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NOV 14 2014

November 12, 2014

Planning Division  
 Community Development Dept.  
 City of Beaverton  
 PO Box 4755  
 Beaverton, OR 97076-4755

City of Beaverton  
 Planning Services

RE: South Cooper Mountain Community Plan, Case File No. CPA2014-0011, CPA2014-00012, TA2014-0002

Dear Planning Commission Members,

I am resident of Churchill Forest, a brand new community with 40 homes built by Lennar Homes located on South Cooper Mountain.

I am writing to comment and oppose the proposed east-west 3 lane city collector road through the SCMAA, from 175<sup>th</sup> to SW Loon drive.

I am a new home owner on the north side of SW Oystercatcher Lane and parents of two Children; we are very worried and concerned about living with a busy and noisy road behind our house. A count of Kids in Churchill Forest shows about 70 plus kids, their safety is impacted with the proposed collector road.

This home is my first house and we bought it mainly because of the school district and specifically Scholls Heights Elementary School. Our kids could just walk or bicycle to school and our dream was to live in a quiet neighborhood but the dream is now a nightmare.

**The main impacting factors:** loss of home price value, safety of our children, noise and brake pollution.

**Why the Loon Drive is NOT good viable option:**

- This is an elementary school zone with Kids walking and bicycling every day to school
- Residence Community of Sterling Park with 262 homes will be affected the above impacting factors
- Residence of Churchill Forest with 40 homes will be affected with the above impacting factors
- 10 -15 % loss of home price
- Safety of our Children in the community is at risk
- Safety of Scholls Heights elementary school kids is at risk
- Busy, Noisy and Brake Pollution road behind our house

I do recommend the Planning Commission and Staff for their hard work on South Copper Mountain concept plan. The open and fairness to allow the public contribute to the success of this concept plan is a good thing we do appreciate. Our family and other neighbors of Churchill Forest will like to plead with the Planning Commission and Staff to diligently consider this top issue TR1 and Project 6C (create a collector road from east to west via Loon drive).

**We would like to propose a compromise option for your consideration as alternative:**

- The proposed River Terrance Boulevard road as the east - west collector to 175<sup>th</sup>

Given the adverse effects of such development on existing homeowners in the Churchill Forest subdivision and the safety issues that would be created for Scholls Heights Elementary School, we urge the city to reconsider the classification/location of this proposed road.

Yours Sincerely,

  
 Kofi and Mabel Ntiamoah  
 16705 SW Oystercatcher Lane  
 Beaverton, OR 97007  
 Mobile: 5033178375, Email: galaspdx@gmail.com

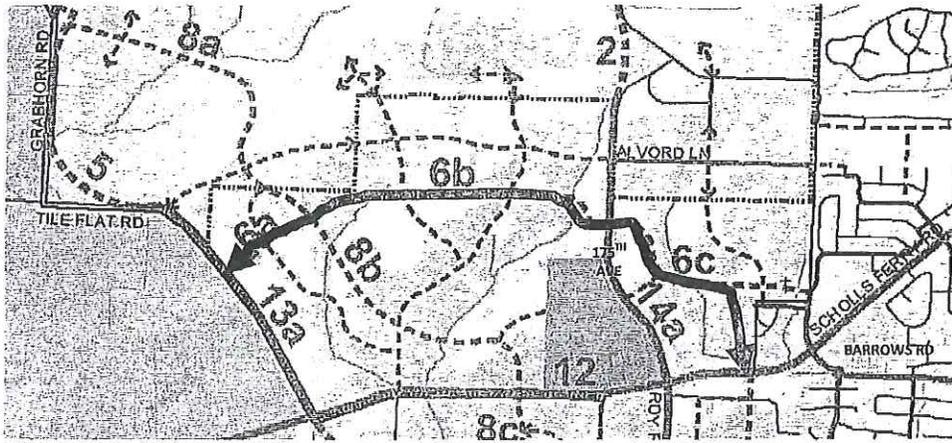


Figure 3: Alignment Option 3

RIVER TERRANCE BOULEVARD COLLECTOR ROAD

**Leigh Crabtree**

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**From:** Ahmed Atieh <ahmedatieh@gmail.com>  
**Sent:** Sunday, November 16, 2014 9:04 PM  
**To:** Leigh Crabtree  
**Subject:** South Cooper mountain Community Plan, Case file No.:CPA 2014-0011, Cpa 2014-00012, TA 2014-0002

Dear Sirs,  
I'm writing in reference to the above subject and planning of the collector road 6c (TR-1) that will be connecting to Loon Drive.  
This street will negatively affect the area and will unnecessarily increase the traffic to the area, I think the collector street should end on the 175th.if this street continued to loon drive it will add to the traffic in this area and increase the noise and negatively affect the Scholls heights elementary school.

Thanks  
Ahmed Atieh  
12607 SW Moorhen Way, Beaverton, OR 97007

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City of Beaverton  
Planning Services

EXHIBIT 18.0

**EXHIBIT 6.32**  
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NOV 17 2014

City of Beaverton  
Planning Services

**Leigh Crabtree**

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**From:** Daphne <daphnechaij@gmail.com>  
**Sent:** Monday, November 17, 2014 10:36 AM  
**To:** Leigh Crabtree  
**Cc:** theresarejab@gmail.com  
**Subject:** South Cooper Mountain Community Plan, Case File No: CPA 2014-0011, CPA2014-00012, TA2014-0002

To Whom it May Concern:

I am writing to strongly **oppose** the proposed building of a 3 lane city collector road from SW Tile Flat to SW Loon.

I am a homeowner that just purchased a home in the new subdivision of Churchill Forest. I previously lived in Sterling Park and have been living here since 1998, before Scholls Heights Elementary was even built! I love the area and hence have continued to live in the neighborhood for this reason. My children attended the school and were able to walk safely all the years that they went there; the neighborhood is filled with children! That being said, by building the collector road just across from the school puts a very busy road into the neighborhood. It changes the neighborhood completely and makes it now less safe for the children to be walking home from school. It also increases the congestion especially when school starts and gets out - the road is already full of buses right around 3pm. It now also changes the livability of the neighborhood and decreases the property values of all the homes in both neighborhoods. I did not purchase my new home to expect a collector road to be put in and for it to drop in value because of it. I have seen the area grow when there was nothing here and this is the first time I do not agree with the direction the City is taking with this road. We just endured (and are still enduring!!) months of the widening of Scholls Ferry Road - why is there the need for a collector road in addition to that widening?

I understand that a row of homes is proposed behind my home separating my home with the proposed road. That is ridiculous! Why would anyone want to build or buy a home that faces a busy street? In addition, my view from my Master Bedroom would be of this proposed street! I believe that an alternate connection has been proposed with the connection to SW River Terrace instead. I urge you to consider this alternate route.

Please respond so I know that this email has been received and is included with all other objections to this road.

Thank you.

Sincerely,

Daphne Jensen

16623 SW Oystercatcher Lane, Beaverton, Oregon 97007

(503) 481-2973



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NOV 20 2014

City of Beaverton  
Planning Services

November 19, 2014

Patrick J. and Janice L. Mayer  
16657 SE Oystercatcher Lane  
Beaverton, Oregon 97007

RE: South Cooper Mountain Community Plan, Case File No.: CPA 2014-0011,  
PA2014-00012, TA2014-0002

Dear Ms. Crabtree,

My name is Patrick Mayer. My wife and I have moved from the State of Washington to Oregon to be closer to our grown children and grandchildren. We purchased our new home in the Churchill Forest addition of 40 homes in August of 2013. Prior to making our house purchase, we had our realtor investigate, through his sources, the land usage surrounding the Churchill Forest area. In addition, we contacted the City of Beaverton and Washington County's Planning Divisions in an attempt to find out if plans were pending that might influence our decision to purchase in Churchill Forest. To our disappointment, as we now know, the information received was not accurate.

We are adamantly opposed to the creation of a three-lane collector road from 175<sup>th</sup> that will continue to Loon Drive and terminate at the Scholls Heights Elementary School. The safety of our community's children should be our primary concern. Since the children would be vulnerable in their commute to and from school due to high traffic volume, we would assume that the planning commission would consider this safety issue before making a final decision.

The best option, in my opinion, would be to have the East-West collector road come South after crossing 175<sup>th</sup> and connect to Tigard's River Terrace Road. A planned signal light intersection has already been pre-approved by the Tigard Planning Commission. This intersection would benefit both pedestrian and vehicle traffic.

This option seems like the best solution to provide safety for our children and alleviate traffic congestion during the peak travel times. It would allow our neighborhoods to maintain their streets for the homeowners rather than become major thoroughfares. Why jeopardize our children's safety and our community's livability, as well as, the decline of our new home values when other more feasible options are available.

Thank you in advance for hearing our concerns and considering our proposals in the near future.

Best Regards,

Patrick Mayer



EXHIBIT 6.34  
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City of Beaverton  
Planning Services

**Leigh Crabtree**

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**From:** amisha <amisha\_3@hotmail.com>  
**Sent:** Wednesday, November 19, 2014 10:28 PM  
**To:** Leigh Crabtree  
**Cc:** sumit punj  
**Subject:** South Cooper Mountain Community Plan, Case File No.: CPA 2014-0011, CPA2014-00012, TA2014-0002

**Importance:** High

Dear Ms. Crabtree,

We, Dr. Sumit Punj and Ms. Amisha Shah, are residents of the Churchill Forest neighborhood, and owners of house on Oystercatcher Lane. The purpose of this email is to express our major concerns regarding a section of the proposed project named: "South Cooper Mountain Community Plan Case File No.: CPA2014-0011, CPA2014-00012, TA2014-0002".

Specifically, we'd like this email to serve as our written, strong OPPOSITION to the aforementioned project section ID #6c: Creating an East-West collector street from 175th Avenue to Loon Dr (aka TR-01 East-West collector road).

We're deeply concerned that the City of Beaverton would consider a road that directly intersects so close to the entrance of Scholls Heights Elementary School grounds. The construction of this collector road will jeopardize the safety of children because of its close proximity to the school ground. While the development of a neighborhood is a matter of pride; it CANNOT and should NOT ever come at the cost of negatively impacting future generations, who rely on today's adults to make logical and rational decisions. Any retrospective safety measures would never fully resolve parents' daily fears and concerns.

Currently, the only exit for the residents of our community is via Loon Drive. Therefore, we can easily foresee the tremendous inconvenience caused by inevitable traffic jams with a connecting collector road. More importantly, regarding safety, a resulting high traffic-prone road will be additionally challenging to accommodate emergency vehicles during high traffic situations.

An East-West collector road going south after crossing 175th and connecting to Tigard's River Terrace Road appears to be a more viable option, especially since the City of Tigard recently granted an initial approval (<http://www.riverterracetigard.com/>) for a connection at River Terrace/Scholls Ferry Intersection. This intersection includes a traffic signal to ensure safe pedestrian and vehicle traffic. We strongly urge that Beaverton's planning committee focus on this aforementioned alternative as a solution to control traffic while simultaneously enabling a safe and better-suited neighborhood development.

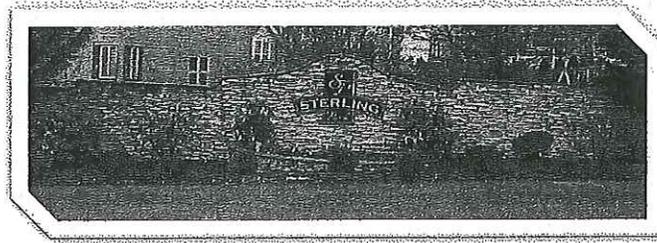
Last but not the least, the proposed project ID# 6c will create a significantly negative impact to the existing wetlands area by requiring a connecting bridge, which will ultimately disrupt precious wildlife and natural resources. Again, we believe that the above alternative, with a collector road routing through River Terrace/Scholls Ferry, is less disruptive and more environmentally sound and responsible.

We truly hope that safety and logical options will prevail and that Beaverton's planning commission does not ignore robust engineering data that demonstrate and estimate significantly increased traffic with proposed project ID #6c. We are willing to work with the Planning Commission to explore alternative collector road routes. We will continue to voice our concerns and opposition to project ID #6c during the upcoming hearing on Dec 3, 2014.

Please acknowledge receipt of this email/ written testimony.

Respectfully,

Sumit and Amisha

*Sterling Park Neighborhood Association*

To: Beaverton Planning Commission  
 From: Scott Anderson, Sara Anderson, Ken Applin, and Andrea Bonard  
 Association: Sterling Park Neighborhood  
 RE: Alvord Lane Extension (TR-2)  
 Date: November 18, 2014

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City of Beaverton  
Planning Services

Dear Planning Commission,

We represent the Sterling Park Neighborhood, an established community of 262 homes, which is directly impacted by the South Cooper Mountain Concept Plan. This letter is in specific response to public testimony and staff recommendations, regarding extension of Alvord Lane in the South Cooper Mountain Concept Plan (identified as TR-2, connection from Alvord Ln to Black Bird Dr), delivered at the Planning Commission hearing on November 5<sup>th</sup>, 2014. While the community is generally supportive of the broader plan and vision, we have extremely strong objection to including an Alvord Lane extension in the plan and transportation maps. This letter details specific logical rationale why Alvord should be redacted from this plan, and we ask that you give it serious consideration.

1. Natural Resources

The proposed Alvord extension would run through Tenax Woods, which is a nature preserve and natural area.

- February 13, 2006: THPRD submitted a list of projects to Metro for receiving Local Legacy Program Funds from the proposed "Metro Nature in Neighborhoods Bond Measure." Project 7 out of 9, listed as a "primary priority," is a request for an estimated \$500,000 to purchase the land as a nature preserve (Exhibit A) that contains mature Douglas Fir.
- November 7, 2006: The "Metro Nature in Neighborhoods Bond Measure" passed (Exhibit B).
- December 30, 2009: THPRD acquired Parcel 1, Partition Plat 2009-058 (aka the "Crist" property) from The Trust for Public Land for \$2,597,535 (Exhibits C, D) using designated funds from "Metro Nature in Neighborhoods Bond Measure." Specifically, a Metro Local Share Bond awarded to THPRD in the amount of \$1,750,000 for land acquisition in the SW quadrant.
- September 12, 2011: THPRD subsequently renames the land "Tenax Woods Natural Area." (Exhibit E) under the "Park District Sites Reclassification Project."

THPRD pursued this property since 2006 with plans to create a nature preserve with mature and old growth Douglas Fir forest and rare flora, such as Iris Tenax, the preserve's namesake. The land was

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## *Sterling Park Neighborhood Association*

ultimately acquired by THPRD in 2009 from The Trust for Public Land (Exhibit F), who purchased and sold the property under the premise of land protection, nature conservancy, and that Tenax Woods would be a neighborhood natural area. The land was purchased using designated funds from the "Metro Nature in Neighborhoods Bond Measure," specifically, a \$1.75 M Metro Local Share Bond. This bond was and is unquestionably earmarked for projects that preserve nature, watersheds, streams, fish and wildlife, and the presence of nature in neighborhoods. Running an Alvord extension through this area and into Black Bird Drive, would directly disrupt the nature preserve, disregard The Trust for Public Land, and outright violate designated Metro Bond funds usage to acquire the property.

Furthermore, an Alvord extension would also run through land to the west of Tenax Woods, another old growth forest area owned by the Murray Ridge HOA (Exhibit D). THPRD has publicly stated it would like to purchase this adjacent land for inclusion into and extension of the Tenax Woods Natural Area (see Exhibit A).

An Alvord extension through Tenax Woods stands in opposition to multiple dimensions of natural resource protection identified in both the South Cooper Mountain Concept Plan and the Staff Report (dated November 5, 2014). Specifically, "Guiding Principles" #8, the "Natural Resource Protection and Enhancement Priorities," as well as the "Urban Forestry Policies" (Exhibit G).

### 2. Feasibility

There is significant concern with regard to feasibility, including landslide and significantly problematic steep grades:

- "It would likely impact have property impacts on the Tenax Woods Nature Park and potentially require right-of-way acquisition from adjacent property owners. Grades are challenging, and do require further engineering analysis." - Angelo Planning Group [Staff Report, Attach A, Response TR-2-A]
- "The eastern end of Alvord Lane has steep grades (over 10%) that will create challenges for extension to the east." - Angelo Planning Group [Staff Report, Attach D]
- A relief map of the area demonstrates that Alvord passes through two slopes with grades in excess of 25% (Exhibit H) deemed as unbuildable.

Further, the improvements required for this rural private road that is outside the Urban Growth Boundary, and under Washington County Jurisdiction, are in conflict with Transportation Planning Rule OAR 660-012:

- "It should be noted that the Alvord Lane segment of this alignment would be outside of the Urban Growth Boundary (UGB). This rural street is approximately 16 feet wide, and would require widening to accommodate the increased travel demand that would generally be expected with this alignment option. This would conflict with the Transportation Planning Rule (OAR 660-012), since an exception is required to implement transportation improvements on rural lands. In this case, the exception would likely not be warranted since the east-to-west circulation need could be reasonably accommodated at another location." – DKS [Staff Report, Attach D, DKS Memo, Dated October 17, 2014]

## *Sterling Park Neighborhood Association*

### 3. Fallibility of the Beaverton TSP (2001 & 2010)

The primary Staff rationale for an Alvord Lane extension was because, "The proposed connection from Alvord Lane to Black Bird Drive is already included in the Beaverton TSP." (Staff Report and November 5<sup>th</sup> hearing). Quite simply, this is not a substantive argument but leverages a historical recommendation from the 2001 Beaverton Transportation Plan that was copied into 2010 (Exhibit I), and is no longer fully valid:

- December 30, 2009: THPRD acquisition of Tenax Woods nature preserve. This occurred after the 2001 Beaverton TSP version was created. Nor is it captured in the 2010 TSP version, since the Local Connectivity Maps was drafted in December 2008 and only capture THPRD Park information prior to January 26, 2006 (Exhibit J). Therefore, the Beaverton TSP does not account for the existence of the Tenax Woods nature preserve where the proposed Alvord extension would run.
- 1999-2000: The only historically planned connection for the "Sterling Park" Siskin stub was via the "Murray Ridge" Siskin Stub to the north, as clearly defined by the plat maps of these subdivisions (Exhibits K, L and M). These community plans preceded the Beaverton TSP but were disregarded.
- November 26, 2001: The Beaverton City Council unanimously denied appeal APP 2001-0017 that Alvord Lane would be allowed to extend into Black Bird Drive (Exhibit N). They upheld the ruling that Tract E (Exhibit K) would be developed into three lots and Black Bird would become a cul-de-sac (Exhibit M). The Beaverton TSP does not reflect the city's clear decision to not connect these roads.
- To level the lots for the three houses, the steep mountain slope was excavated which precipitated the need for a fifteen feet high retaining wall (Exhibit O). At the same 2001 city council meeting, the record reflects "the wall made a portion of their property unbuildable because of a slide zone." Running 175<sup>th</sup> traffic through an Alvord extension would be a safety and liability issue for drivers and those that live along the along the proposed extension.

Clearly the Beaverton TSP, therefore the South Cooper Mountain Concept Plan, should be amended to remove an Alvord Ln extension for the reasons listed thus far. Ironically, though the Staff Report and testimony hinges their argument on the Beaverton TSP, they failed to reflect the two key points that the Beaverton TSP does indicate (Exhibit P):

- First, there is a yellow symbol at the east termination of Alvord Lane, which denotes a possible Washington Country street connection, under ordinance 552, "if practical." The information in this document should be taken as evidence that this is not practical.
- Second, the west end of Snowy Owl (just north of Black Bird) shows a red square symbol and street designation (#146) at the west termination of that street. This indicates a recommendation to pursue this as a multi-modal connection with minimal problems, "M" classification (Exhibit P). It was stated during the public hearing that no options exist, when in fact this Snowy Owl to High Hill connection is a viable and preferred alternative for an east-west neighborhood connection. Further, it is a straight route with no feasibility concerns, connects directly with the 175<sup>th</sup> intersection on the east, and already connects to Snowy Owl on the west via a pre-existing road that does not impinge on Tenax Woods (Exhibit Q).

## *Sterling Park Neighborhood Association*

### 4. Safety & Unplanned Traffic Congestion

An Alvord extension through Black Bird would route 175th arterial by-pass traffic through an established cul-de-sac neighborhood with high children and pedestrian density. Traffic would be routed from Alvord to Black Bird via three 90 degree turns, followed by a double-blind turn with limited visibility (Exhibit R). These streets and this neighborhood were not designed to absorb this higher volume of traffic, with a dangerous routing that puts our children and neighbors lives in jeopardy.

Congestion within Sterling Park would inevitably become unmanageable with 175<sup>th</sup> arterial traffic routed through the southern exit of the neighborhood. As duly noted by the Angelo Planning Group in the Staff report, "traffic calming measures may be appropriate for Alvord Lane to mitigate for increased traffic volumes and discourage cut-through commuter traffic." Certainly this would be exacerbated by the proposed 175<sup>th</sup> to Loon collector at Scholls Heights Elementary, directly into Sterling Park, as well as pending Murray Ridge traffic due to city denial of a light on Scholls Ferry and 155<sup>th</sup>.

It is clear that an extension of Alvord, though labeled as a neighborhood route, would be tantamount to Black Bird being a collector for Scholls Ferry. By definition, a collector "provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials." Not only is this a matter of congestion, the city would knowingly run two collector streets directly into an established neighborhood with an elementary school.

### 5. Conclusion

This document articulates all of the concerns that would negate an Alvord Lane extension as a rational and practical decision. The range of these concerns spans:

- Natural resources protection
- Tenax Woods nature preserve land acquisition from The Trust of Public Land using \$1.75 M in designated funds from a Metro Nature in Neighborhoods Share Bond.
- Feasibility due to excessive grade and conflict with transportation rules.
- The Beaverton TSP disregards prior city council and Coun. Doyle decisions to: (1) deny appeal of an Alvord extension to Black Bird, (2) and affirm development of Black Bird into a cul-de-sac, allowing for a 15 foot high retaining wall with subsequent slide zones.
- The Beaverton TSP does not account for the 2009 acquisition of the Tenax Woods nature preserve.
- The SCM Concept plan ignores practicality of an Alvord extension as defined by the TSP.
- Safety and congestion.
- No subsequent engineering, traffic, safety, or environmental impact studies have been conducted.

Also, as clearly stated in the body of this document, there are other options to an Alvord extension. Such as, High Hill to Snowy Owl, denoted as a viable and preferred alternative for an east-west neighborhood connection.

## *Sterling Park Neighborhood Association*

These are our homes and our neighborhood. We have a vested interest whether we stay long-term, or sell our homes in the short-term, as these plans are required by law to be disclosed. Therefore, Staff rebuttal comments, such as "it's too far out in time to worry about" do not change the critical nature of this issue for our residents. If anything, the consistent repeating of "it's in the TSP," though not a substantive argument in this case, does reflect that what is written in the *Master Framework* tends to endure.

Therefore, we would ask with all earnestness that you remove the proposed Alvord extension to Black Bird via Siskin from all maps in the South Cooper Mountain Concept Plan and Beaverton TSP. We believe this is a modest concession, for an otherwise reasonable plan that could gain you the support of Sterling Park.

Therefore, we would ask for your deep and serious consideration in making a thoughtful decision on this matter at the Planning Commission meeting on December 3<sup>rd</sup>.

On Behalf of the Sterling Park Neighborhood,

Scott Anderson  
Sara Anderson  
Ken Applin  
Andrea Bonard

## Sterling Park Neighborhood Association

### Exhibit A

[Beaverton Council Meeting Packet, date February 13, 2006]

Resolution No. 3853

### 'EXHIBIT A' to the Resolution

#### PROPOSED CITY OF BEAVERTON PROJECTS TO BE FUNDED BY MONEY FROM THE PROPOSED 2006 "NATURE IN THE NEIGHBORHOODS" BOND MEASURE LOCAL LEGACY PROGRAM COMPONENT

| MAP # | LOCATION  | PROJECT   | ESTIMATED COST (thousands) | PRIORITY  | COMMENTS  |
|-------|---|---|----------------------------|-----------|---|
| 1     | North side of Beaverton Creek and LRT line between Hall and Lombard | Acquire easements/ construct a portion of the Beaverton Creek Trail and enhance native vegetation             | \$500                      | Primary   | THPRD supports this project and is willing to help fund it. Pedestrians have unofficially carved out a pathway in this area on private property. The improvement will provide all-weather publicly maintained access and restoration of surrounding vegetation. It is projected that this trail connection will be well used.   |
| 2     | SE corner of Farmington and Menlo                                   | Acquire property and plant native vegetation along Erickson Creek   | \$375                      | Primary   | This is a subset of a larger project that addresses drainage issues. Property to the northeast is owned by the City and will also be planted with native vegetation as part of this project. There is a THPRD park to the west across Menlo. Property owner likely to be a willing seller, but acquisition may not occur if asking price is above the appraisal.                                  |
| 3     | West side of 155 <sup>th</sup> , south of Sexton Mountain Drive     | Acquire about 1 acre of property abutting an unnamed THPRD park.  | \$250                      | Primary   | Most of the property is a wetland. It and the adjacent park are just south of Sexton Mountain Elementary School. It has restoration potential, and could be used by school students for environmental studies. Property owner likely to be a willing seller, but acquisition may not occur if asking price is above the appraisal.  |
| 4     | Sexton Mountain Reservoir SW of Sexton Mountain Drive and Murray    | Enhance vegetative cover on the site by removing invasive plant species and replanting with native vegetation | \$300                      | Primary   | The reservoir site is next to Sexton Mountain Meadows Park. Revegetation will reduce erosion of soils into the Johnson Creek, Hileon Creek and Summer Creek subwatersheds, enhance the appearance of the area and improve wildlife habitat. If not funded with Local Legacy money, revegetation may occur using City general fund money, but over several years.                                  |
| 5     | East side of 173 <sup>rd</sup> between Cornell and Walker           | Acquire undeveloped portion of property on Willow Creek adjacent to Walker Road                               | \$250                      | Primary   | Along Willow Creek, this acquisition would link two existing parks, and provide an opportunity site for riparian corridor restoration. This is the only proposed project in north Beaverton. Property owner likely to be a willing seller, but acquisition may not occur if asking price is above the appraisal.  |
| 6     | Beaverton Creek between Cedar Hills Blvd. and Hocken                | Construct terraced retaining walls and plant with native vegetation to restore channel.                       | \$500                      | Primary   | This project will also require use of other funds. Public access is not possible, but revegetation of the stream corridor and stabilization of the banks should improve its appearance, water quality and habitat value. Adjacent property owners support and are willing to grant easements.   |
| 7     | West side of 155 <sup>th</sup> at Snowy Owl and Siskin Terrace      | Acquire up to six acres near the UGB  | \$500                      | Primary   | THPRD supports this project and would be the primary source of funds. Seller willingness is uncertain, however. This area is generally in need of more park land. The property to the west is open space owned by a homeowners' association that could be combined with this property. This part of the property contains mature trees, primarily Douglas Fir.                                    |
| 8     | Griffith Park   | Construct a trail along the edge of the park  | \$250                      | Secondary | THPRD supports this project and is willing to help fund it, but it may not meet Metro guidelines for local natural areas projects. It is anticipated the trail would be designed to avoid removal of or damage to the roots of existing trees, and use pervious pavement. Project may be paired with a project to remove sediment from the bottom of the park to increase its detention capacity. |
| 9     | West side of HWY 217 between 5 <sup>th</sup> and Allen              | Acquire trail connection  | \$250                      | Secondary | This site is owned by the Union Pacific railroad company. Although zoned industrial, most of this site is wetland with natural vegetation. It is shown on the THPRD Trails Master Plan as part of the Beaverton Creek Trail and as a link to the Fanno Creek Trail. However, owner willingness to sell is unknown, and access across RR tracks an issue.  |



# Sterling Park Neighborhood Association

## Exhibit B

[Metro Nature Preserve Bond Measure]

November 7, 2006 - Measure No. 26-80

### BONDS TO PRESERVE NATURAL AREAS, CLEAN WATER, PROTECT FISH, WILDLIFE

**QUESTION:** Shall Metro preserve natural areas; protect fish, wildlife; improve water quality; issue \$227.4 million in general obligation bonds; audit spending? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.

**SUMMARY:** Protects specific natural areas, lands near rivers and streams, wildlife and trail corridors through land acquisition and restoration. Funds specific local water quality, wildlife and park protection projects for local parks providers. Funds water quality and wildlife habitat restoration matching grant program for local communities. Requires 2 to 1 match for local community grants. Match may be met with volunteer hours. Approved bonds will:

- Preserve specified natural areas
- Protect and restore watersheds for improved water quality
- Protect streams, fish and wildlife
- Increase the presence of nature in neighborhoods

This measure directs Metro to buy and restore natural areas for the protection of water quality and preservation of fish and wildlife habitat for the benefit and enjoyment of current and future generations, establishes a citizens oversight committee and requires a yearly independent financial audit to be published in local newspapers. Bonds mature in not more than 20 years. Bond cost estimate is about 19 cents per \$1,000 of assessed value per year. The average homeowner in the region pays \$2.50-\$2.02 per month.

### EXPLANATORY STATEMENT

With passage of the Bond Measure, voters would direct Metro to protect natural areas and lands near rivers and streams throughout the Metro area, safeguarding the quality of our water while managing the impacts of growth and maintaining the Metro area's quality of life for future generations. The \$227.4 million general obligation bond measure would provide:

- \$168.4 million for Metro to purchase, in 27 specifically identified target areas, regionally significant river and stream corridors, headwaters, wildlife areas, other natural areas and trail corridors to hold in public trust for their protection, enhancement and restoration of habitat for fish, wildlife and water quality. The target areas emphasize protection of natural area lands now in urban areas or in areas where development is likely to occur. Other target areas are designated to protect water quality inside the urban area. Target areas include: the Tualatin River and tributaries in the Stafford, Sherwood and Forest Grove areas; the Rock Creek watershed near Bethany in Washington County; the Clackamas River and tributaries near Damascus; headwaters and buttes such as Scouter Mountain, and Johnson Creek and tributaries in Multnomah and Clackamas County.
- \$44 million to be provided to 28 cities, counties and local park providers in the Metro area, on a per capita basis for: purchase of specifically identified natural areas, wildlife and trail corridors; for restoration and enhancement of water quality, fish and wildlife habitat; and for identified neighborhood parks and capital improvement projects providing public access use and education. Identified projects include: acquisition of lands along Erickson Creek and restoration of lands along Beaverton Creek in Beaverton; greenway acquisition along Orenco, Dawson, Bronson and Rock Creeks in Hillsboro; acquisition along Johnson Creek in the North Clackamas Parks and Recreation District; acquisition of natural area adjacent to Forest Park, in the Tryon Creek watershed, and along Johnson Creek and the Columbia Slough in Portland; and central Beaverton park and natural area acquisition and restoration in the Tualatin Hills Park and Recreation District.
- \$15 million for a Nature in Neighborhoods Capital Grants Program for schools, local neighborhood associations, community groups and other non-profits, cities, counties and public parks providers to provide funds to increase natural features and their ecological functions on public lands in neighborhoods, and to help ensure that every community enjoys clean water and nature as an element of its character and livability. Grants will be awarded competitively, and should be matched by the applicant with outside funding or in-kind services equivalent to twice the grant amount; and
- Establishes a citizen oversight committee and requires a yearly independent financial audit to be published in the local newspapers.
- In the first year following its passage, the 2006 Natural Areas Bond Measure would likely cost property owners 19 cents per \$1,000 of assessed value. For the average homeowner, the total annual cost is likely to be \$30-35 per year. That annual cost will likely decrease during the repayment period of the bonds, which will be no more than 20 years.

Submitted by:

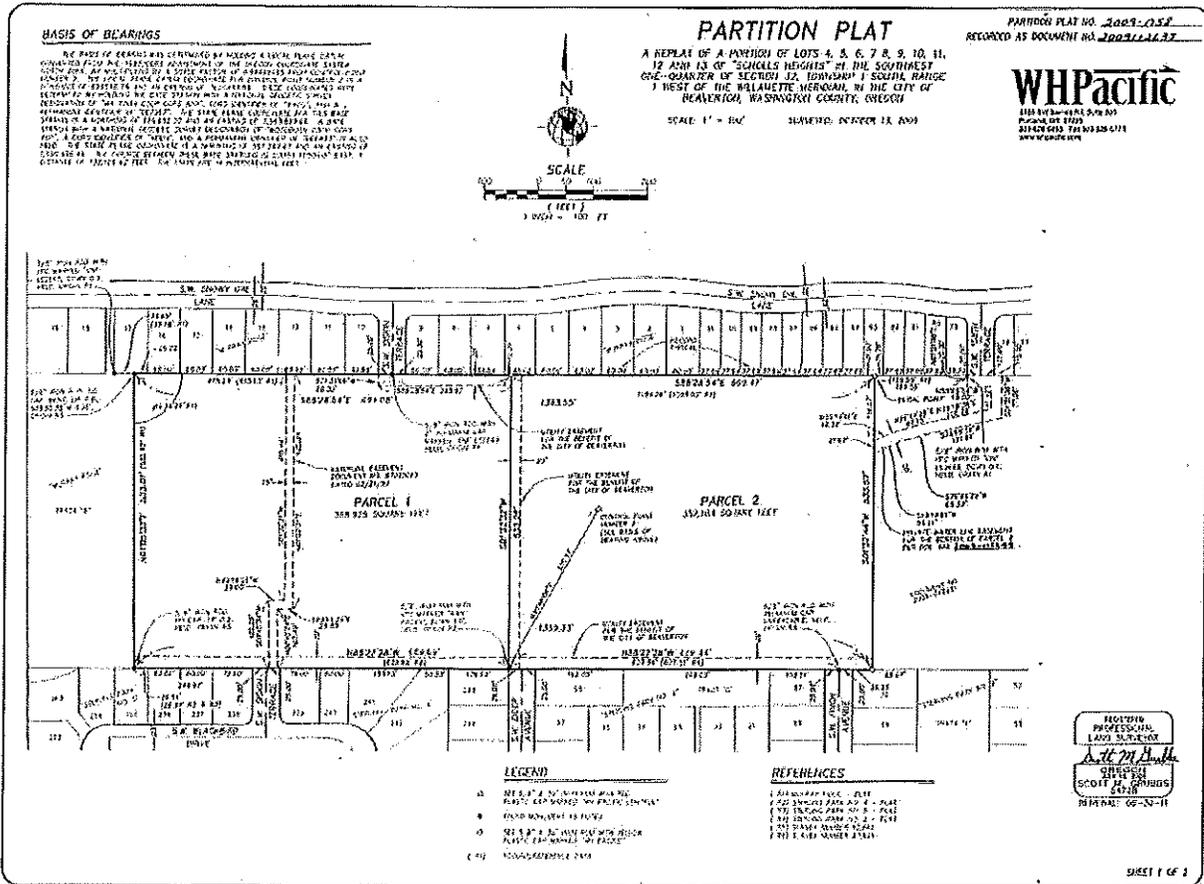
Michael J. Jordan  
Metro Chief Operating Officer



# Sterling Park Neighborhood Association

## Exhibit D

### [Partition Plat 2009-058, Tenax Woods Parcel 1]



# Sterling Park Neighborhood Association

## Exhibit E

[Tualatin Hills Park & Recreation District Minutes, dated September 12, 2011]

### Recommended Names for New THPRD-Owned Properties (Needs Board Approval)

| Future/ New Property Name      | Current Property/Park Name           | Owner |
|--------------------------------|--------------------------------------|-------|
| Bronson Creek Greenway         | Nguyen Property                      | THPRD |
| Matrix Hill Woods Natural Area | Sexton Crest Property (Tracts C & G) | THPRD |
| Millikan Wetlands Natural Area | Edge Property                        | THPRD |
| Rock Creek Greenway            | Herman Property                      | THPRD |
| Tenax Woods Natural Area       | Crist Property                       | THPRD |
| The Bluffs Park                | McDaniel                             | THPRD |

Joe Blowers moved the Board of Directors approve the Park District Sites Reclassification Project and name changes to various District sites and facilities, pursuant to Board Policy 8.05, Naming of District Property. Bill Kanable seconded the motion. Roll call proceeded as follows:

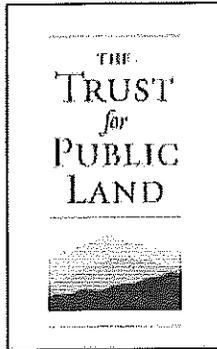
Larry Pelatt        Yes  
John Griffiths      Yes  
Bill Kanable        Yes  
Joe Blowers        Yes  
Bob Scott           Yes

The motion was UNANIMOUSLY APPROVED.

## *Sterling Park Neighborhood Association*

### **Exhibit F**

[The Trust for Public Land, <http://www.tpl.org/about/overview>]



#### **What we do**

The Trust for Public Land creates parks and protects land for people, ensuring healthy, livable communities for generations to come. We protect the places people care about and create close-to-home parks—particularly in and near cities, where 80% of Americans live.

#### **Why we do it**

We believe that everyone should have the opportunity to connect with nature. And as research clearly show, access to nature is an essential prescription for the physical, environmental, social, and economic health of a community.

#### **How we do it**

We help communities raise funds for conservation, conduct conservation research and planning, acquire and protect land, and design and renovate parks, gardens, and playgrounds. Today, nearly ten million people live within a ten-minute walk of a Trust for Public Land park, garden, or natural area, and millions more visit these sites every year.

## *Sterling Park Neighborhood Association*

### **Exhibit G (Natural Resource Preservation)**

8. 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.

## **NATURAL RESOURCES**

### **Overview**

A basic premise of the scenarios and of this planning effort is that the natural resources within the planning area are among the most important amenities and should be protected and enhanced as much as possible. For this Concept Plan, resources have been inventoried at a planning level, and their relative importance has been evaluated in general terms. Community Plans for both the SCMAA and NCM have more specific detail on what will be protected and to what level. Identification of a given resource as locally significant and its addition to City or County inventories of significant resources requires consideration of environmental, social, economic, and energy factors under Oregon's Statewide Planning Goal 5 regulations. This evaluation is not included in this Concept Plan; rather, this section serves to describe the resources and set the stage for their evaluation for local significance.

The Natural Resource Protection and Enhancement Priorities map is shown in Figure 12. The resources on the map are keyed to descriptions in the sections below by category (conservation priorities, restoration priorities, and priority habitat connections). For each resource, identified with a letter below to correspond to the letters on Figure 12 on page 54, the rationale for its identification as a priority and the value provided by the resource is summarized in the text that follows. (The hatched areas on the map indicating priority habitat areas are generalized and are not meant to indicate specific boundaries.)

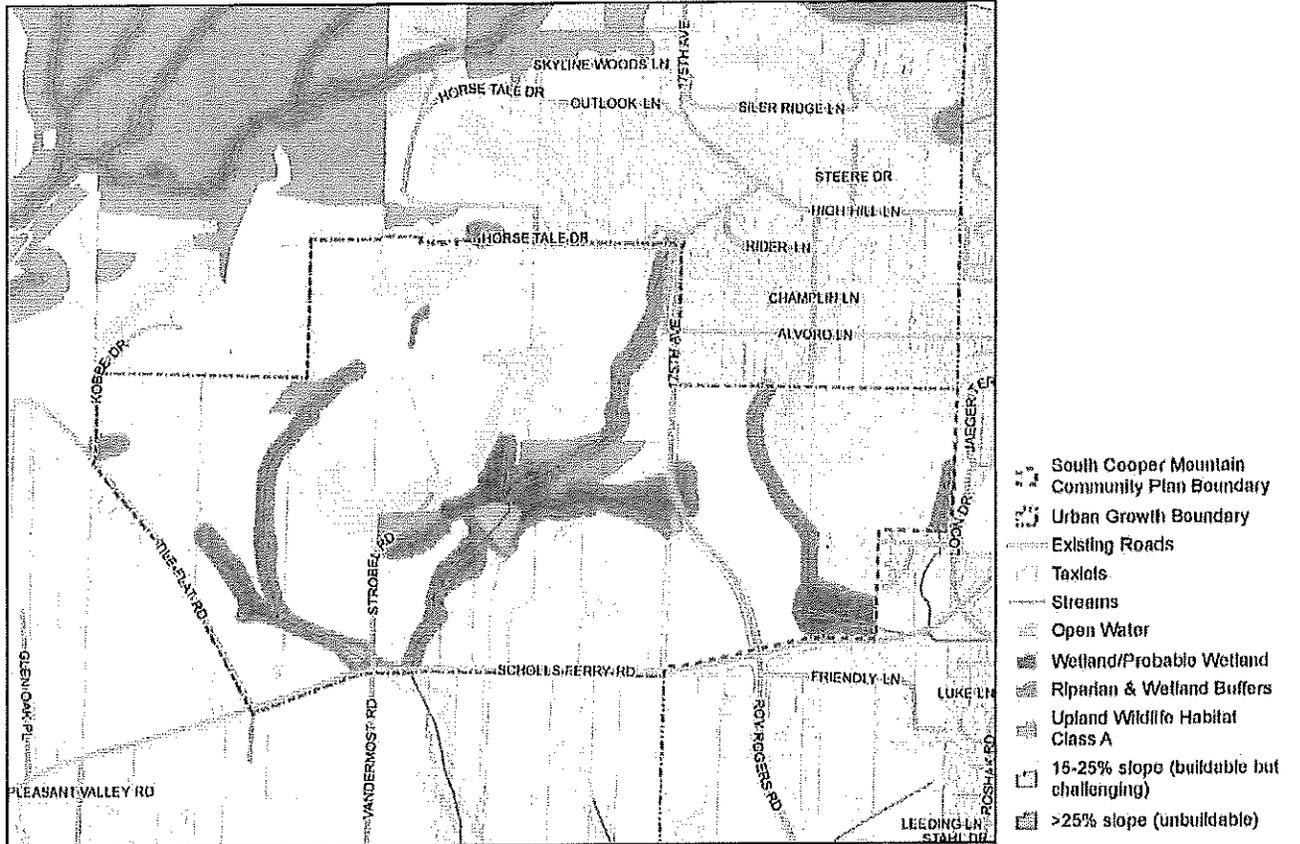
### *Urban Forestry Policies*

1. *The City shall explore options to encourage and incentivize tree planting and retention of mature trees within the Community Plan area.*
2. *Tree planting already required by City regulations (e.g. landscaped areas, street trees) shall be maximized as a method to increase the tree canopy in the Community Plan area.*
3. *Regionally Significant Upland Habitat within the SCM Community Plan area shall be protected through designation of Significant Groves and application of the City's existing tree protection standards and Habitat Benefit Area provisions, as appropriate.*

# Sterling Park Neighborhood Association

## Exhibit H

[South Cooper Mountain Community Plan, p 27, Figure 12: Natural Resources in the Community Plan area]





*Sterling Park Neighborhood Association*

**Exhibit J**

[2010 Beaverton Transportation Plan (TSP), Appendix E (Local Connectivity Map), p.6]

G E O G R A P H I C   I N F O R M A T I O N   S Y S T E M

# LOCAL CONNECTIVITY MAP

➔ Draft 12/2008

■ Potential Connection

Source Data

City of Beaverton -

- City Limits - Last Updated on 1/1/2009
- Connectivity Data - Last Updated on 12/29/2008
- LWI Wetland - Last Updated on 3/26/2001
- LWI Riparian - Last Updated on 1/5/2001

METRO Regional Land Information System (RLIS) -

- County Lines - Last Updated on 1/16/2003
- Light Rail Line and Stations - Last Updated on 7/21/2008
- Multnomah County Taxlots - Last Updated on 11/5/2008
- Streets and Street Names - Last Updated on 11/25/2008
- Hospital - Last Updated on 10/25/2005
- Fire Station - Last Updated on 10/9/2008
- Library - Last Updated on 10/7/2008
- School - Last Updated on 11/4/2008
- Sleep Slope - Last Updated on 12/19/1997

Washington County -

- Taxlots - Last Updated on 12/19/2008

THPRD

- THPRD Park - Last Updated on 1/26/2006

Disclaimer

This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. The City of Beaverton assumes no responsibility, or liability, for any errors, omissions, or use of this information. Metadata available on request

**NOTE: The information contained on this page applies to Figures 6.8-6.23**

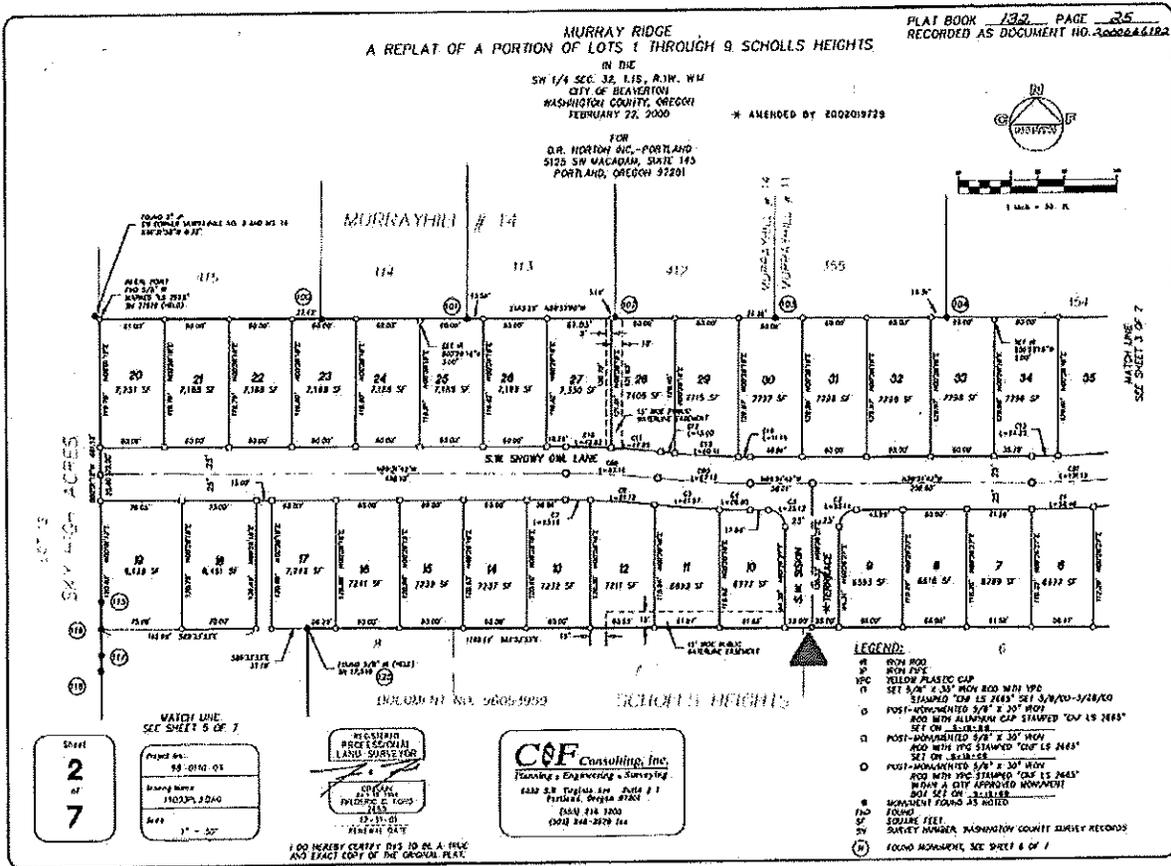


# Sterling Park Neighborhood Association

## Exhibit L

[Murray Ridge Plat Map, February 22, 2000]

▲ • North Siskin Terrace stub.

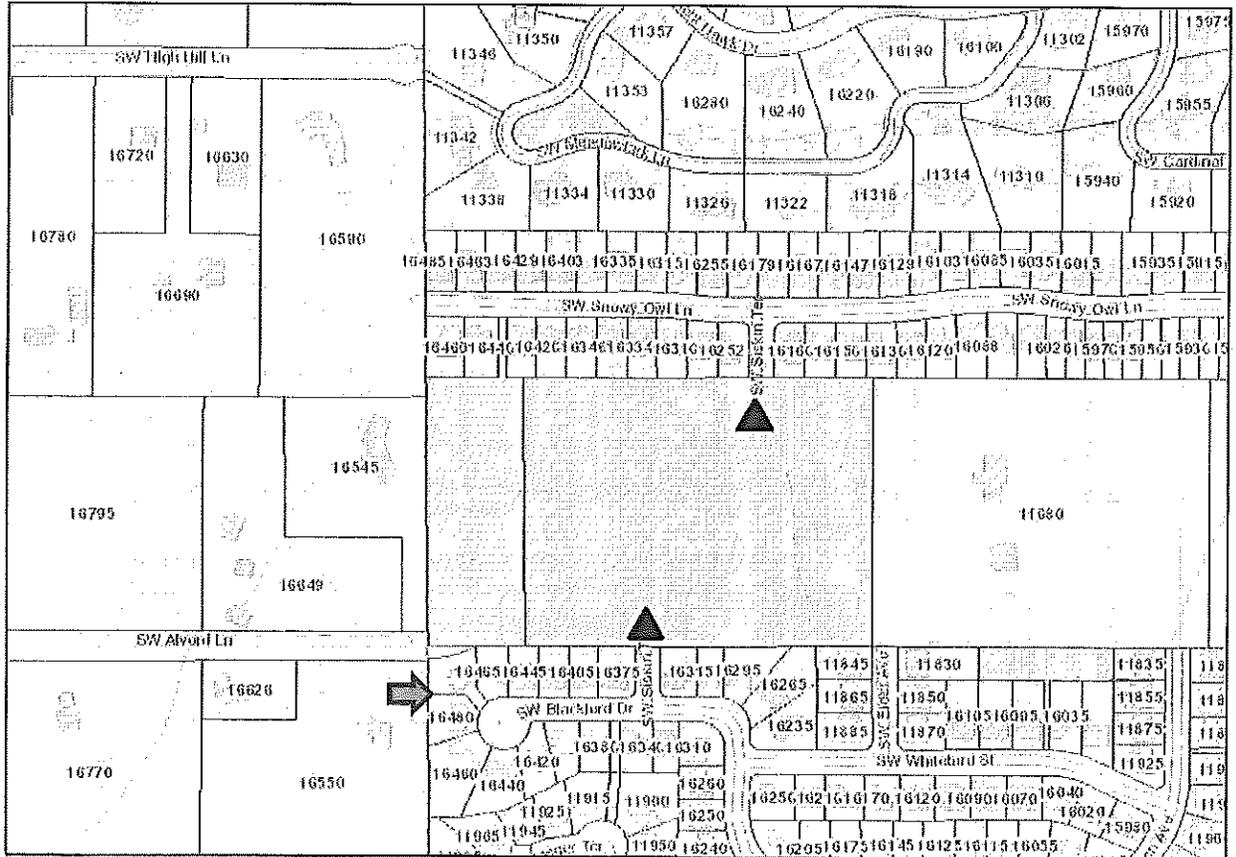


# Sterling Park Neighborhood Association

## Exhibit M

[State of Oregon Survey Maps]

- ▲ • North and south Siskin Terrace stubs.
- ➡ • Black Bird cul-de-sac post Beaverton Planning Commission denial to extend Alvord Ln to Black Bird, and subsequent upholding to subdivide Tract E into three home lots.



## *Sterling Park Neighborhood Association*

### **Exhibit N**

[Minutes excerpt of the Beaverton City Council, dated November 26, 2001]

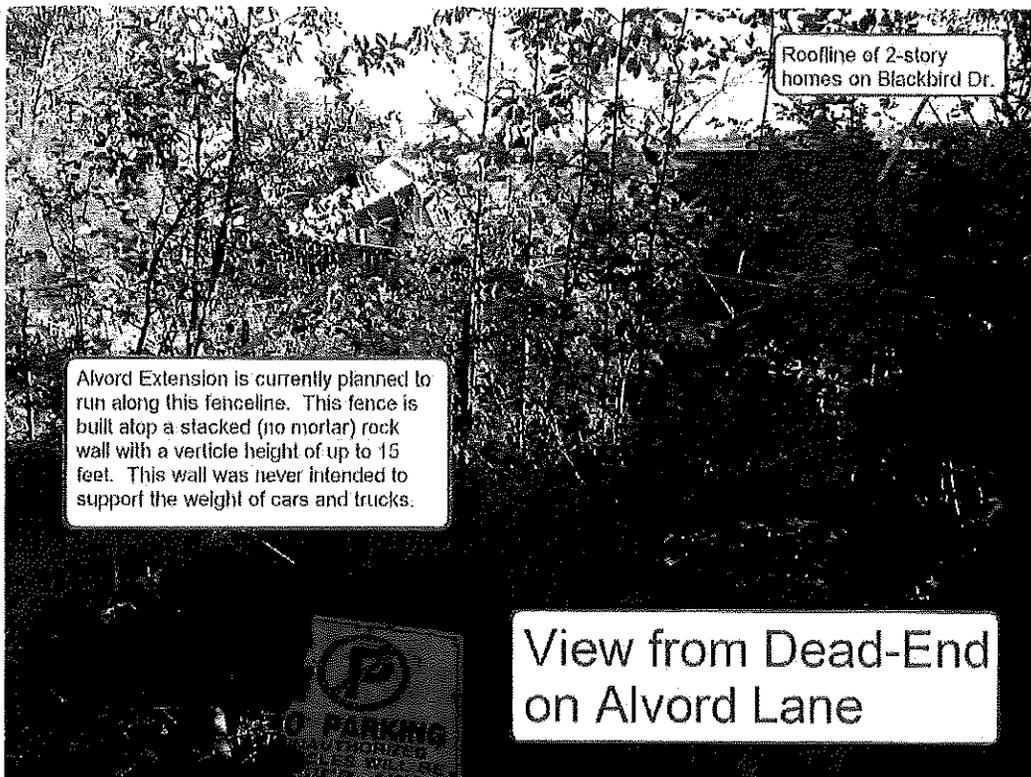
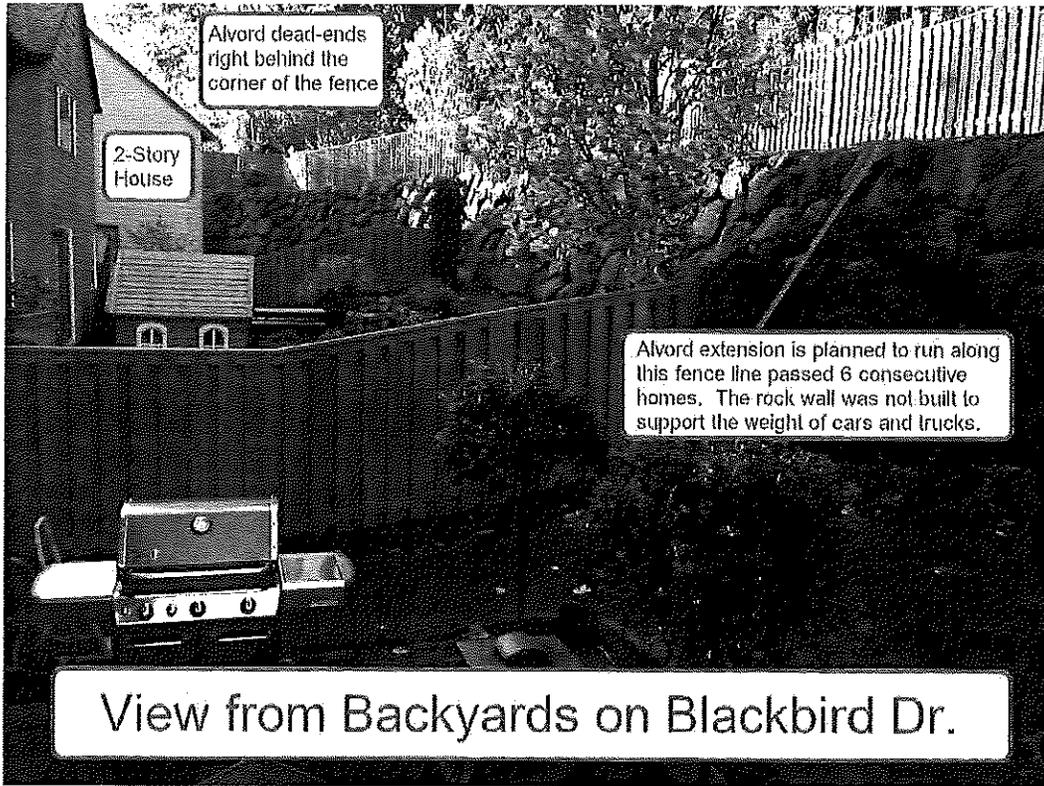
#### **PUBLIC HEARING:**

01367 APP 2001-0017 Sterling Park; Appeal of Subdivision Modification Approval (SB 2001-0002)

- “Coun. Soth MOVED, SECONDED by Coun. Doyle, that the Council deny the appeal APP 2001-0017 Sterling Park appeal of the subdivision modification approval SB 2001-0002.”
- “Coun. Ruby commented in his view the 1998 conditions of approval were not a model of clarity, and he did not interpret them as requiring the extension of Blackbird Drive to Alvord Lane.”
- “Question called on the motion. Couns. Ruby, Doyle, and Soth voting AYE, Motion CARRIED, unanimously. (3:0)”

*Sterling Park Neighborhood Association*

**Exhibit O**





*Sterling Park Neighborhood Association*

**Exhibit Q**

[High Hill Lane to SW Snowy Owl Lane, with pre-existing road shown]







RECEIVED EXHIBIT 6.36

NOV 20 2014

**Leigh Crabtree**

**From:** Norman <norm.lam@gmail.com>  
**Sent:** Thursday, November 20, 2014 11:46 AM  
**To:** Leigh Crabtree  
**Subject:** Concerns on South Cooper Mountain Community Plan CPA 2014-0011, CPA2014-00012, TA2014-0002

City of Beaverton  
Planning Services

Hello Leigh Crabtree,

My name is Norman Lam, I live on 16602 SW Oystercatcher Ln and my family moved to the Churchill Forest community last November and have enjoyed the community so far. As a concerned parent, the collector road that is proposed nearby my home will be a big safety issue to children walking to Scholls Heights Elementary School as people will start using the collector road to bypass the traffic lights on Roy Rogers and Scholls in the long term and will utilize that road to get to Loon and Scholls instead of going direct to the school thus will cause unwanted noise at nighttime hours as well. As my son is still a few years from attending Scholls Heights, he will be walking to school in the a few years and also observing quite a few kids around the neighborhood walk alone to Scholls Heights makes it a safe path as cars are to go as high as 25mph currently as the major arterial Scholls Ferry Rd is south of my house. With this collector road the signs will read 35mph when some aggressive drivers will go up to 45mph or more to get to their destination once this road opens up. My homeowner's association Churchill Forest and the adjacent HOA Sterling Park have jointly opposed this collector road and would like to push for the alternative connection to SW River Terrace Blvd as the collector road to be utilized for this traffic. Also building a collector road between a small community like our area does not make sense since Scholls Ferry Road is the main road and the 2 ways to get to the school are SW Loon Dr and SW Blackbird Dr. I will try to make it to the December 3rd meeting , but if I am not present for the meeting please take this letter in consideration as my vote against the collector road between 175th and SW Loon Dr.

Thank you,  
Norman Lam

16602 SW Oystercatcher Ln  
Beaverton OR 97007



NOV 20 2014

Leigh Crabtree

**From:** Amrinder Singh <amrinder.singh23@gmail.com>  
**Sent:** Thursday, November 20, 2014 4:44 PM  
**To:** Leigh Crabtree  
**Subject:** South Cooper Mountain Community Plan, Case File No.: CPA 2014-0011, CPA2014-00012, TA2014-0002

City of Beaverton  
Planning Services

Dear Leigh,

I am Amrinder Singh, resident of Churchill forest subdivision on Scholls ferry road and Loon drive near Scholls Heights elementary school. The South Cooper Mountain concept plan which is currently under review will have great impact on this new community and most notably the safety of the kids in the neighborhood if corrective actions are not taken in a timely manner.

I **completely oppose** the construction of East-West collector road from 175<sup>th</sup> Ave to Loon dr (TR-01) as "drawn" today according to the concept plan. According to the city of Beaverton's own analysis, the new collector road is projected to have **high traffic**. Given the fact that the new intersection is planned just in front of the ELEMENTARY school, it won't be an intelligent decision to ignore the safety of the children crossing this high traffic projected road. Even as of today there are safety issues which will only get worse with the new collector road. Please read the newsletter from the school dated 31<sup>st</sup> Oct'14: <https://www.beaverton.k12.or.us/schools/scholls-heights/school/Documents/news%2010.31.pdf> which has clearly highlighted speeding issues and the problem has worsened to the point that a police officer is needed to ensure safety of the children. One can only imagine how worse the situation is going to be in future with the new loon connection.

The wetland next to loon dr is a native landscape which provides much needed **storm water management**. Wildlife is more likely to follow streams and wetlands if kept continuous as it is today along loon, than the BREAK in their trail if collector road is approved. In addition to the impact to the wildlife, a very expensive bridge will be needed to make the connection to loon dr. If the proposed collector road does not intersect at loon then the developer can make best use of the land resulting in more houses and hence more taxes!! The new collector road is also going to result in higher noise level and reduced value of our NEW HOMES.

A logical alternative solution is to create a collector road that directs traffic from 175<sup>th</sup> towards Scholls ferry and connects directly with Tigard's approved signal connection at **River Terrace/Scholls ferry** intersection. Please refer to the River Terrace transportation system map which clearly shows the traffic signal: <http://riverterracetigard.com/portfolio/proposed-transportation-system-feb-2014/>.

The following text was included in the Nov 17 Tigard Planning Commission Staff report: *"A signalized intersection at this location meets Washington County's signal and intersection spacing standards and may likely meet signal warrants in the future. The final recommendation includes a signal at the Scholls Ferry Road/ New N-S Collector intersection to minimize impacts to the adjacent neighborhood to the east and to provide a signalized crossing for pedestrians and bicyclists at this location. The nearest intersections to the east and west are approximately 1,000 feet away."* – Staff Report, Nov. 17 Tigard Planning Commission

The above proposed solution has following advantages:

1. Facilitates safe walking and biking paths to schools.
2. Connecting the River Terrace trail to SCM natural trail will improve the connectivity to the school to school trail
3. Results in connected communities of South cooper mountain and River Terrace
4. Does not negatively impact home values on Loon and Oystercatcher
5. Minimizes the disruption to wildlife

It seems that Beaverton's planning team is working in vacuum without the knowledge of what is happening around and does not want to look for better solutions. I urge you to look into the future and collaborate with the city of Tigard to do the **RIGHT thing**.

Thanks for your valuable time,

Amrinder Singh

November 18, 2014

RECEIVED

NOV 20 2014

City of Beaverton  
Planning Services

RE: Case File No.: CPA2014-0011, CPA2014-00012, TA2014-000 (TR-1 &amp; TR-2)

*Tigard's River Terrace Recommends Signal and Scholls Heights Elementary School Safety*

Dear Planning Commission Members,

I am writing to address questions raised during Commissioner deliberations at the November 5th hearing on TR-1, of which the neighborhoods of Sterling Park and Churchill Forest provided testimony. I would also like to highlight new information on current safety issues at Scholls Heights Elementary School which supports safety concerns stated by Sterling Park and Churchill Forest neighborhoods (TR-1 and TR-2).

**School Safety**

Our residents are very concerned about the proximity of the East-West Collector's connection on Loon to the school and how it will impact pedestrian access and bus routes (TR-1). In addition, the increased traffic due to the proposed Alvord Lane to Blackbird Drive connection (TR-2).



*View from the proposed connection on Loon towards the Scholls Heights Elementary school fire lane, playground, and athletic fields.*

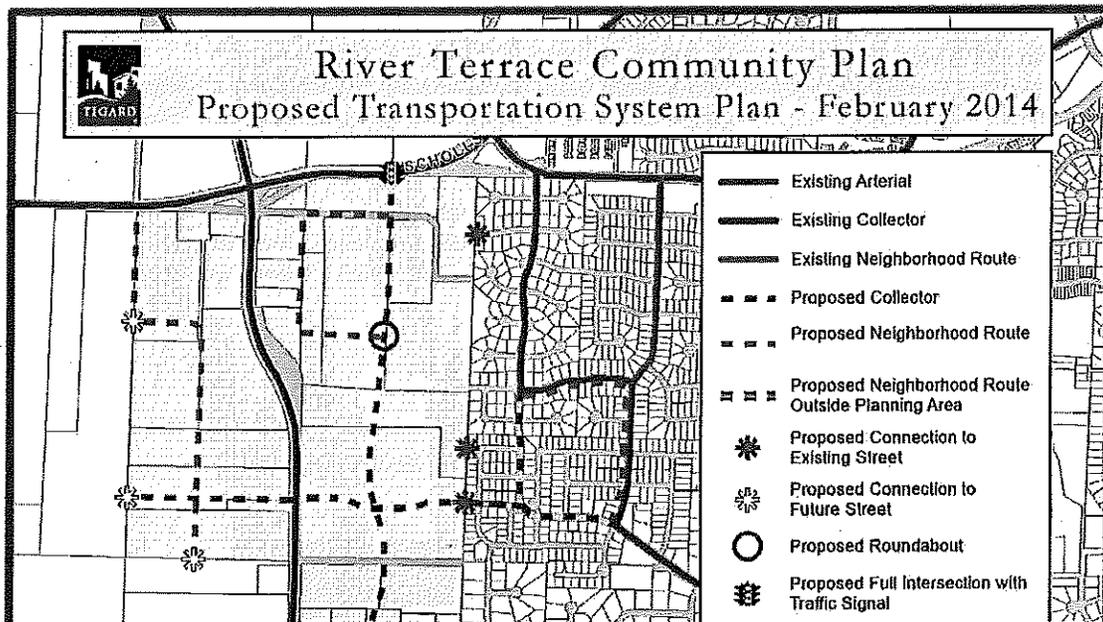
The weekly October editions of the Scholls Heights Newsletter included a message of concern regarding speeding on Loon which has prompted a need for increased police presence.

*"SAFETY DURING MORNING DROP OFF AND PICK UP: There have been many reports of safety concerns during the drop off and pick up times... Please slow down around the neighborhood and on Loon Drive. Please note that a police officer will be stopping speeding cars." – Scholls Heights Newsletter, October 31, 2014*

This note from the school confirms that traffic issues exist today. Our residents have witnessed increased police presence and speed monitor signals which have been frequently stationed near the school fire lane, right across from the proposed connection to Loon Drive. This demonstrates that speeding, and pedestrian safety is an immediate safety concern that will only become worse with additional traffic.

**River Terrace**

During deliberations there were several questions related to TR-1 and plans for the River Terrace Community, including the proposed signalized intersection for River Terrace Blvd. It was stated by the Commission that both City Councils agreed to work together and it does not make sense to just plan one side of the highway. On November 17<sup>th</sup>, the Tigard Planning Commission recommended approval of the River Terrace Community Plan and Transportation System Plan which recommends a full signal for the River Terrace Blvd at Scholls Ferry.



Snapshot of transportation system plan map, please note signal at Scholls Ferry Rd. See full map at [www.riverterracetigard.com](http://www.riverterracetigard.com)

"A signalized intersection at this location meets Washington County's signal and intersection spacing standards and may likely meet signal warrants in the future. The final recommendation includes a signal at the Scholls Ferry Road/ New N-S Collector intersection to minimize impacts to the adjacent neighborhood to the east and to provide a signalized crossing for pedestrians and bicyclists at this location. The nearest intersections to the east and west are approximately 1,000 feet away." – Staff Report, Nov. 17 Tigard Planning Commission

"The River Terrace TSP Addendum identifies several multi-modal street and intersection improvements in and around the River Terrace area. Key elements of the addendum include signalized intersections where new or existing streets connect to Roy Rogers Road and Scholls Ferry Road to accommodate drivers, cyclists and pedestrians; connections to existing streets in adjacent Bull Mountain neighborhoods to the east to improve street connectivity in the area; street and intersection design guidance for key streets to control speeds, discourage cut-through traffic, increase travel options and enhance neighborhood livability; and, an innovative design concept for a signature street dubbed the "River Terrace Boulevard" that incorporates the River Terrace Trail." – River Terrace Community Plan, Goal: 12 Transportation

In May, the City of Beaverton, City of Tigard, Washington County, and Metro met to discuss how to facilitate safe pedestrian and bike crossings where the River Terrace Blvd meets Scholls Ferry. Everyone agreed that a safe crossing at this location was needed, regardless if a fourth street leg or a signal was ever installed. Tigard strongly supports the current SCMAA plan that includes a trail on the north side of Scholls Ferry Rd that aligns with the trail in River Terrace Blvd. A trail at this location would greatly increase connectivity between the two areas and provide a safe walking and biking route for school age children.

I hope this information clarifies the progress Tigard has made towards their proposed signal on Scholls Ferry Road and their interest to align our communities with safe access across the highway.

In closing, I ask the Beaverton Planning Commission to encourage Staff to find better solutions to the proposed connections identified as TR-1 and TR-2, which will bring regional traffic into existing neighborhoods, impacting the safety of school children and livability of established residents.

Sincerely,  
Andrea Bonard

NOV 20 2014

**Leigh Crabtree**

**From:** Kris M <kiran.medepalli@gmail.com>  
**Sent:** Thursday, November 20, 2014 9:16 PM  
**To:** Leigh Crabtree  
**Subject:** South Cooper Mountain Community Plan, Case File No.: CPA 2014-0011, CPA2014-00012, TA2014-0002.

City of Beaverton  
Planning Services

Crabtree,

I am Kiran Medepalli, a resident of Churchill forest neighborhood on the intersection of Scholls ferry road and loon drive next to Schools heights elementary school. I am writing to you regarding the South cooper mountain concept plan which surely is going to have a profound impact to our new community.

I am in absolute opposition of the construction to TR-01 East-West collector road as currently planned today according to the concept plan. Though I do understand the need for a collector road to reduce the high traffic on the School ferry, I have listed below my strong objections and concerns regarding the current plan.

1. The East-West collector road starts from 175<sup>th</sup> ave and end at Loon dr( TR-01), exactly in front of Scholls heights elementary school. The city of Beaverton's own data suggests it is projected to have high traffic. *This is a huge safety concerns for our children and the kids in the neighborhood.* Since I as a resident am directly affected by this decision, I would like to voice my strong objection to the plan.

2. There are wetlands next to Loon drive, next to my home, a native landscape that helps in storm water management. I personally have seen a variety of native wild life including deer, birds, coyote and many more. *In the age of climate change, going ahead with the current proposal will break the continuous natural ecosystem and causes habitat destruction.*

3. The construction of the new collector road can not only increase traffic (up to 4X as per City of Beaverton) but also will result in the reduced value of my new home as well as other neighborhood new homes. *It is a proven fact that a sharp decline in housing prices could dramatically slow consumer spending, thus leading to a recession.* Obviously, this is not any of us would like to see happen.

Having said the above, as an engineer with a PhD degree, I couldn't stop but think about potential solutions. A logical alternative is create a collector road from 175<sup>th</sup> towards Scholls ferry which connects directly with Tigard's river terrace road. A planned intersection is already proposed for pedestrian and vehicle traffic. <http://riverterracetigard.com/portfolio/proposed-transportation-system-feb-2014/>

I am hoping the City of Beaverton has smart leadership who can be innovative and logical in coming up with any other alternate there may be. Lastly, I would again request you to reconsider and not ignore my or other resident request and do the right thing. **Please think about the safety of our children at the very least during your decision making.**

98.0 EXHIBIT

Finally, I would like to end with a quote - "*I suppose leadership at one time meant muscles; but today it means getting along with people- Mahatma Gandhi*"

Thank you,

--

Best Regards,

Dr. Kiran Medepalli

RECEIVED

NOV 21 2014

**Leigh Crabtree**

**From:** Vivekanand Kumar <vivekanand.kumar@gmail.com>  
**Sent:** Friday, November 21, 2014 11:27 AM  
**To:** Leigh Crabtree  
**Subject:** South Cooper Mountain Community Plan, Case File No.: CPA 2014-0011, CPA2014-00012, TA2014-0002

City of Beaverton  
Planning Services

Dear Leigh,

I am Vivekanand Kumar, resident of Churchill forest area near Scholls Heights elementary school. The South Cooper Mountain concept plan which is currently under review will have great impact on this new community and most notably the safety of the kids in the neighborhood if corrective actions are not taken in a timely manner.

I oppose the construction of East-West collector road from 175<sup>th</sup> Ave to Loon dr (TR-01) as "drawn" today according to the concept plan. According to the city of Beaverton's own analysis, the new collector road is projected to have high traffic. Given the fact that the new intersection is planned just in front of the elementary school, it won't be an intelligent decision to ignore the safety of the children crossing this high traffic projected road.

The wetland next to loon dr is a native landscape which provides much needed storm water management. New collector road will create obstruction in the wildlife trail. In addition to the impact to the wildlife, a very expensive bridge will be needed to make the connection to loon dr. The new collector road is also going to result in higher noise level and reduced value of our new homes.

A logical alternative solution is to create a collector road that directs traffic from 175<sup>th</sup> towards Scholls ferry and connects directly with Tigard's approved signal connection at River Terrace/Scholls ferry intersection

Thank you for your time,

Vivekanand Kumar

04.0 1011

EXHIBIT 6.41 RECEIVED

NOV 21 2014

**Leigh Crabtree**

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City of Beaverton  
Planning Services

**From:** Jacque Barney <jacque.barney@gmail.com>  
**Sent:** Friday, November 21, 2014 1:14 PM  
**To:** Leigh Crabtree  
**Subject:** Alvord Lane

To Whom It May Concern:

We live at 16545 SW Alvord Lane. We have heard about the plan to connect Blackbird with Alvord Lane. We oppose this plan on the grounds that it will turn our quiet, residential neighborhood into a noisy thoroughfare. We also oppose any development of the THPRD property, Tenax Woods. One of the reasons we purchased our property was because it backs the THPRD natural conservation area. This area is a pristine, forest area with many large, old-growth Douglas Firs. We are determined to preserve our natural surroundings. Please register our strenuous objection to this plan.

Sincerely,

Bryan and Jacque Barney

17.0

City of Beaverton  
 Attn: Leigh Crabtree, Associate Planner  
 The Beaverton Building  
 12725 SW Millikan Way  
 Beaverton OR 97076

18 November 2014

RECEIVED

NOV 21 2014

City of Beaverton  
 Planning Services

From Fran Warren (17830 SW Outlook Lane, Beaverton OR 97007)

Re: South Cooper Mountain Concept Plan | Scenarios: Development And Testing Of Concepts

**EXPRESSED CONCERN**

**EXPRESSED ALTERNATIVE**

**Concern about compact neighborhood development in the East Hills:** Nearby residents expressed concern about the feasibility and compatibility of planning for compact neighborhood development west of 175th Avenue.

Limit the Future Compact Neighborhood designation within the East Hills to the relatively flat area on the east side of 175th Avenue just north of High Hill Lane.

I would like to offer testimony in support of the concern as expressed previously by others in the Staff Report document published 29 October 2014. See Attachment #1 – for drawing of proposed East Hills Boundaries.

I am requesting that the section of the East Hills as drawn on Page 15 of the SCM Concept Plan (dated September 2014) to the west of 175<sup>th</sup> be removed from that drawing and that section be established as “wildlife habitat.” I will be happy to partner with the City of Beaverton, THPRD, Metro and other biologists to reaffirm this specialized designation.

There are 3 major issues I am concerned about:

- 1) Contradictions within the Concept Plan (marked in blue below)
- 2) Suggested removal of urban forest which provides “edge habitat” and corridors used by wildlife and plant populations for Cooper Mountain Nature Park
- 3) Disruption of demonstrated property owner commitment to natural resource protection, including preservation of upland habitat

**1) Contradictions within the Concept Plan:**

In the SCM Concept Plan, the planners make the “... ARGUMENT FOR SAVING THE NATURAL RESOURCES OF THE EAST HILLS (PAGE ES-13): The high resource value of The Creeks is supplemented by conditions in adjacent areas: the forested tributaries that extend into North Cooper Mountain; the significant tree canopy surrounding rural homes and drainages in the East Hills; and the open meadows of the Hilltop and Lowlands.”

*Contradicting statement on Page 23 ... this same area has been designated as part of “East Hills”*  
 “The vision for the East Hills is carefully planned and connected single-family neighborhoods in the hillside setting. A small compact neighborhood area providing a node of medium density housing within the surrounding lower density areas is shown east of 175th Avenue (north of Siler Ridge Lane) where topography is relatively level. The Future Single Family Neighborhood designation is used in flatter areas and the Future Low Density Hillside Neighborhood designation is used in steeper areas and potentially geologically unstable areas.” On page 15 on the SCM Concept Plan, one of the scenarios speaks of 15 homes per acre where feasible.

These two statements are contradictory because it is my belief, based on decades living in this location, that the density proposed will not adequately protect the high resource value of The Creeks. Housing development is already at its maximum for this area to retain its watershed and biological resource values as well as to maintain property values related to the rural, undeveloped character of the area. If you create a smaller compact neighborhood, the new zoning would break all the current large blocks of undisturbed habitat down into small pieces of “edge.” Small pieces of “edge” habitat is easy to make, large blocks of undisturbed habitat is hard to create and once disturbed, it cannot be recreated.

2) Suggested removal of urban forest providing "edge habitat" protecting wildlife corridors for Cooper Mountain Nature Park

What is "edge habitat?" What is its significance to the mountain and Cooper Mountain Nature Park?

"At the edges of developed areas, where natural habitats meet human habitats, animals and wildlife are forced to undergo significant changes to survive and adapt. When human development cuts into a forest, the newly-exposed edges are subject to a series of microclimatic changes: increased sunlight, temperature, relative humidity, and exposure to wind. Plants are the first to respond to these changes with increased leaf-fall, elevated tree mortality, and an influx of secondary-successional species.

The combined changes in plant life and microclimate create new habitats for animals. The more-reclusive of bird species move to the interior of the remaining forest while birds better adapted to edge environments develop strongholds on the periphery. Mammal populations, frequently requiring large areas of undisturbed forest to support their numbers, often decrease in size. If established territories have been destroyed, mammals must adjust their social structure to accommodate the closer quarters of the remaining forest."<sup>[1]</sup>

A contiguous forest surrounding an open meadow can continue to provide this edge habitat for the corridors necessary for the Cooper Mountain Nature Park plus any other wildlife corridors in the Creekside or Wetlands areas. This area is host to a number of wildlife species because of its varied habitats and location as a corridor, which support the mission and maintenance of biological resources for the nearby Cooper Mountain Nature Park.

**According to American Forests** (oldest national nonprofit conservation organization in the US):

- Increased development has split forests into fragments, shrinking the habitats for many species of wildlife, and cutting them off from resources in the rest of the ecosystem.
- Federal programs and resources often do not address ecosystems as a whole, to include wildlife habitat, watersheds, and other connected natural ecosystems.
- Experts estimate that the rate at which species are going extinct is at least 1,000 times higher than it should be from natural factors alone.
- The spread of invasive, non-native species is pushing native plants and animals out of their own ecosystems.

**Outlook Woods as part of an "edge habitat"**

There are 7 homes on 20 acres of densely mixed conifer forest along Outlook Lane just west of 175<sup>th</sup>. See Attachment #2 google map photo showing the dense canopy and open meadow.

There is a variety of flora and fauna (see attached photos taken from my back window) including large mammals and birds that use this area. See Attachment 3 - Photos of Wildlife. I have been observing the wildlife presence for 28 years now and can see the animal paths from the Cooper Mountain Nature Park down to the Tualatin River – an essential corridor for large mammal existence.

You can see the Cooper's hawk nesting and hunting the 10-acre meadow and the deer tracks crisscrossing this meadow. Again, "edge habitat."

The water table is high up here as we've had home flooding and had to create rock beds to divert creeks that naturally erupt throughout the area. These natural creeks provide the water to the greater flora and fauna so long as there is no intervening development. See Attachment 4 - Photos of Swale and Required Water Diversions. We have Oregon trout lilies show up (a flower that usually blooms only near waterfalls) along with trillium throughout our forested area.

[1] "Animals on the Edge," by Laura Klappenbach, <http://animals.about.com/cs/conservation/a/aa061701a.htm>

The bird species diversity is high. We've seen several Great Horned Owls and even watched a chick drop down into our yard just a few days old. He spent the spring just growing up there. Now he lives in the large firs and hunts the rodents and reptiles at twilight.

When the clear-cut occurred to build Churchill Forest, a bobcat was displaced and was sighted on several occasions in our backyard – now she lives in the Cooper Mountain Nature Park and the environs based on observations of others living on North Cooper Mountain.

We have at least 4 different stags that come through our forest – one stag lost half his rack, so we affectionately called him “half-rack,” and our son loves to photograph the families of deer romping around in our small clearing. We have watched many healthy does grow up and fawn under the giant cedar deep in our forest. It's such a joy for us to provide this shelter for many small mammals, newts, frogs, possums, skunks, squirrels (including Oregon grays), snakes and other indigenous animals.

**3) Disruption of demonstrated property owner commitment to natural resource protection, including preservation of upland habitat**

Outlook Lane was created 28 years ago. All of the homeowners have supported the wildlife. Our CC&R's state only 1 home per 2.67 acre lot to ensure there is plenty of space for the wildlife. We are committed to the preservation of this urban forest and undisrupted habitat. I am personally in the process of completing an oak release on my property and leaving a snag for habitat.

This third item is particularly important given the following section in the SCM\_FUTURE URBAN GROWTH BOUNDARY EXPANSIONS:

**Pg. 61 of The SCM Concept Plan states:**

While Metro Council is responsible for decisions regarding future UGB expansions, **local governments play an important role** in advocating for inclusion of specific candidate expansion areas. Given this role, the City of Beaverton and Washington County will coordinate with Washington County and service providers in considering support for areas within the SCM Urban Reserve Area for future expansion. The city will consider the following:

- ease and cost of extending infrastructure, as described in this Concept Plan or in future refinement plans;
- ability to provide needed housing consistent with the land uses and housing described in the Concept Plan;
- ability to logically extend from and provide connections to existing neighborhoods, including the SCM Annexation Area;
- ability to build complete, sustainable communities with active transportation options;
- land needed to provide road or trail connections or improvements; and

**Pg 62 -property owner commitment to natural resource protection, including preservation of upland habitat [2].**

In the SCM Concept Plan, it is cited on page ES-13 that there are “Mechanisms to protect and to encourage enhancement of natural resources may include Significant Natural Resource Area designation, Tree Grove designation, tree protection standards, hillside/slope protection standards, development regulations that allow some increased flexibility or development potential on the buildable portion of the site in exchange for protection and enhancement on the constrained portion, public acquisition of valuable resource land, or other strategies.”

Metro's Region 2040 growth management program. According to the program's 1992 master plan, “The protection, acquisition and active stewardship of greenspaces must become just as important as planning highways, transit, water and sewer lines and other basic public services.”[3]

[2] This understanding is captured in an IGA between the City and the County, *Metro, “Urban Growth Boundary,”* <http://www.oregonmetro.gov/urban-growth-boundary>.

[3] Metro. Metropolitan Greenspaces Master Plan.

[http://library.oregonmetro.gov/files/doc10\\_794\\_metropolitan\\_greenspaces\\_master\\_plan.pdf](http://library.oregonmetro.gov/files/doc10_794_metropolitan_greenspaces_master_plan.pdf) (accessed Sept. 4, 2012).

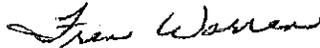
**Bottom Line:**

The Concept Plan is the City of Beaverton's vision of how SCM would fit into the total working environment of Cooper Mountain.

I am requesting that this large block of undisturbed habitat in Outlook Woods be protected now in The SCM Concept Plan. That way, it will still have this special designation should this area eventually be moved within the Urban Growth Boundary. It is better to make this decision now at the Concept Planning level. This area on the west side of 175th certainly qualifies to be preserved whether this 'edge habitat' is inside of, or outside of the Urban Growth Boundary. At the very minimum, I am requesting that this "edge habitat" be removed from the designated East Hills boundary and be recognized as protected such as The Creeks area.

Unfortunately, I will be out of town during the December session of the Planning Commission so I will be unable to present oral testimony.

Thank You,

A handwritten signature in cursive script that reads "Fran Warren".

Fran Warren

**EAST HILLS BOUNDARY  
PER SCM CONCEPT PLAN – SEPTEMBER 2014  
PAGE 15**



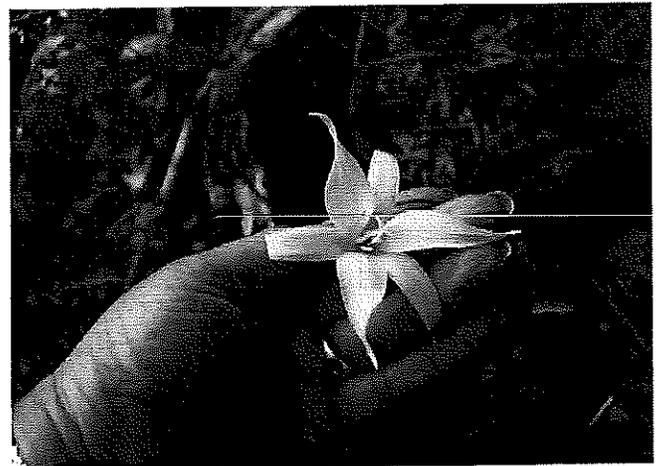
F. Warren  
"Edge Habitat" Testimony  
18 Nov 2014 Attachment #1



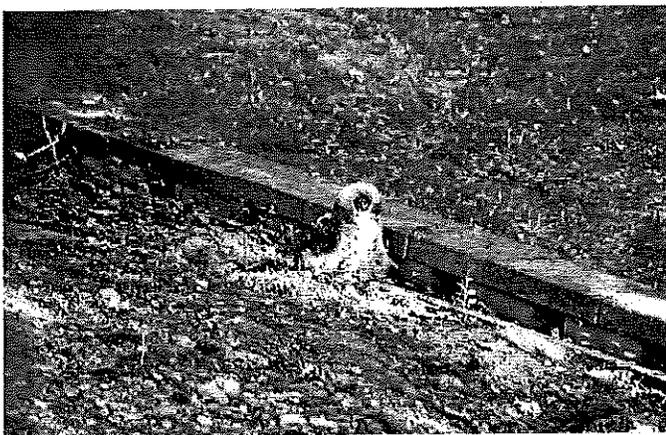
F. Warren  
"Edge Habitat" Testimony  
18 Nov 2014 Attachment #2



This is the photo in a Beaverton High School preview brochure showing the lovely “upland habitat” – slated to be incorporated into East Hills – but then subject to R5 clear-cut!!

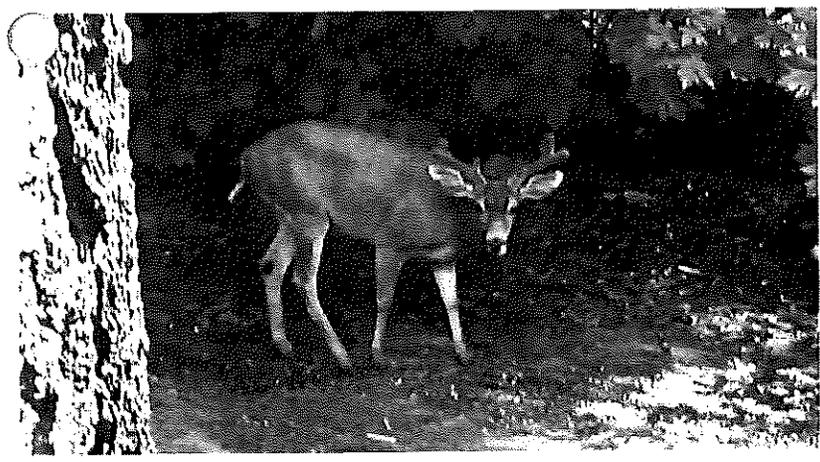


These are native Oregon Trout Lilies which just popped up in 2013 voluntarily in our forest – due to the exceptionally high water table

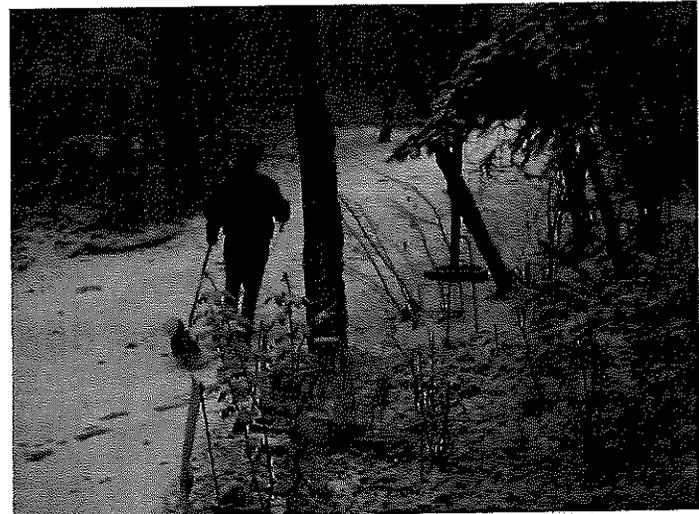


A Great Horned Owl Chick just days old – later, he learned to hunt from the big firs in our forest.

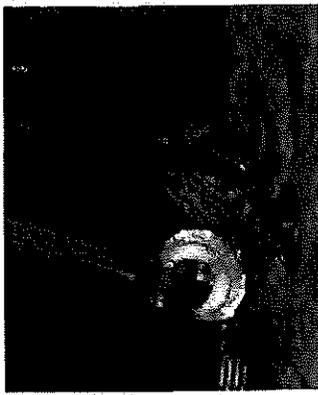
All these photos were taken from the windows of my home at 17830 SW Outlook Lane.



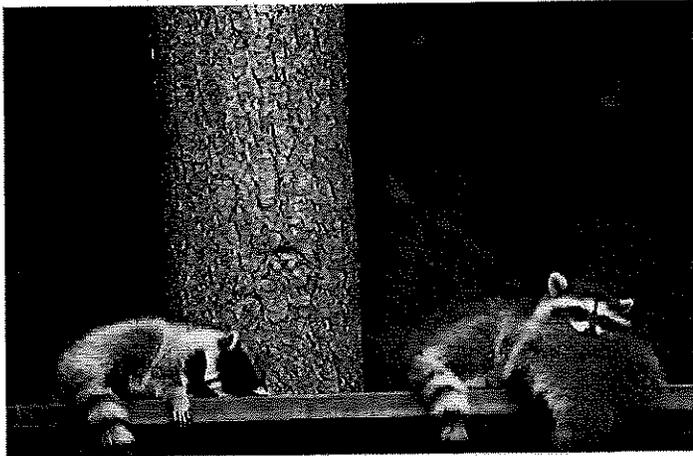
The forest alongside 175<sup>th</sup> provides cover for the does when they drop their fawns and for all the animals during the harsh winters in these higher elevations.



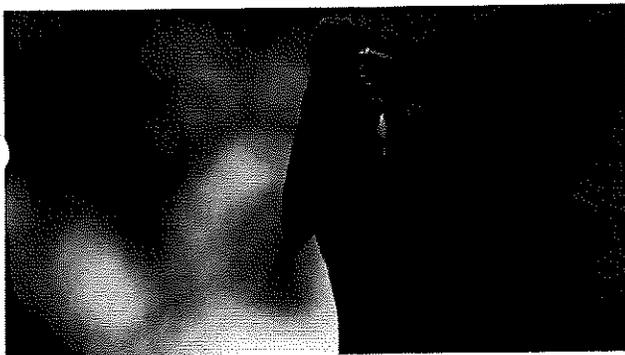
"Half-Rack" as we've affectionately learned to call him – it will be hard this year with new antlers.



A screech owl came to visit us and take advantage of the heat generated by a lamp during a particularly cold winter night.



We have many young animals born in the cover of the woods.



Red-headed sapsuckers, Northern Flickers, Downy Woodpeckers, Oregon Juncos, Song sparrows, Annas and Rufus hummingbirds Steller's Jays and Scrub Jays plus different kinds of Chickadees are regular visitors. We have several kinds of owls: Great Horned, Screech and Barred all hunt our woods. Its good to see the indigenous Oregon Gray squirrel instead of all those invasive fox squirrels but the indigenous Douglas Squirrels chase all the larger animals with tenacity. On cold nights, we even see native Nigh Flying Squirrels on rare occasions. Other raptors that hunt and breed here are Cooper's hawks and Red-tail hawks. But we also frequently see seasonal birds such as Towhees, Pileated Woodpeckers, Goldfinches, Grosbeaks and Thrushes This year, we just starting seeing Brown Creepers as shown above right too – escaping the drought of California, I suspect. Our population has definitely changed since the SCM clear-cut on the lower portion of the mountain with a reduction in a variety of species – hopefully the displaced birds will find solace here. The bobcat is a rarer sighting but coyotes are more frequent and we have also observed a cougar on rare occasion. Unfortunately, the native quail have already disappeared.

F. Warren  
"Edge Habitat" Testimony  
18 Nov 2014 Attachment #3-3



All the properties require swales or other form of water diversion due to the intense slope (15+ degrees) & high water table to avoid home floodings which have occurred here.



80ft firs live amongst the cedars, alders, filberts, oaks and many other natural vegetation.

Madrones grow wherever they can get sunlight – beautiful bark and berries.



The meadow provides a bedding for many species and hunting grounds for raptors.



F. Warren  
"Edge Habitat"  
Testimony  
18 Nov 2014  
Attachment #4



City of Beaverton Planning Commission  
Attn: Leigh Crabtree, Associate Planner  
The Beaverton Building  
12725 SW Millikan Way  
Beaverton OR 97076

18 November 2014

RECEIVED  
RECEIVE

NOV 21 2014

NOV 21 2014

From Fran Warren (17830 SW Outlook Lane, Beaverton OR 97007)

City of Beaverton  
Planning Services

City of Beaverton  
Planning Services

Re: Save 175<sup>th</sup> Neighborhood Association written Testimonies for December Meeting

Attached are several written testimonies from residents who live along 175<sup>th</sup> attesting to reasons why transportation funds should not be diverted to fund significant projects for changes to 175<sup>th</sup> - such as widening or straightening the "kink" (TR3).

We, the residents, understand that the traffic will continue to grow along this rural arterial but we also accept the fact that any of the proposed changes are likened to "doing half an operation" where the only true solution is building an adequate N-S transportation portal AROUND THE MOUNTAIN. We continue to maintain that 175<sup>th</sup> cannot be feasibly modified to handle the projected 2035 traffic from an economic or safety standpoint. And the premise of widening the road or straightening the road is akin to "doing half an operation." We request that resources be reserved for the most responsible solution for the public good.

Attached are 4 testimonies:

- 1) From Sam Louke -  
Why bike paths should not align with major roads and arterials
- 2) From Kathleen Cobb -  
To keep 175th as safe as possible for all
- 3) From Roger C. Henderson -  
TESTIMONY RE: 175<sup>TH</sup> AVENUE "KINK" (TR3)
- 4) From Caroline and Anthony Wray -  
Speeding and School Bus challenges

At the November Planning Commission review of the SCM Concept Plan, I took the Action Item to provide information as to where the traffic was originating from on 175<sup>th</sup>. I have been unable to obtain a simple explanation, only the following pointer as provided by the Beaverton Planners:

"Here is the link to the staff report,  
<http://www.beavertonoregon.gov/DocumentCenter/View/8511>, and attachments. Figures 2a and 2b are pages 239 and 240 of the pdf, respectively.

The Planning Commission did receive the full set of materials for their review. We may address specific transportation issues with the commission for the December 3<sup>rd</sup> hearing."

37.0

I observed at that November meeting that there were several intersections where the Planning Commission had questions about the traffic sources, so I really wanted to pursue this for the Commissioners. I had a difficult time interpreting these diagrams myself – and I have an engineering background. It took me 20 minutes sitting down with Jabra and also another hour with Dyami and then another 2 hours with an Excel spreadsheet before I actually could understand them. And then, I really just had to rely on the expertise of the traffic engineers once I had that “basic” understanding. So, “no,” I can’t really tell you where the traffic is coming from, nor where its going to, unless I go stand there on the hill and count it myself – and I’m not being facetious – but I do trust Dyami’s models. And I notice that there has been a new electronic device placed on the SCM hill just this past week, so I’m assuming that there will be some new modeling information available to this Commission if you would like to see that.

I do know that last week, one resident from Kemmer View Estates followed 5 cars traveling from Sherwood across 175<sup>th</sup> and over Cooper Mountain and found they all dispersed north of Farmington Road. All of the 5 cars were “commuters.” The fact that one of the existing residents had such energy about the situation that he felt he had to follow up on this situation is a good indication of how your Beaverton residents feel about their existing properties and the lack of transportation solutions in the South Cooper Mountain Concept Plan.

Caroline Wray cites the challenge that the Beaverton school bus drivers have under Oregon state law due to the higher speed limit on top of Cooper Mountain – not to mention the stress for the children who have to spend an extra twenty minutes riding the bus because they cannot exit on a 45 mph road. Beaverton City Schools will need to take this into consideration since they are planning on adding more schools right along 175th.

I would like to applaud the City of Hillsboro for taking the brave action this past month of halting the request of a trusted builder wanting to build a “Street of Dreams” in the vicinity of the planned South Hillsboro development. Hillsboro has finally acknowledged that there is inadequate transportation funding to resolve their traffic problem and they’re just not ready yet.

It is the testimony of the Save175th Neighborhood Association that this South Cooper Mountain Concept Plan which covers both the Beaverton annexed area as well as the City of Beaverton’s vision of how they will fit within the whole of Cooper Mountain has inadequate transportation infrastructure at this time and that this Concept Plan is not ready for adoption at this hearing.

Thank you for your consideration.

Sincerely,

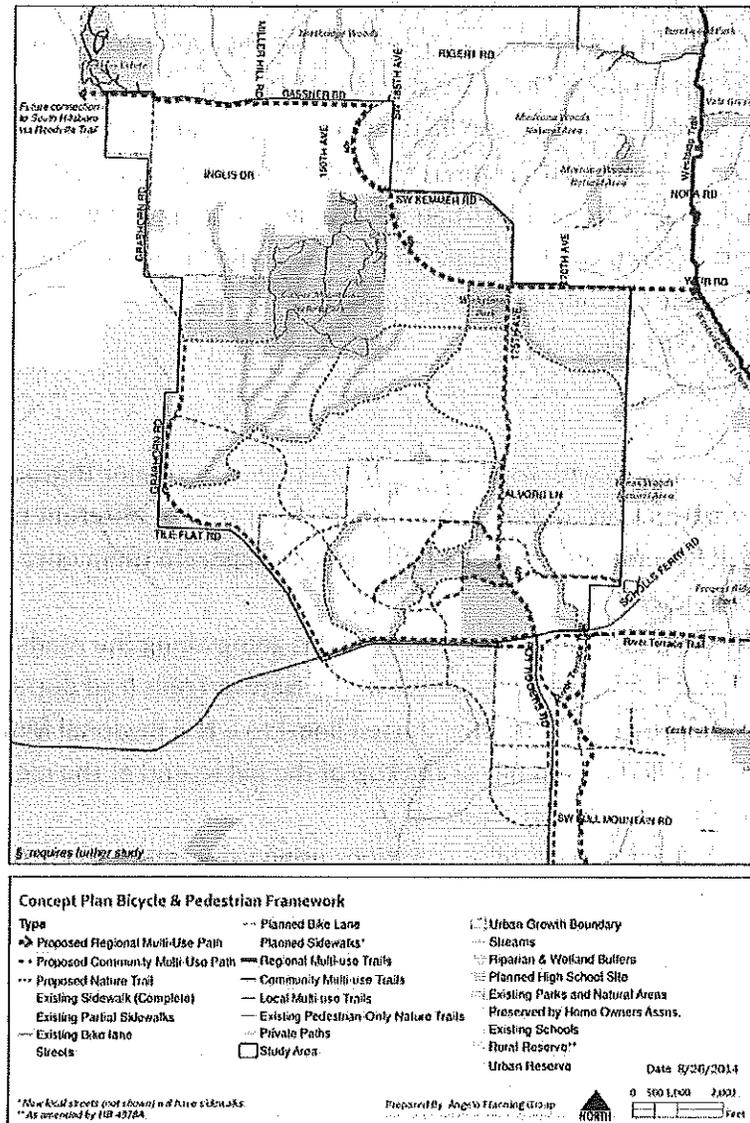


Fran Warren  
President,  
Save 175<sup>th</sup> Neighborhood Association

# Bike paths should not align with major roads and arterials around and over Cooper Mountain

Sam Louke  
 16800 SW Siler Ridge Ln., Beaverton  
 503-579-6987  
 Cooper Mountain resident for 21 yrs and a bicyclist

Figure 8 - Concept Plan Bicycle & Pedestrian Framework



1. In the South Cooper Mountain area there is a planned multiuse path and bike lane:
  - a. Running along 175<sup>th</sup> Ave north from Scholls Ferry to at least Winkelman Park and beyond.
  - b. Running west from 175<sup>th</sup> & Roy Rogers along Scholls Ferry / Tile Flat / Grabhorn.
2. Putting a bike lane along a major interurban or rural arterial just adds multiple incompatible modes of transportation to an existing road.
  - a. Why is that necessary?
  - b. I would like to push back on the assumptions that got us to this point.
3. I propose that we look at completely separating these incompatible transportation modes:
  - a. There are planned nature trails all over upper Cooper Mountain.
  - b. If you add bikes to the trails you keep the bikes separated from the high traffic on the roads.
  - c. It is proven that bikes and pedestrians on trails can coexist.
  - d. The cost of a 5-10 foot wide trail is much less than the equivalent width of a highly developed road that satisfies multiple "industry standards" and codes.
  - e. It preserves the challenge for the bikers who currently climb up Cooper Mountain and keeps them safer than tangling with semi trucks and the greatly increased traffic.
  - f. These road segments are in the Urban Reserve area and have a very long time horizon for improvements and moving the bikes off of them could be done sooner due to lower cost:
    - i. 175<sup>th</sup> at the top of Cooper Mountain
    - ii. West end of Tile Flat
    - iii. Grabhorn
4. Summary
  - a. There are safety issues with forcing bicycles to ride along major thoroughfares, particularly when different segments of the arterial will be improved at different times (175<sup>th</sup> in SCM vs. 175<sup>th</sup> in Urban Reserve areas). Let's find a way to separate them onto the trails that will cover Cooper Mountain.
  - b. The Regional Multi-Use Path (Metro-funded?) is going along the roads but Beaverton should be using these funds to convert one or two of the Nature Trails (red dotted lines) or the Community Multi-Use Trails (purple dotted lines) to a N-S Regional Multi-Use Trail (Metro-funded?) which will then fan out at the top of the hill to end at the ideal destinations – thus avoiding the major roads and arterials.
  - c. Bicyclists can still get to desired destinations using safer, more interesting routes.

Dear Beaverton City Commissioners

11/15/2014

I am submitting this written testimony for your consideration as you deliberate the development in the South Cooper Mountain area. I gave oral testimony on Nov. 5th but want to make additional comments regarding widening 175th to accommodate a third turn out lane and respond to the comment made that implied we shouldn't worry as changes are going to happen incrementally.

Having change occur incrementally is great if it means the development of the SCM area will be slowed down so that Washington County can get the transportation problems resolved on 175th. We need solutions NOW however for the traffic problems already created by the connection of 175th to Roy Rogers Road and the addition of Winkelman park. You have seen the pictures of the traffic backup on 175th and heard testimony from many who have to deal with this traffic problem NOW.

There is mention from staff that a third turn out lane could be added to address the concerns of current residents being able to enter or exit their driveways. This is definitely not a resolution to that problem! It does not address the issue that there are three humps or crests on the top of Cooper Mountain that do not allow visibility to oncoming traffic or for oncoming traffic to see vehicles entering or exiting 175th. Entering or exiting any of these driveways is extremely hazardous not just for residents, guest, and delivery people but for commuters as well. The addition of a third turn out lane would not address this issue at all. In fact, it would add yet another lane with extremely limited visibility. With people traveling between the posted speed of 45 mph and often up to 55mph or more, this is a disaster waiting to happen. The addition of a middle lane does nothing but get cars out of the way of the constant stream of cars.

There are 3 suggestions I would like you to consider. One is to do something to allow adequate visibility and decrease the probability of avoidable serious accidents. Secondly, strategically placed traffic signals that are synchronized with those at Scholls Ferry Road and Roy Rogers road to allow realistic opportunities for entering and exiting 175th. The one location I thought would be a natural place to put a signal would be at Winkelman Park, as those people are having a difficult time getting out as well, even though visibility is better than the residential driveways. Thirdly, reduce the speed limit to 35 miles per hour as that would also give us a fighting chance of getting on to 175th from our driveway. Lowering the speed limit would also reduce the risk to all residents and commuters due to the issues noted above.

Thank you for your consideration. I want to keep 175th as safe as possible for all.

Sincerely,

Kathleen Cobb

10505 SW 175th Ave.

Beaverton, OR. 97007

503-319-3106

TESTIMONY RE: 175<sup>TH</sup> AVENUE "KINK" (TR3)  
BEAVERTON PLANNING COMMISSION  
DECEMBER 3, 2014

Roger C. Henderson, CPA

1. I have lived at 17565 SW Cooper Mountain Lane (aka Road) since March 1992.
2. While we have witnessed tens of automobile crashes on 175<sup>th</sup> in that time, by far the most have been on straight sections of the road, not in the kink. Most can be attributed to excess speed, and perhaps driver impairment. A guardrail was installed just below Cooper Mountain Lane on the west side of the road to prevent the frequent excursions into the blackberry vines at that location.
3. It is less steep to go down the hill with a pair of switchbacks (the kink) than it would be to go straight down the hill. Ask any skier.
4. The kink acts as a natural traffic calmer. Straightening the road will just increase speeding and potentially increase accidents.
5. Eliminating the kink will require the destruction of three residences, which is an unnecessary and significant cost, as well as a major life disruption for the current residents.
6. While I certainly would not recommend 175<sup>th</sup> as a bus route (think west around the mountain), school buses are currently navigating the kink without apparent difficulty. Therefore Tri-Met should be able to handle the kink as well.

November 20, 2014

Dear Beaverton City Commissioners:

We live approximately 75 feet from what we believe has become one of the busiest 4-way intersections in Washington County, 175th and Kemmer Road. We have witnessed and personally experienced troublesome trends with regards to our stretch of 175th since 2003 that we feel you should be aware of as you plan for transportation changes. The section of 175th that heads south from said intersection towards Winkleman Park (past our home) is set at 45 mph. Having had a birds-eye view of this stretch of road for over 11 years has given us a unique perspective regarding some hazards of a 45 mph speed limit on this section of road.

#### SPEEDING

Cars routinely begin passing other cars heading south towards Winkleman Park *right in front our house*. Passing is usually completed as cars coast by the firestation, which is close to cars emerging from Winkleman Park. We were informed by a Washington County Sheriff officer that the current speed at the top of 175th is basically unenforceable due to the inability to safely stop an offending driver due to the multiplicity of safety issues while traveling on the road.

Our suggestion: lower the speed limit to 35 mph, install an electronic sign by Schell Lane that flashes a car's speed as they approach, and install at least two-to-three speed humps between the 4-way stop and the firestation to encourage the reduction of speed.

#### SCHOOL BUSES

Public school buses are not allowed to release children from the bus to properties that are to the left side of the bus in 45 mph zones (where the child would have to cross in front of the bus). When our daughter took the public school bus home from school, the bus had to pass our property, travel all the way down to Scholls Ferry and onto Roy Rogers Road (where it turned around at the Blueberry Hill Farm) only to make its way back up 175th to drop her off at the top of the hill. Most of the time she was one of two kids that had to make the additional 20 minute trip. With a 55-home subdivision currently being proposed for this stretch of road (between our home and the firestation) many more children will possibly be negatively affected.

Our suggestion: Reduce the speed limit to 35 mph so that kids can safely exit the bus to their respective properties without additional time on the bus, expense to the school district, and pollution to the environment.

Thank you for your time and attention spent on these important matters.

Caroline and Anthony Wray  
9600 SW 175th Ave., Beaverton



EXHIBIT 6.44  
RECEIVED

NOV 21 2014

**Leigh Crabtree**

**From:** tavleen <tavleen85choudhary@gmail.com>  
**Sent:** Friday, November 21, 2014 2:11 PM  
**To:** Leigh Crabtree  
**Subject:** Written Testimony against the construction of the new collector road from 175th ave to Loon drive

City of Beaverton  
Planning Services

Dear Leigh,

Myself is Tavleen, residing at Churchill forest subdivision located near Scholls ferry rd and loon dr. I got the opportunity to review the South Cooper Mountain concept plan and found that a new collector road is proposed behind our houses on oystercatcher ln with an intersection on loon dr, just in front of the elementary school.

I am against the construction of this collector road from 175<sup>th</sup> ave to loon dr (named TR-01) as per the current plan. I see various flaws with this proposed road and various aspects which have been overlooked as listed below:

1.The new intersection will be just in front of the school and will create unsafe conditions for small school going children. I recently came to know that even today the school is worried about over

speeding and reckless driving. With the new road, the situation will become even worse and as a mother myself I am seriously worried about the safety of my child. I wish that the safety of the

kids was kept in mind while planning this new road.

2.The new road will create congestion issues for the residents of this area due to traffic being diverted from 175<sup>th</sup> ave. Drivers will take this route to cut through Scholls ferry rd and I am afraid that

drivers from Churchill forest and Sterling Park will be stuck on Oystercatcher and loon dr making commute extremely difficult during wee hours

3.The new road will result in heavy damage to the wetland located on loon dr and oystercatcher. Moreover, construction of a new bridge will be needed to connect this road to loon dr.

4.It will elevate the noise levels in the neighborhood and will severely impact the value of my house. At the time of the purchase, we were not made aware of this new road under consideration.

City of Beaverton might be aware of the new River Terrace plan by the city of Tigard. They already have an approved traffic signal at the scholls ferry rd intersection. The proposed collector road can connect to the River Terrace intersection instead of going all the way to the loon dr and impacting the whole neighborhood. The above solution proposed by the residents of

44.0  
Churchill forest and Sterling park will result in safe conditions for children, will minimize traffic and noise in the neighborhood, minimize the damage to wetland and the value of our homes.

I have done my civic duty and raised my voice by making you aware of the short comings of the collector road "as planned today". I hope that my voice will be heard and corrective measures will be taken to the fix the problems highlighted by many more residents of Churchill forest and Sterling Park.

Thank you,

Tavleen

EXHIBIT 6.45

RECEIVED

NOV 24 2014

City of Beaverton  
Planning Services

**Leigh Crabtree**

---

**From:** Satya Reddy Samala <satyasamala@gmail.com>  
**Sent:** Friday, November 21, 2014 4:17 PM  
**To:** Leigh Crabtree  
**Subject:** South Cooper Mountain Community Plan, Case File No.: CPA 2014-0011, CPA2014-00012, TA2014-0002.

Greetings

I am Sathya Samala, resident of Churchill forest subdivision on Scholls ferry road and Loon drive near Scholls Heights elementary school. The South Cooper Mountain concept plan which is currently under review will have great impact on this new community and most notably the safety of the kids in the neighborhood if corrective actions are not taken in a timely manner.

I have a concern about the construction of East-West collector road from 175th Ave to Loon dr (TR-01) as "drawn" today according to the concept plan. According to the city of Beaverton's own analysis, the new collector road is projected to have high traffic. Given the fact that the new intersection is planned just in front of the ELEMENTARY school, it won't be an intelligent decision to ignore the safety of the children crossing this high traffic projected road. Even as of today there are safety issues which will only get worse with the new collector road. Please read the newsletter from the school dated 31st Oct'14: <https://www.beaverton.k12.or.us/schools/scholls-heights/school/Documents/news%2010.31.pdf> which has clearly highlighted speeding issues and the problem has worsened to the point that a police officer is needed to ensure safety of the children. One can only imagine how worse the situation is going to be in future with the new loon connection.

Also the new collector road is going to result in higher noise level and reduced value of nearby NEW HOMES.

Please do the needful so that alternative options can be considered for this collector road. Thank you for your time.

Sent from iPhone:  
Regards,  
Sathya Reddy Samala  
Email: [satyasamala@gmail.com](mailto:satyasamala@gmail.com)  
Mobile: 248-420-8615

24.0

2000

NOV 24 2014

City of Beaverton  
Planning Services

**Leigh Crabtree**

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**From:** Surja Tjahaja <surja101@gmail.com>  
**Sent:** Sunday, November 23, 2014 2:15 PM  
**To:** Leigh Crabtree  
**Cc:** jaretrinaldi@me.com; Patrice Kuchulis; Jesse Nemec  
**Subject:** Opposition to TR-01

Dear Ms. Leigh Crabtree,

I am a property owner at the Churchill Forest community and would like to respectfully oppose to TR-01 plan, because:

1. It would lower the quality of life and value of my property.
2. The Tigard plan is superior and more economical to do.
3. It would make many people unhappy.

Thank you,  
Surja

EXHIBIT 5.10

EXHIBIT 6.47

RECEIVED

NOV 24 2014

City of Beaverton  
Planning Services

**Leigh Crabtree**

**From:** Abhishek Pillai <pillaiabhishek80@gmail.com>  
**Sent:** Friday, November 21, 2014 3:50 PM  
**To:** Leigh Crabtree  
**Subject:** South Cooper Mountain Community Plan, Case File No.: CPA 2014-0011, CPA2014-00012, TA2014-0002

Dear Leigh,

I am a resident of Churchill forest subdivision on Scholls ferry road and Loon drive near Scholls Heights elementary school. The South Cooper Mountain concept plan which is currently under review will have great impact on this new community and most notably the safety of the kids in the neighborhood if corrective actions are not taken in a timely manner.

I have two kids who in the near future would be attending the Scholls Heights elementary school.

I completely oppose the construction of East-West collector road from 175th Ave to Loon dr (TR-01) as "drawn" today according to the concept plan. According to the city of Beaverton's own analysis, the new collector road is projected to have high traffic. Given the fact that the new intersection is planned just in front of the ELEMENTARY school, it won't be an intelligent decision to ignore the safety of the children crossing this high traffic projected road. Even as of today there are safety issues which will only get worse with the new collector road. Please read the newsletter from the school dated 31st Oct'14: <https://www.beaverton.k12.or.us/schools/scholls-heights/school/Documents/news%2010.31.pdf> which has clearly highlighted speeding issues and the problem has worsened to the point that a police officer is needed to ensure safety of the children. One can only imagine how worse the situation is going to be in future with the new loon connection.

The wetland next to loon dr is a native landscape which provides much needed storm water management. Wildlife is more likely to follow streams and wetlands if kept continuous as it is today along loon, than the BREAK in their trail if collector road is approved. In addition to the impact to the wildlife, a very expensive bridge will be needed to make the connection to loon dr. If the proposed collector road does not intersect at loon then the developer can make best use of the land resulting in more houses and hence more taxes!! The new collector road is also going to result in higher noise level and reduced value of our NEW HOMES.

A logical alternative solution is to create a collector road that directs traffic from 175th towards Scholls ferry and connects directly with Tigard's approved signal connection at River Terrace/Scholls ferry intersection.

Please refer to the River Terrace transportation system map which clearly shows the traffic signal:

<http://riverterracetigard.com/portfolio/proposed-transportation-system-feb-2014/>.

The following text was included in the Nov 17 Tigard Planning Commission Staff report: "A signalized intersection at this location meets Washington County's signal and intersection spacing standards and may likely meet signal warrants in the future. The final recommendation includes a signal at the Scholls Ferry Road/ New N-S Collector intersection to minimize impacts to the adjacent neighborhood to the east and to provide a signalized crossing for pedestrians and bicyclists at this location. The nearest intersections to the east and west are approximately 1,000 feet away." – Staff Report, Nov. 17 Tigard Planning Commission

The above proposed solution has following advantages:

1. Facilitates safe walking and biking paths to schools.

2. Connecting the River Terrace trail to SCM natural trail will improve the connectivity to the school to school trail
3. Results in connected communities of South cooper mountain and River Terrace.
4. Does not negatively impact home values on Loon and Oystercatcher.
5. Minimizes the disruption to wildlife.

It seems that Beaverton's planning team is working in vacuum without the knowledge of what is happening around and does not want to look for better solutions. I urge you to look into the future and collaborate with the city of Tigard to do the RIGHT thing.

Best Regards,  
Abhishek Pillai