

Written Public Testimony

Received at the Planning Commission Hearing of **May 27, 2015**
for South Cooper Mountain High School



TUALATIN RIVERKEEPERS.

11675 SW Hazelbrook Road • Tualatin, Oregon 97062
phone 503-218-2580 • fax 503-218-2583
www.tualatinriverkeepers.org

RECEIVED

JUN 02 2015

City of Beaverton
Planning Services

June 1, 2015

Beaverton Planning Commission
ATTN: Scott Whyte - swhyte@beavertonoregon.gov
PO Box 4755
Beaverton, OR 97076

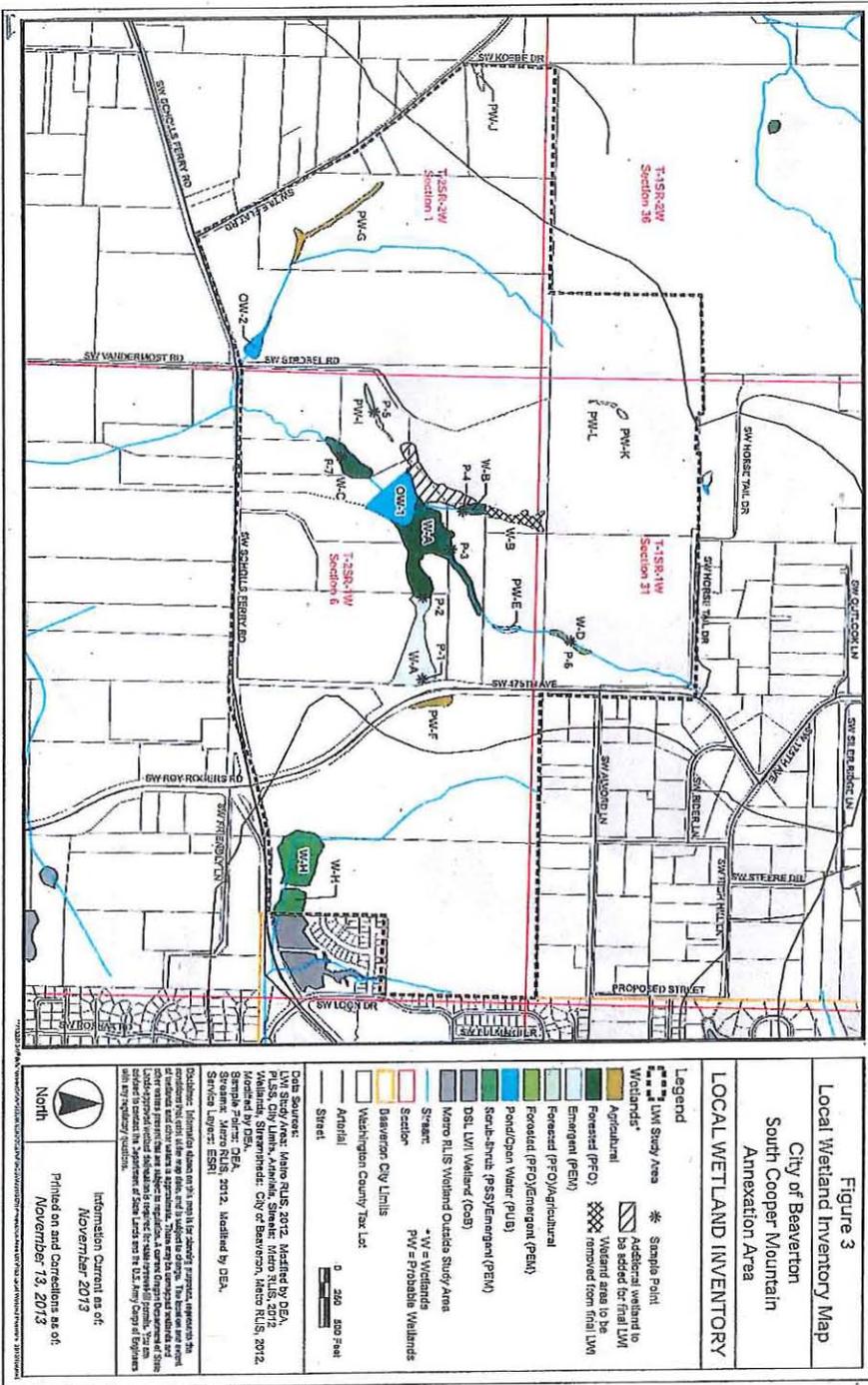
RE: South Cooper Mountain High School

Case Files: CU2015-0003, DR2015-0029, ADJ2015-0005 and LD2015-0005

Tualatin Riverkeepers requests that the Beaverton Planning Commission impose the condition that **no fill of wetlands or buffer on the north end of the South Cooper Mountain High School Site** (identified as Wetland A in various documents) to approval of the South Cooper Mountain High School project. The applicant has proposed to fill 2.5 acres of wetlands, contrary to the Cooper Mountain Plan and to Beaverton regulations that protects Locally Significant Wetlands.

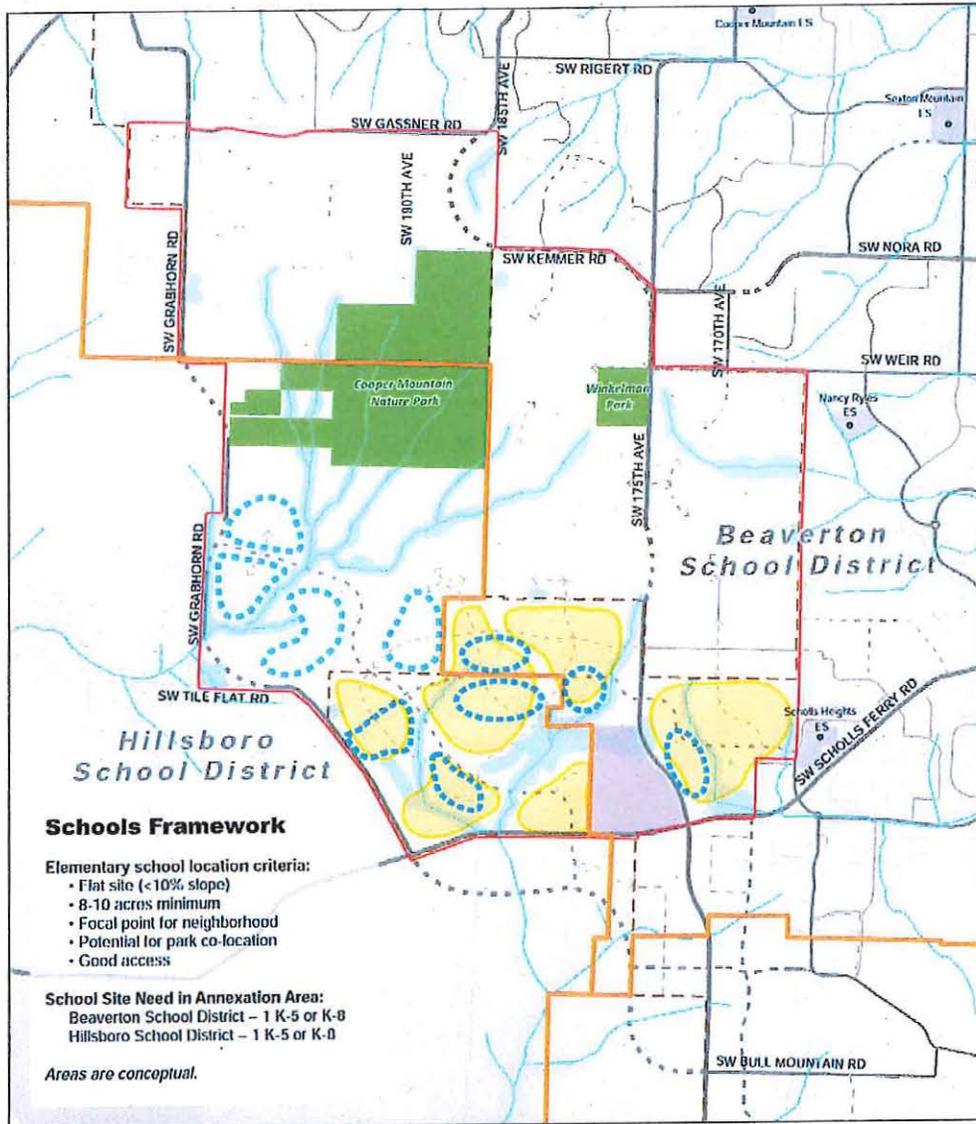
We also wish to clear up some confusion and misinformation that came out in the public hearing on May 27, 2015.

1. Contrary to staff's recollection, Wetland A is a significant wetland included in the Local Wetland Inventory. Wetlands in the South Cooper Mountain Annexation Area were added to the inventory as a comprehensive plan amendment by the Beaverton City Council through Ordinance 4651 in February 2015. This local wetland inventory was omitted from the Facts and Findings in the Staff Report under 7.3.
2. Athletic fields proposed for placement on Wetland A can and could be relocated to nearby areas identified as suitable by the South Cooper Mountain Plan. The South Cooper Mountain Plan identifies several areas meeting schools criteria (Fig. 10) and several areas meeting local parks criteria (Fig. 11). Beaverton School District has a long history of co-managing athletic facilities with THPRD. There is no indication in the staff report that the applicant has applied for a hardship variance described under 7.3.3.1.c.. Because suitable sites for athletic facilities exist, there is no hardship and **no hardship variance should be granted.**



1Local Wetland Inventory for South Cooper Mountain Annexation Area

Figure 10 - Schools Framework



Schools Framework

- Elementary school location criteria:**
- Flat site (<10% slope)
 - 8-10 acres minimum
 - Focal point for neighborhood
 - Potential for park co-location
 - Good access

School Site Need in Annexation Area:
 Beaverton School District - 1 K-5 or K-8
 Hillsboro School District - 1 K-5 or K-8

Areas are conceptual.

Concept Plan Schools Framework

- | | | |
|----------------------------|-----------------------------|------------------------------------------------------------------|
| Existing Schools | Existing Study Area Parks | Conceptual Annexation Area Neighborhoods |
| Planned High School Site | Arterial | Area Meeting School Location Criteria (Within Annexation Area)* |
| School District Boundary | Collector | Area Meeting School Location Criteria (Outside Annexation Area)* |
| Study Area | Other | |
| Urban Growth Boundary | Proposed Arterial | |
| Streams | Proposed Collector | |
| Riparian & Wetland Buffers | Proposed Neighborhood Route | |

As approved by Beaverton City Council, April 8, 2014

* Area shown is larger than future schools will be.

Prepared By: Angelo Planning Group
 This map is intended for informational purposes only.

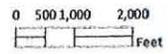
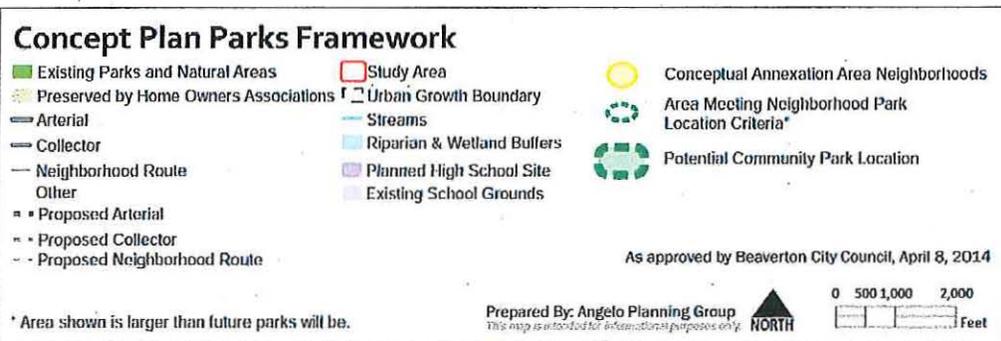
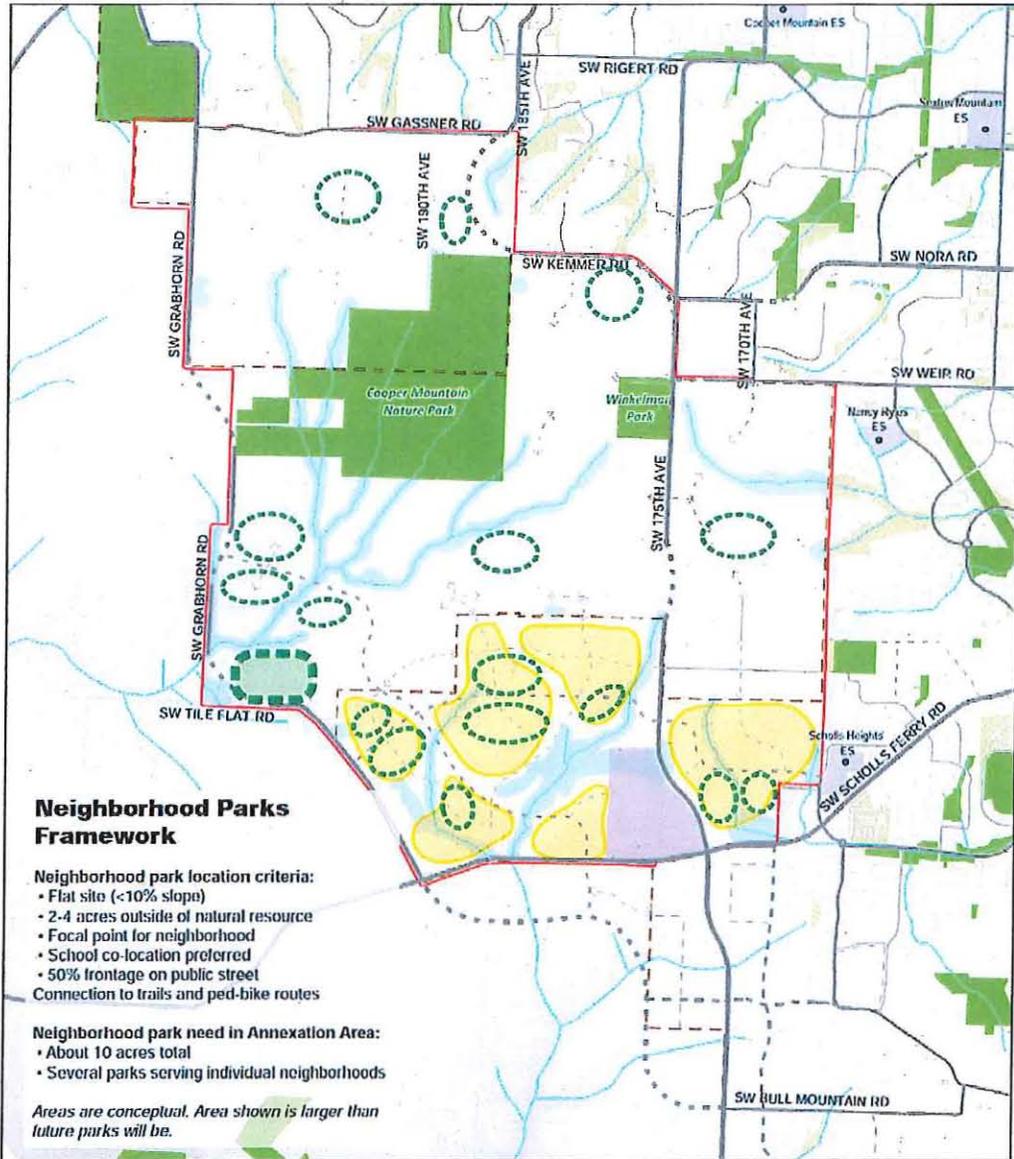
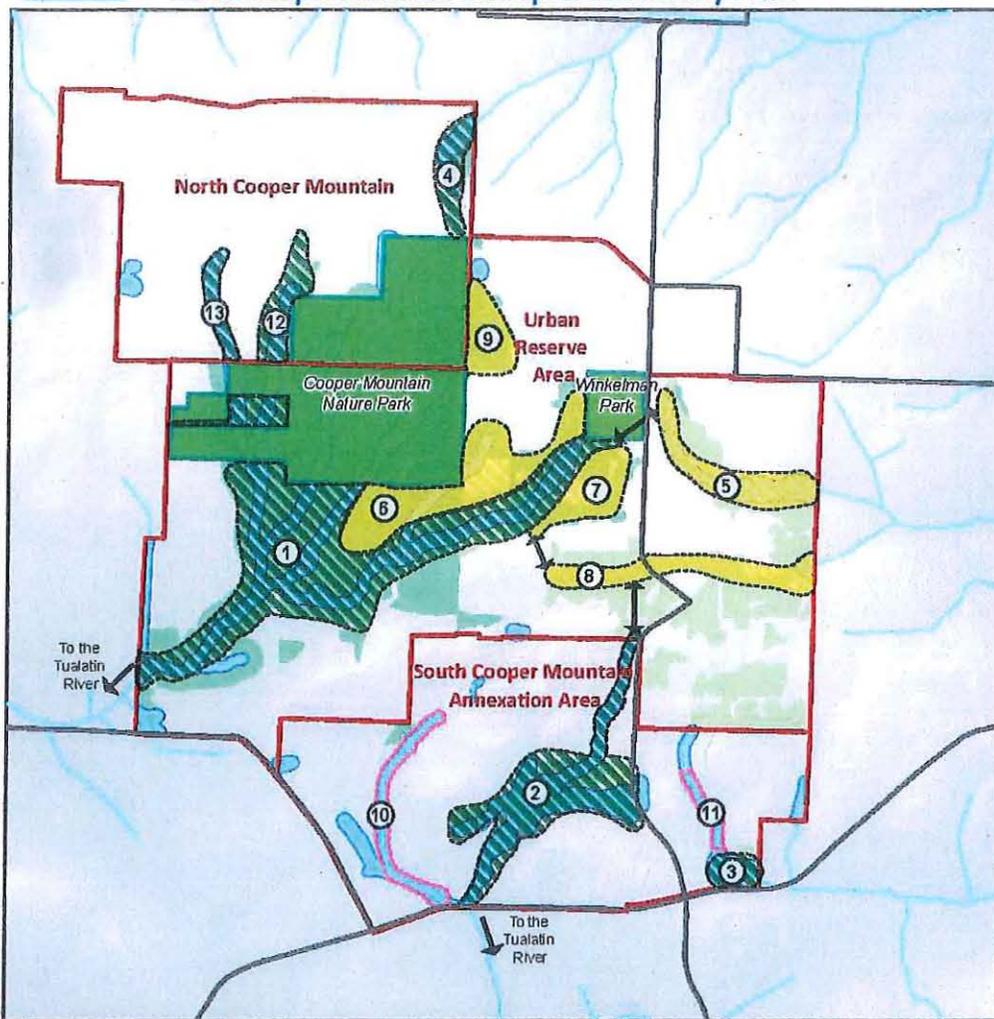


Figure 11 - Concept Plan Parks Framework



South Cooper Mountain Concept & Community Plans



Final Natural Resources Framework

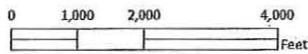
Legend

- | | | |
|------------------------|---------------------------------|---------------------|
| Welland & Open Water | Highest Preservation Priority | SCM Planning Area |
| CWS Vegetated Corridor | Secondary Preservation Priority | Planning Area Parks |
| Class A Upland Habitat | Stream Enhancement Priority | Streams |
| Class B Upland Habitat | Priority Wildlife Connection | Arterials |

As approved by Beaverton City Council, April 8, 2014

Prepared By: Angelo Planning Group, David Evans and Associates, Inc.

This map is intended for informational purposes only.



3. The South Cooper Mountain Concept Plan assigns this wetland the “Highest Preservation Priority” (see map). This fact was omitted from the Staff Report and should have been included in Facts and Findings under 7.3.1.1 and 7.3.3.1.

4. Commissioner Wilson stated some confusion as to the Planning Commission's role in protecting wetlands. In Resolution 3870 amending the bylaws of the Planning Commission, the duties of of the Planning Commission under Article II include the Application of Development Regulations:

Except for those matters which may be delegated to the Director, the Commission shall review and take action on quasi judicial and legislative matters, and other proposals which result from the application of development regulations contained within the Development Code on specific pieces of property and uses of land, buildings, etc. The Development Code shall be followed in holding hearings and taking required action.

The relevant regulation for the Planning Commission shall apply to this application is Beaverton Development Code 60.05.25.12 Natural Areas:

Development on sites with City-adopted natural resource features such as streams, wetlands, significant trees and significant tree groves, shall preserve and maintain the resource without encroachment into any required resource buffer standard unless otherwise authorized by other City or CWS requirements. [ORD 4531; April 2010]

It is clear from the above bylaws that the Planning Commission's duty is to apply the above stated regulation and preserve and maintain Wetland A without any encroachment into the wetland or its surrounding buffer.

5. Chair Doukas asked a question about available resources for restoration of Wetland A if the wetland is protected from encroachment. The following resources are available for voluntary wetland restoration:
 - a. The Department of State Lands is now recruiting wetland projects to be funded through the Payment in Lieu (PIL) program.
 - b. The Oregon Watershed Enhancement Board (OWEB) is a state agency that provides grants to help Oregonians take care of local streams, rivers, wetlands and natural areas. OWEB grants are funded from the Oregon Lottery, federal dollars, and salmon license plate revenue. OWEB offers a variety of grant types and programs.
 - c. Metro's Nature in Neighborhoods grants support community projects and programs across the region, from local park improvements to stream restoration to hands-on nature education for people of all ages and backgrounds.

Tualatin Riverkeepers has raised over \$1 million for wetland restoration from these sources and others. Our restoration projects have taken place on land owned by Metro, City of Tigard, City of Sherwood, and the Tualatin River National Wildlife Refuge. Tualatin Riverkeepers is eager to partner with Beaverton School District, Clean Water Services, Tualatin Hills Park and Restoration District, and the City of Beaverton for wetland restoration in the South Cooper Mountain Annexation Area.

Thank you for your consideration of these comments and conditions of approval for the Sout Cooper Mountain High School.

Sincerely,



Brian Wegener, Riverkeeper
Advocacy & Communications Manager

28 May 2015

Beaverton Planning Commission
12725 SW Millikan Way
Beaverton, OR 97005

RECEIVED

JUN 01 2015

City of Beaverton
Planning Services

Dear Beaverton Planning Commissioners,

Re: South Cooper Mountain High School - CU2015-0003, DR2015-0029, ADJ2015-0005, LD2015-0005

Thank you for hearing my testimony regarding the significance of wetlands in the overall ecosystem of Cooper Mountain. This letter is a follow up to provide you with additional information to support my request for you to deny Beaverton School District's request to fill in Wetland A in order to construct superfluous ball fields on-site of the new SCM high school. As I had stated, I believe that the ball fields are an important part of student life but they can be located elsewhere in the best interest of the community.

My objections are based on concepts which follow SCM Community Plan and I will quote below:

1. Ball fields could/should be integrated within the community
2. Retaining wall would cut off Wildlife Corridor
3. Wetlands fill violates SCM Community Plan Natural Resource Policies
4. This sets a poor precedent for the lack of protection for natural resources

In addition, Ordinance 4651 – Adoption of the South Cooper Mountain Community Plan Comprehensive Plan Land Use Map Amendment, the City of Beaverton provides for protection of this Wetland. It states “Significant Wetlands in the Local Wetland Inventory shall be protected for their filtration, flood control, wildlife habitat, natural vegetation and other water resource values.”

The ecosystem of Cooper Mountain, including the Cooper Mountain Nature Park, is dependent upon many smaller wetlands in the area. The South Cooper Mountain Annexation Area Local Wetland Inventory Report, prepared by David Evans Associates – December 2013, is the source for the Wetlands Inventory and Figure 3 in Ord 4651. According to the report, this Wetland (Wetland A on the north end of the high school site) is described in the Evans' document as Locally Significant. “Vegetative diversity and wildlife use in the wetland was fairly high.” It has already been documented as Locally Significant and contributing to the Cooper Mountain ecosystem. This is why it is important for the local authorities to continue to protect this wetland and for the Beaverton School District to modify their school plan site to relocate some of their ball fields offsite and to provide a buffer zone for the wetlands – as cited in Ordinance 4651. The noise and light pollution of the ball fields is highly detrimental to wildlife and steps should be taken to limit these as well. At the Land Use Application Hearing, I was glad to hear you voicing this concern for the nearby human community, I'm sure the wildlife will benefit.

For the cost trade-off, the BSD can purchase land very nearby on SCM and construct ball fields within close walking distance. These fields could be co-maintained by THPRD thus reducing total maintenance fees for the city while providing greater access to the total community. Surely, a win-win for the whole community, human and non-human, while continuing Beaverton as a Great Place to Live.

Detail reference in SCM Community Plan for items 1-4 above:

1. Ball fields could/should be integrated within the community:

The SCM Plan states that: *"Plan new civic uses so they are focal points for the community. Ensure schools, parks and other civic uses are centers of community activity. Integrate the planned new high school with neighborhoods and other development within the plan."*

There are currently 3-4 Neighborhood Parks (Nine to 11 acres) allocated in the SCM Community Plan. None of these parks are built as yet so it's a blank drawing board. These parks could accommodate the sports fields that overflow into the wetlands while providing the local community with additional services and complying with the intent of integrating services. Families would have better access to sports facilities without having to violate school grounds thus making better use of the resources. So there is a very viable alternative site for this specific portion of the school physical plan that requires the fill-in of the wetlands.

2. Retaining wall would cut off Wildlife Corridor.



Wildlife Corridors Map provided by Lori Hennings, Sr. Natural Resource Scientist - Metro

In a series of connectivity workshops facilitated by Metro in 2010-2011, information was compiled based on professional judgment and local knowledge from a group of environmental professionals in the region and general mapping done (of course, with many caveats). I have received this information from communications with Metro wildlife biologists. On these maps, it appears that this particular segment of the property may span across potential wildlife ("biodiversity") corridors. This means there is definitely an excellent opportunity to create wildlife crossings at this precise spot to allow wildlife to travel under the heavily-traveled 175th Ave. on their way back and forth to the wetlands in Churchill Forest as well as down to the Tualatin River and not become "road kill." As a matter of fact, I have already met with Mary Rose Navarro of Metro to initiate

discussions about a Nature in Neighborhoods grant for this specific purpose. The protection of this wetland would be essential to the feasibility of this particular Wildlife Crossing so I have not filed the necessary Letter of Intent as yet. Any retaining wall, as proposed by the BSD developer, would block much of this natural wildlife passage. Note: chain link fencing would, at least allow a more natural flow of smaller organisms such as salamanders, frogs, small turtles, insects, seeds and others to provide food source to birds and fish in the water source.

3. Wetlands fill-in violates SCM Community Plan Natural Resource Policies

In the R1-Zoning approval process, the City of Beaverton approved the Beaverton High School application, stating "... that the environmental impacts must be assessed by the applicant to demonstrate that the development will not impact the natural resources in the SCMAA and comply with the requirements in the SCM Community Plan."

Wetlands fill violates SCM Community Plan Natural Resource Policies. *Per SCM Community Plan:
Locally significant wetlands and protected riparian corridors within the Community Plan area shall be protected and enhanced, consistent with local, state, and federal regulations.*

The Beaverton School District violates compliance with the R-1 Approval because they are impacting natural resources with this request to fill this wetland and remove it from the total Cooper Mountain natural resources inventory. The SCM Community plan gives this wetland on the northern end of the site the "highest preservation priority." The Beaverton Comprehensive Plan states, "Significant Wetlands in the Local Wetland Inventory shall be protected for their filtration, flood control, wildlife habitat, natural vegetation and other water resource values." Ordinance 4651 includes this wetland in the Local Wetland Inventory.

4. This sets a poor precedent for the lack of protection for natural resources

This is the very first development to begin in the SCM area and it is by a public agency of the City of Beaverton with first, a request to fill-in the wetlands, and now, as of 13 May, the City of Beaverton has approved removal of 338 of the 341 trees on the property. This sets a poor precedent for the lack of protection for natural resources of Cooper Mountain (not to mention for high school-aged students) – as both requests are contrary to the Community Plan indicating an intent to preserve the natural resources.

The SCM Concept Plan states:

"The South Cooper Mountain Annexation Area provides the greatest opportunities for habitat restoration where a number of wetlands and waterways have been degraded by agricultural activities. Primary opportunities include protecting and enhancing native vegetation (in wetlands, riparian areas, and wildlife corridors) and enhancing stream functions and values for fish and other species."

The City of Beaverton Local Wetland Inventory was completed in 2000 and updated in 2010 so ignorance of this being a designated wetland seems highly unlikely and would certainly not be an acceptable reason for deferment for a private citizen. This project proposal and these actions are contradictory to this direction and send a poor message to other developers.

Again, the recommendation is to look at alternative sites for the additional athletic fields which are feasible within the SCM Community Plan.

Thank You for considering this additional information,

*From Warren
17830 SW Outlook Ln
Beaverton, OR 97007*

DAVID J. HUNNICUTT

ATTORNEY AT LAW
P.O. BOX 230637
TIGARD, OR 97281

RECEIVED

June 2, 2015

JUN 03 2015

City of Beaverton Planning Commission
12725 SW Millikan Way
Beaverton, OR 97076

City of Beaverton
Planning Services

Re: South Cooper Mountain High School
Case files CU2015-0003, DR2015-0029, LD2015-0004 and ADJ2015-0004

Commissioners:

As you know, I represent Ed and Kathy Bartholemy, who own property immediately to the west of the proposed site for the new Beaverton School District high school. At the May 27, 2015 public hearing on the above-numbered applications, the Commission continued the hearing until Wednesday, June 24, 2015, and left the record open until June 3, 2015 for additional comments. The purpose of this letter is to provide additional comments relating to concerns we have with the proposed high school. Please enter this letter into the record in these proceedings.

The South Cooper Mountain Community Plan (SCMCP) was a frequent source of discussion at the last public hearing. The SCMCP contain a series of overarching policies which were developed from the South Cooper Mountain Concept Plan, and which serve as broad criteria for decision making on development in the Community Plan area, which includes the proposed school site.

SCMCP Overarching Policies:

The proposed application is inconsistent with a number of the overarching policies set forth in the SCMCP, as follows:

1. Overarching Policy #2: Create Beaverton's next great community. *Create a community that is walkable, family-friendly, livable, and includes quality neighborhoods, great green spaces, community focal points, a Main Street, and well-designed development.*

The proposed school will not result in a walkable, family friendly community, due to the fact that the majority of properties in the vicinity of the school, including my clients property and the Edmonds property, both of which are immediately to the west of the proposed school, are located within the Hillsboro School District. Residents of future development on each of the neighboring properties will not be able to walk to the proposed school site to attend school. Rather, they will be required to board a HSD bus (likely at a bus stop on the collector street immediately across the street from the proposed

school) for a 10 mile ride to Hillsboro High School, rather than being allowed to cross the new collector street to attend school (as demonstrated by SCMCP Table 3: Civic Use Land Needs, HSD has no intentions of building a new high school in the area). Alternatively, their parents will be forced to take a 20 mile round trip to get their students to school, with the attendant expense for operating the family automobile and the increase in carbon footprint resulting from the auto use, when the alternative would be to allow the students to walk across the collector street and be at school. This arrangement is not walkable, livable, or family-friendly, and is within the applicant's control.

2. Overarching Policy #3: *Create a sustainable community. Create a community that meets the needs of Beaverton and the South Cooper Mountain area today and tomorrow, while minimizing negative environmental, social, and economic impacts. Support low-carbon economies and lifestyles, energy efficiency and security, health and well-being, and ecosystem stewardship; and enable future residents and the broader community to meet their own needs.*

Placing a state of the art high school across the street from a brand new residential area in another school district exacerbates negative social impacts, as well as community health and well-being, and makes it more difficult for future residents and the broader community to meet their own needs. Forcing families to wake up each morning and look across the street at a brand new high school that their children cannot attend has negative impacts on those families. It doesn't take a rocket scientist to understand that parents will be frustrated knowing that they live across the street from a school their children cannot attend.

Nor does filling a wetland to create ball fields minimize negative environmental consequences, or support ecosystem stewardship, particularly when my clients have made it clear to the applicant that they will sell them a portion of their adjoining property to allow the applicant to avoid filling the wetlands and create the ball fields on property acquired from my clients.

3. Overarching Policy #6. *Provide transportation options. Provide a well-connected transportation network that promotes options for all modes of travel, and encourages walking, biking and future transit service. Address north-south, east-west, and other regional travel issues in coordination with neighboring cities, Washington County, Metro, Tri-Met and Oregon Department of Transportation.*

Placing a new high school at the extreme edge of the district boundary does not promote options for all modes of travel. Depending upon the attendance area for the new school, which does not appear in the record, placing the new school at the edge of the attendance area will make it more difficult for students and community residents to walk and bike to the new facility. Residents who would otherwise be able to walk and bike to the facility will be discouraged from doing so, as the new school will not be within their school district.

4. Overarching Policy #7. *Provide appropriate protection, enhancement and access to Cooper Mountain's natural resources and public lands. Avoid and minimize impacts, protect key natural resources, and design new growth so that it is integrated with natural areas and other open spaces. Provide appropriately located access to natural areas and open space.*

It is difficult to imagine how filling a wetland that is identified as a wetland in the SCMCP and is also listed on the City's Local Wetlands Inventory complies with this requirement, particularly when my clients have offered to sell the district sufficient property to build the ball fields that the district is so keen to construct over the top of an identified wetland. At the public hearing, a number of Commissioners expressed concern over allowing the first applicant for development in the SCMCP to ignore the express desire of both the drafters and adopters of the SCMCP to protect natural features identified in the SCMCP, including the wetland on the subject site. At least one Commissioner expressed concern of the precedent that was being set. As a lawyer who typically represents property owners with development applications, I would expect similar treatment for private clients proposing residential developments in the area, particularly since the primary purpose for the inclusion of the area within Metro's urban growth boundary was to provide residential housing to meet the region's housing needs. If residential housing is the primary need, which is certainly reflected by the zoning of the area, then residential developments should take priority, and if non-residential developments like schools are allowed to fill wetlands, then so should private residential developments.

5. *Overarching Policy #11. Plan new civic uses so they are focal points for the community. Ensure schools, parks and other civic uses are centers of community activity. Integrate the planned new high school with neighborhoods and other development within the plan.*

The applicant cannot possibly satisfy this policy. The proposed school cannot serve as a focal point for the community or as the center of community activity, when the vast majority of new residents in the area will be unable to attend the new school. The focal point for the new residents of the area will be Hillsboro High School, where their children attend school, participate in school activities, and commute each weekday. Until the boundary between the Beaverton and Hillsboro School Districts is changed, the proposed new high school cannot integrate with neighborhoods and other development within the plan.

SCMCP Main Street Policies

My clients' property is shown on the SCMCP maps as a "Main Street Neighborhood." The SCMCP describes Main Street areas as areas which contain a mix of commercial and residential uses. The SCMCP makes clear that there is a strong need to coordinate the design of the Main Street development with the proposed new high school, as a means of enhancing the viability of retail development on Main Street.

Unfortunately, the applicant has chosen a design for the proposed new high school that creates a main entrance to the school along SW 175th Ave., rather than the new collector street that will serve as "Main Street". School access along "Main Street" will be reserved for employee parking and school buses, rather than the primary access. If the bulk of school attendees do not access the school on the new Main Street, how can there be a complimentary relationship between the school and the Main Street development, as required by Main Street Policy #3? In fact, contrary to the Main Street Policy, the proposed design of the new school does not enhance the viability of retail on Main Street. The school should be designed in a manner such that the primary entrance of the school faces the commercial

development that will appear along the Main Street, in order to enhance the likelihood of success of that commercial development.

Resource Protection and Enhancement

As discussed during the public hearing, the subject property contains a wetland that is listed on the City's Local Wetland Inventory (LWI) and regulated by the SCMCP. The SCMCP calls for protection and enhancement of locally significant wetlands, including those in the central riparian/wetland area. It is significant, and a dangerous precedent, for this application, the first major development action in the South Cooper Mountain area, to propose a development plan that directly violates the protection/enhancement elements of the SCMCP. It is even more significant given that the proposed development is a public development, brought by a school district that could enhance and utilize the wetlands as a teaching tool for the incoming students.

The concern is exacerbated when considering that my clients have offered to sell to the district (at fair market value), sufficient land adjacent to the school site in which to construct the ball fields that are slated to be built on top of the filled wetland. Attached to this letter is a scaled map prepared by our engineer showing the reconfiguration of the ball fields and proposed collector street, which will enable the district to avoid disturbing the wetlands, and thus complying with this element of the SCMCP. My clients have previously made this offer to the district, and continue to do so, as a means of resolving this situation. While we appreciate the desire of the district to proceed with construction, complying with a pre-ordained construction schedule is no excuse for ignoring the natural resource protection element of the SCMCP, when there are perfectly good alternatives to the proposed wetlands fill.

BDC §60.05.25.12 - Natural Areas

This section of the Development Code requires preservation and maintenance of City-adopted natural resource features, including wetlands. The City has identified wetlands on the subject site in both its LWI and in the SCMCP. The district proposes to fill a portion of the identified wetland. This proposed action is inconsistent with this section.

BDC §60.05.45.10 – Natural Areas

The proposed site contains a wetland. Like BDC §60.06.25.12, this section requires preservation and enhancement of that wetland when reasonably possible. As discussed above, my clients have offered to sell land to the district to enable the district to construct the ball fields slated for the wetland. This would enable the district to preserve the wetland area, and the city could condition approval upon enhancement of the wetland, so that the district could integrate the wetland into its curriculum. Compliance with this criterion has not been met.

Road Vacation

At the public hearing, there was brief mention that Washington County maintains an interest in the subject property for a road. Nothing in the Staff Report or the application materials shows the location of that road, and there is no indication that the county has completed (or even initiated) proceedings to

vacate the potential road. Obviously, this is a significant detail, as the construction of the school is jeopardized by a competing county interest for potential road construction. Absent a final decision by the Washington County Commission to vacate its interest in the subject property, it is premature to authorize the development to proceed.

ORS 197.763 – Hearing Procedures

Finally, it was unclear at the public hearing what process is envisioned by staff and the commission for further proceedings. It is our understanding that the Commission continued the hearing, pursuant to ORS 197.763(6)(b) to June 24, 2015. However, it is also our understanding that the Commission moved to allow only testimony by staff and the applicant at the continued hearing. ORS 197.763(6)(b) requires the Commission to allow all persons to present and rebut new evidence at the continued hearing, not just the applicant and staff. My clients may wish to address any new evidence submitted prior to or during the continued hearing, and may wish to offer new evidence at that hearing. Accordingly, to the extent the Commission intended to allow only the applicant and staff to present at the continued hearing, that is procedural error.

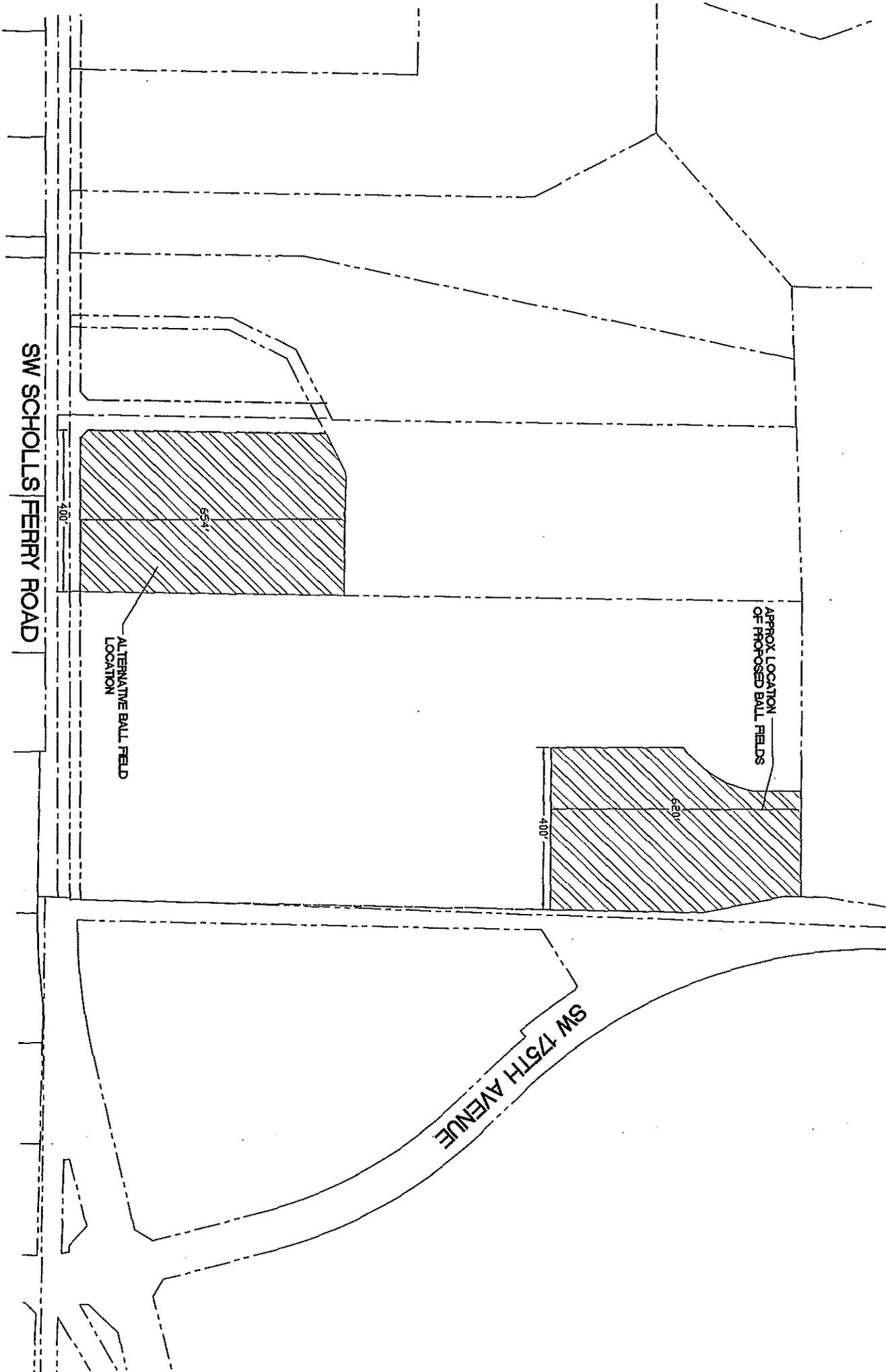
Alternatively, if the Commission did not intend to continue the hearing, but rather intended to simply leave the record open pursuant to ORS 197.763(6)(c), then we ask for the opportunity to respond to any new evidence submitted prior to the June 24, 2015 hearing, and ask that the Commission not consider any evidence submitted after today's 5 p.m. deadline.

Thank you for the opportunity to comment.

Very Truly Yours,



David J. Hunnicutt



SW SCHOLLS FERRY ROAD

ALTERNATIVE BALL FIELD
LOCATION

APPROX. LOCATION
OF PROPOSED BALL FIELDS

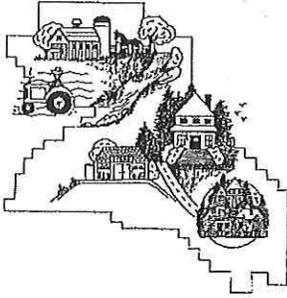
SW 175TH AVENUE

400'

554'

400'

520'



**Citizen Participation Organization 6
Steering Committee**

Reedville, Aloha, Cooper Mountain
Washington County, Oregon
c/o OSU Washington County Extension Office
155 N. First Ave, Suite 200 MS 48
Hillsboro, OR 97124-3072
503-821-1128

June 3, 2015

Beaverton Planning Commission
Mimi Doukas, Chair
Beaverton Planning Department
12725 SW Millikan Way, P.O. Box 4755
Beaverton, OR 97076

RECEIVED

JUN 03 2015

City of Beaverton
Planning Services

ATTN: Scott Whyte, Senior Planner swhyte@beavertonoregon.gov

RE: South Cooper Mountain High School
Case Files: CU2015-0003, DR2015-0029, ADJ2015-0005 and LD2015-0005

Dear Mr. Whyte, Chair Doukas and Planning Commission Members:

Washington County's CPO 6 Steering Committee wishes to express its strongest concern regarding the wetland mitigation as well as an entire tree grove removal presently proposed for the subject high school plan. To avoid these same circumstances, the city provides Beaverton Development Code 60.05.25.12 requiring protection of significant wetlands as follows:

"Natural Areas: Development on sites with City-adopted natural resource features such as streams, wetlands, significant trees and significant tree groves, shall preserve and maintain the resource without encroachment into any required resource buffer standard unless otherwise authorized by other City or CWS requirements. [ORD 4531; April 2010]"

Additionally, this specific wetland was added to the local wetland inventory in February 2015 through Ordinance 4651 which adopted the South Cooper Mountain Concept and Community Plans (SCMCCP) where it was assigned "Highest Preservation Priority."

CPO6 urges you to protect the wetland from any fill or encroachment. The SCMCCP has identified nearby sites suitable for school and park facilities. And, while we fully support these identified sites as alternative locations for baseball and softball fields, we also encourage a renewed view of the tree grove removal as being incompatible with BDC 60.05.25.12 ORD 4531.

Your consideration of this written testimony is much valued and appreciated.

Sincerely,

Liles Garcia

Liles Garcia, Chair
Citizen Participation Organization 06 Steering Committee



City of Tigard
Memorandum

Did not receive until after May 27 hearing. Not entered into record on May 27. Commission did not receive,

To: Beaverton Planning Commission
From: Buff Brown – City of Tigard, Senior Transportation Planner
Copy: Scott Whyte – City of Beaverton Senior Planner
Re: New High School Conditional Use Application Comments (CU2015-0003)
Date: May 27, 2015

Similar to the City of Beaverton, the City of Tigard recently completed a long range planning project to facilitate the transition of its urban growth area from rural to urban land use. Tigard's urban growth area, known as River Terrace, abuts the proposed South Cooper Mountain High School. Additionally, the northern portion of River Terrace is within the Beaverton School District boundary. See the attached map.

The City of Tigard has already approved or is currently reviewing subdivision applications for approximately 465 new homes in the northern part of River Terrace. These future residents will be sending their children to the proposed high school and to the existing elementary school, both of which are on the north side of Scholls Ferry Road in Beaverton. Applications for another 516 new homes further to the south have already been approved. Given the size and type of community and recreational facilities being proposed, it is reasonable to assume that many existing and future residents south of Scholls Ferry Road will have reason to travel to the new high school site as well.

With that said, the South Cooper Mountain High School application for Conditional Use Approval does not adequately address access to the proposed new facility from the south even though a portion of this area is within the district's service area. It also does not adequately consider or analyze the adopted multi-modal transportation plan for this southern area as described in the River Terrace Community Plan and River Terrace Transportation System Plan. See attached River Terrace Map.

In summary, the Conditional Use application and Traffic Impact Analysis (TIA) for the proposed South Cooper Mountain High School:

- 1) do not address pedestrian traffic, and as such, are leading to a design of buildings and infrastructure that are pedestrian unfriendly,
- 2) do not address the planned developments and approved street networks in Tigard south of Scholls Ferry, outlined in the River Terrace Community Plan; in particular,
 - a. the intersection of Scholls Ferry and River Terrace Blvd, a collector, is not considered in this analysis,

- b. the intersection of Scholls Ferry/Site Access (#6) does not include the neighborhood street going south.

Safe Routes to School Desired

Tigard's Strategic Plan is to become the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives. As part of this plan, Tigard is developing a Safe Routes to School (SRTS) program in partnership with the Tigard-Tualatin School District and Washington County. Additionally, the City of Beaverton has well-established SRTS and Active Transportation programs, and the proposed high school should be developed with these program goals in mind. In summary, the development of a new high school provides the school district and the broader community with a unique opportunity to implement a wide variety of policies related to our children's health and well-being. The City of Tigard encourages the Beaverton Planning Commission to condition the proposed high school such that walking and biking trips are prioritized and are made as safe and as comfortable as possible given the site's proximity to two high-volume and high-speed roads.

Traffic Impact Analysis is missing a Pedestrian Traffic Analysis

As a general rule, a Traffic Impact Analysis (TIA) determines the impact of a development on neighboring roads. Vehicular traffic is certainly the most impactful and requires the most resources for planning and the most financial resources to mitigate, but "traffic" is not limited to vehicles. Pedestrians are also part of the traffic. This is why numerous other standards such as the NACTO Urban Street Design Guide and the ITE/CNU Designing Walkable Urban Thoroughfares guide have recently been developed to address the human aspects of the urban context so that our streets have lower car traffic, more pedestrians, slower speeds, less lanes, shorter crossing distances, and improved safety for all users.

This high school location is far from ideal for pedestrian access and safety. It lies on two high-speed, high-volume, multi-lane roads. Under these conditions, we must specifically address how the school, street designs and traffic plans and programs are going to overcome the inherent pedestrian unfriendliness of this site.

Although the TIA has a current pedestrian count and an inventory of the existing and proposed infrastructure, this is not an analysis. An analysis would include an expected number of pedestrian and bicycle trips initially (opening of the school) and in 2035 as was done for cars, the area from which they would come, and routes they would be expected to take (not just the routes that would be safest), the infrastructure accommodations that are being made, the mitigative safety measure that are being taken to make sure they are safely provided protection, the crash expectations as a result of these scenarios and other scenarios.

Given the global, regional, and local interest in reducing car trips and encouraging walking and biking trips, this analysis should go beyond this to create and expect a shift in vehicular demand. The current traffic analysis is a standard supply-side analysis, which assumes a continuation of business as usual demand (1% growth), and meets that demand with a sufficient supply of roadway and parking. Given the new paradigm of active transportation, livability, sustainability, smart growth, climate smart, and Transportation Demand Management, we now realize that what we build determines what modes are used. When we start by making sure that today's suburban car-use standards are met along with yesterday's growth trends, then we have self-determined the modes.

Traffic Impact Analysis is missing important Infrastructure

Since Roy Rogers is being designed as a relatively limited-access facility, then River Terrace Blvd, which is a collector, will carry a substantial amount of the local movement. River Terrace Blvd is noted in the material, but does not appear to be part of the analysis. Not including River Terrace Blvd in this analysis is a flaw. Currently, it is being considered by the county as an unsignalized intersection at Scholls Ferry with no left-out movement. A traffic analysis does not project this intersection to meet the vehicle or pedestrian warrants for signalization. These warrants do not contemplate high-school-aged pedestrians and bicyclists who will cross here whether or not there is a signal. An attractive path on the north side of this intersection already exists that connects to a cul-de-sac and will eventually lead to the high school. River Terrace will also have a multi-use trail that will, again, add to the attraction of crossing here. Good engineering judgment beyond the warrants is necessary under these unusual circumstances not contemplated by those who developed the standards.

Likewise, the no-left-out will cause people to drive substantial out of their way (adding VMT), going all the way south to the Lorenzo extension, adding vehicles to Roy Rogers that would not otherwise use it.

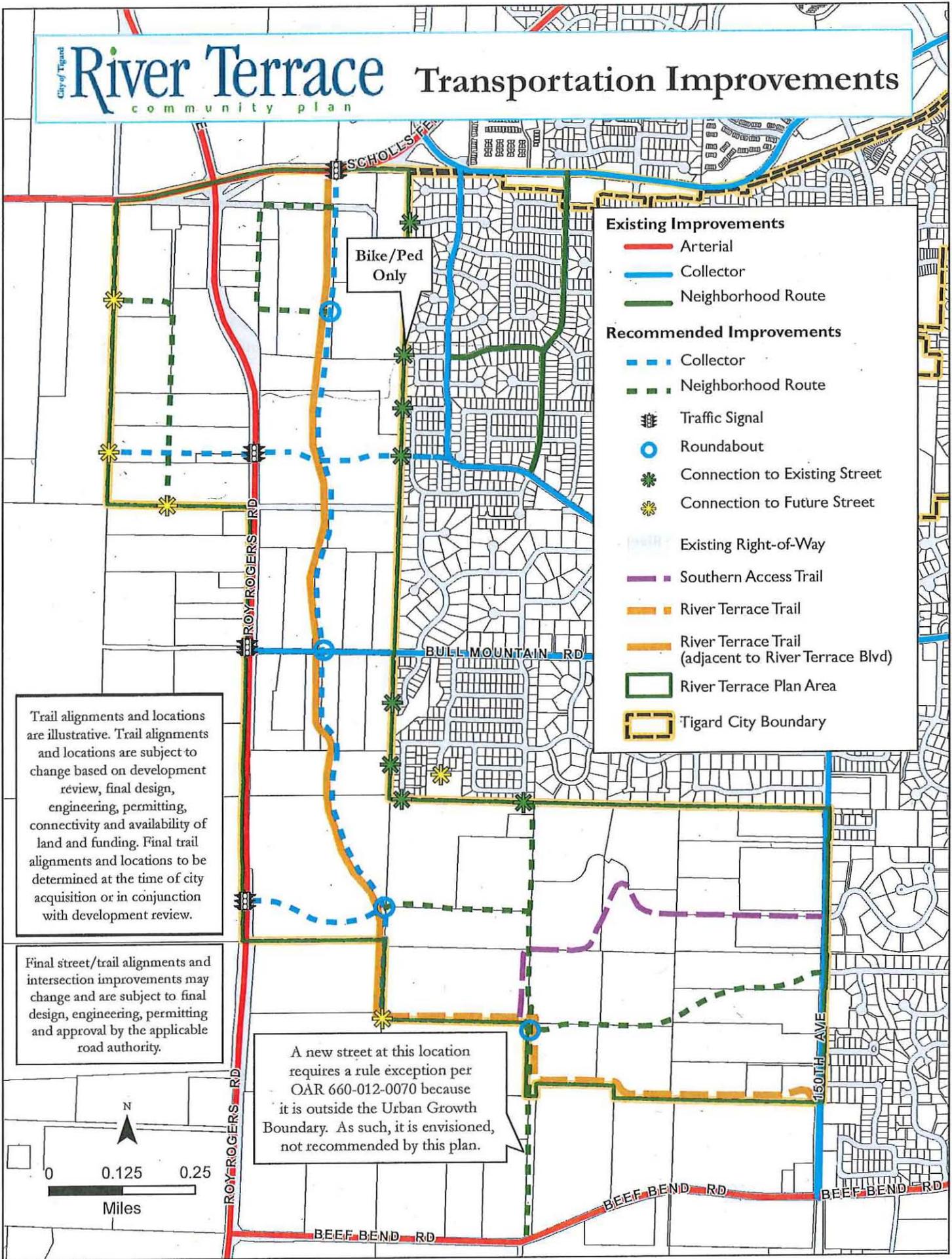
As noted, the River Terrace Community Plan provides a neighborhood street (currently unnamed) that parallels Roy Rogers and connects to Scholls Ferry at the south leg of intersection #6 (Scholls Ferry/Site Access) in the TIA. This TIA does not show a south leg at this intersection for their 2035 analysis. This leg will act very similarly to River Terrace Blvd to the east, carry much of the local traffic due to the lack of access to Roy Rogers. It will also be the conduit for pedestrian and bicycle movement since it is the most direct route, and virtually only reasonable bike/ped option to the school's main entrance.

The pedestrian access (Exhibit H.) to the school site for those students and residents south of Scholls Ferry appears to be limited by this analysis to crossing at the intersection of Scholls Ferry and 175th/Roy Rogers – the only location that is signalized along Scholls Ferry. However, Exhibit H: Pedestrian Access Narrative does not show a convenient pedestrian entrance from that intersection; the entrance to the building appears to be on the opposite side of the school building from that intersection. Using Access points #3 & #4 are the only two that avoid having to cross more traffic. Neither are ADA compliant. Only Access points #5 & #6 are ADA compliant, and require crossing traffic or a parking lot. This inconvenience will be another reason students will seek these other noted intersections to cross that are currently not slated for signals and not analyzed correctly in this TIA.

Concluding Remarks

Under "IV. B. Chapter 40", p 9-10 of the Application, it lists the planned transportation improvements and states: "With the above improvements, the transportation network will be adequate to safely serve the school at the time of its completion." We submit that the above comments need to be addressed before this conclusion can be drawn.

It is important that we create infrastructure that give walkers and cyclists safe, legal, conspicuous right-of-way, and options that are of a quality that they opt in. There will be many young walkers and cyclists here. Walkers go the shortest route, and we need to accommodate those routes. The author of "Traffic", Eric Vanderbilt, said it well in a recent [New York Times article about pedestrian signals](#), "When you actually give people a signal, more will cross with it. As the field of behavioral economics has been discovering, rather than penalizing people for opting out of the system, a more effective approach is to make it easier to opt in."



- Existing Improvements**
- Arterial
 - Collector
 - Neighborhood Route
- Recommended Improvements**
- - - Collector
 - - - Neighborhood Route
 - Traffic Signal
 - Roundabout
 - Connection to Existing Street
 - Connection to Future Street
 - Existing Right-of-Way
 - - - Southern Access Trail
 - - - River Terrace Trail
 - River Terrace Trail (adjacent to River Terrace Blvd)
 - River Terrace Plan Area
 - Tigard City Boundary

Trail alignments and locations are illustrative. Trail alignments and locations are subject to change based on development review, final design, engineering, permitting, connectivity and availability of land and funding. Final trail alignments and locations to be determined at the time of city acquisition or in conjunction with development review.

Final street/trail alignments and intersection improvements may change and are subject to final design, engineering, permitting and approval by the applicable road authority.

A new street at this location requires a rule exception per OAR 660-012-0070 because it is outside the Urban Growth Boundary. As such, it is envisioned, not recommended by this plan.

