ferry is a good idea
- North Cooper Mtn existing developed areas should also receive “CM1” zoning, regardless of proximity to sewers.
- High density & traffic impact @ Scholls/Tile Flat... Scholls/175th → Consider traffic to Sherwood. Presently waits/delays @ intersections.

Transportation & Bicycle/Pedestrian

- Bike shoulder on Tile Flat
- Traffic density too great at Scholls/175th & 175th/Kemmer-Wier especially during rush hour. Many cars to/from Sherwood... Long waits.
- What happens on Grabhorn Rd between Farmington to Gassner?
- Wetland on west side of Grabhorn
 - Potential impact/mitigation with realignment (Northern)
- Consider measures to slow traffic down on Grabhorn & Kemmer Rd.
- Consider leaving kink in 175th to slow traffic
- Leave wide berth between traffic & homes on Kemmer Rd & 175th
- Consider separating peds/bikes/cars
- Enforce speed limits on Grabhorn
- Separate ped and slow bike traffic from car and fast bike traffic by 2 city blocks (different route)
- Need to calm traffic on 175th it goes too fast to access safely from driveways & side streets
- Fix Rigert & 175th intersection. Left-hand turn going North on 175th is dangerous.
 - Make no left turn from 175th → Rigert
- Need roundabout at Kemmer & 175th – calms traffic
- Less density till infrastructure can be paid for
- Tell Tri-Met to extend MAX out Scholls Ferry Road
- Extend Tri-Met service for Cooper Mtn currently only special needs people get services
- Major constraints to improve 175th from Alvord to north SCMAA UGB
 - Both topographic and sensitive area
 - Concern that cost estimate does not adequately reflect constraints
 - What about the homes on Grabhorn & their driveways – traffic flow, no bike access to Grabhorn
- Gassner Road speed limit is too high today, it should be reduced to 30 mph until road is improved
- Snap Dragon & Uplands Dr. – intersection improvements needed (River Terrace)

Schools, Parks & Natural Resources

- Use “green streets” as part of SW management
- Build roads first
- Wildlife & resource
 - New inventory (before development regulations)
- School district boundary abutting the new HS on the west makes no sense for those living just on the west
- Seasonal wetlands in backyard/behind house should be protected & rehabilitated
- Prioritize sustainable site and building design for schools
- Having Hillsboro & Beaverton school districts in this concept plan homeowners may be concerned about being bused all the way to Hillsboro if there is a school in their neighborhood
- School districts need to work with the state and legislators to align school boundaries with city boundaries, i.e., Tigard address – Tigard schools... Let's get this done sooner rather than later.
- Prioritize interim and long term protection of significant existing trees (see Tigard's urban forest management plan for precedent)
 - Future development holding zone w/ tree protections
 - Protection for Oaks?
- Designation of significant trees should be part of this process
- The new high school needs to be in the center of Beaverton District, not on a boundary of Hillsboro school district. Work with State Board to fix this.

North Cooper Mountain Comments

- Support for R-6 zone
- Makes sense to connect Miller Hill Road
- No zone should be less dense than R-6
- 209th/Grabhorn Rd – gap in N-S movement that needs to be addressed.
 - Currently an elevated road from Farmington to Leland
- 185th extension to Gassner needs further refinement/analysis (+1 support for this comment)
 - Potential impacts to wetlands
 - Cost-benefit: cost/per minute saved may not warrant extension
- R-1-CM desired near ham tower
 - Habitat protection benefit
- R-1 N Less traffic... quality of life

Reserve Area

- Wants protection of ephemeral creek west of Jaeger Terrace
- Proposed alignment of 175th expand the proposed alignment radius west to 190th (& onto Kemmer)
- Need for wider stream buffers & more effective transition areas to residential
- “round out” the proposed alignment between Kemmer & 185th on the South end
- Significant natural resource maps need to be updated w/ stronger protections for wildlife and more effective buffers throughout stream corridors