

Public comment report

Public comments on city expansion proposals for the 2018 growth management decision

August 2018

APPENDIX B: COMMENTS RECEIVED, LETTERS



Board of Directors

March 8, 2018

Ali Kavianian
President

Felicita Monteblanco
Secretary

John Griffiths
Secretary Pro-Tem

Holly Thompson
Director

Martha Bennett
Chief Operating Officer
Metro
600 Grand Avenue
Portland, OR 97232

General Manager

Doug Menke

Dear Ms. Bennett,

The Tualatin Hills Park & Recreation District (THPRD) would like to express support for the City of Beaverton's application for an urban growth boundary expansion for the Cooper Mountain Urban Reserve.

THPRD is the designated park district to provide park, open space and recreation services to the City of Beaverton and the Cooper Mountain Urban Reserve (as it is urbanized). The district participated in the South Cooper Mountain Concept Plan, which shows a system of trails, a parks framework with potential park locations and natural resources targeted for conservation. The community park and trail system reflected in this framework are important to serving areas in the existing UGB, as well as the proposed expansion area.

We look forward to working with Metro, the City of Beaverton, other governmental partners and community members to implement the plan and provide high-quality services to the area. The South Cooper Mountain Concept Plan includes a funding plan for parks and our system development charge methodology adopted in 2016 includes funding the acquisition and development of parks in the urban reserves. Additionally, we will continue to pursue grants and funding sources to create parks, open spaces and recreational amenities that help make great neighborhoods. As a result, we will be able to serve the area.

THPRD also recognizes the present and future need for additional housing in the area and concurs with the South Cooper Mountain vision for livable, walkable, sustainable new communities that ensure natural resource protection, honor the area's unique landscape.

The district urges support for the Cooper Mountain Urban Reserve urban growth boundary expansion application.

Sincerely,

Doug Menke
General Manager



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

April 10, 2018

Ms. Martha Bennett,
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Letter in Support of the City of Wilsonville's Urban Growth Boundary (UGB) Expansion Proposal for the Frog Pond East and South Areas

To Ms. Bennett:

On behalf of the Clackamas County Board of Commissioners, I would like to express support for the proposed expansion of the Metro Urban Growth Boundary (UGB) to include the Frog Pond East and South areas, located in an Urban Reserve area east of the City of Wilsonville. These areas will ultimately be annexed into the City and developed consistent with the Frog Pond Area Plan, a concept plan adopted by the City in 2015.

The City of Wilsonville has invested a great deal of time and work into creating a plan for this area that will meet the ongoing need in the city for housing to support nearby employment growth; a need exacerbated by the near build-out of the city's largest residential area growth area, Villebois.

It is our understanding that these are the only areas in Clackamas County that are being considered for inclusion into the UGB in 2018. It is imperative that Metro support well-planned growth in Clackamas County. We urge you to approve this expansion proposal and allow Wilsonville to continue to grow and provide needed housing in this county.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Bernard".

Jim Bernard, Chair
Board of County Commissioners
Clackamas County



Sarah Smith
19890 SW Gassner Rd
Aloha, OR 97007

April 11, 2018

Martha Bennett
Chief Operating Officer
Metro
600 Grand Ave.
Portland, OR 97232

Dear Martha Bennett:

I am writing you to let you know of my support for bringing the Cooper Mountain Urban Reserve into the Urban Growth Boundary.

Adding this area to the urban growth boundary will allow supportive growth to an area that has already been designated for development. The Mountainside HS and surrounding homes have already established development. My concern is with infrastructure. Already there is a great deal of traffic trying to move between Nike, Intel Hillsboro area and the Scholl's Valley Sherwood area. We need connecting, well thought out, planned infrastructure. We have ditches and thin roads that have no pedestrian access and make basic 2 way travel scary. I would like to see Tile Flat Road and 185th improved to be an effective bypass for people.

Adding this growth into the currently planning will help build better access and better overall community development.

Thank you for listening to my concerns.

Sincerely,

A handwritten signature in black ink that reads "Sarah A. Smith". The signature is written in a cursive style with a large, stylized 'S'.

Sarah Smith



April 27, 2018

Martha Bennett
Chief Operating Officer
Metro
600 Grand Avenue
Portland, Oregon 97232

Re: Inclusion of the Cooper Mountain Reserve in the Urban Growth Boundary for the
City of Beaverton

Dear Ms. Bennett:

My family owns approximately 9.8 acres of farm-deferred land at the following address: 17477 SW Siler Ridge Lane, Beaverton, OR 97007. The property has been managed for the purpose of producing timothy and grass hay for local horse farms for over thirty years. The property is located in the east side of SW 175th Ave within the current Cooper Mountain Urban Reserve. We strongly and fully support inclusion of our property into the Urban Growth Boundary (UGB). The natural progression of high density development over the course of the past twenty years within a mile radius of our property, to include the new construction of Mountainside High School for the Beaverton School District makes our property along with all others in the Cooper Mountain Urban Reserve the best and highest priority candidates for inclusion into the UGB. Responsible expansion of the UGB along pre-existing high density developments within the city limits of Beaverton is the most responsible method by which city planners can meet the growing demands of equitable housing and job-creating commercial development projects while also preventing unwanted urban sprawl into regions of land that support agriculture and overall environmental health. **Please include the Cooper Mountain Reserve Area into the next phase of expansion of the UGB,** it is the most responsible method by which city officials can meet the growing urban demands of the city Beaverton, while also preventing unmitigated urban sprawl into sensitive land areas best designed to preserve the agricultural and environmental needs of the State of Oregon and its many municipalities. With respect to inclusion of the Cooper Mountain Urban Reserve in the UGB, we note and strongly promote the following favorable characteristics:

- Land owners of the vast majority of the acreage in the Cooper Mountain Urban Reserve support inclusion of their properties in the UGB to allow development of new neighborhoods, housing stock, and business nodes to meet the increased population needs of the expanding Beaverton communities.

- The Cooper Mountain Urban Reserve contains prime acreage that is ready for higher density development in close proximity to pre-existing large populations of housing and commercial properties. Utilities to serve the development areas are already in place and the City of Beaverton has already begun planning to provide services to these locations of interest.
- The Cooper Mountain Urban Reserve serves as an important link to the expansion of public mass transit and alternate modes of transportation (bike, walking, etc.) among the Tigard-Beaverton-Hillsboro Transit Corridor. The acreage also links the North Cooper Mountain and South Cooper Mountain areas within the UGB, further enabling utility service expansion and a tax base support for housing and commercial development that meets affordable dwelling and job needs for the City of Beaverton.
- The Cooper Mountain Urban Reserve already contains park systems that are funded by Metro, and will support a stronger tax base for their management and utilization.
- The Cooper Mountain Urban Reserve inclusion into the UGB will enable the City of Beaverton to execute well organized commercial and residential development and transportation expansion into Hillsboro and Tigard without disrupting land dedicated for farming, agriculture, and environmental protection.
- Inclusion of the Cooper Mountain Urban Reserve into the UGB now will enable commercial and residential expansion for the City of Beaverton within the next five years and coincides with the development of the South Cooper Mountain development area.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) currently has key utilities at its boundaries: electrical power, natural gas, potable water, sewer services, fiber optic connections, and telephone.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) is adjacent to SW 175th Avenue and has road access through SW Siler Ridge Lane.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) has slope and elevation opportunities that support both higher density housing and commercial development.

My family greatly thanks you and your staff for consideration of including the Cooper Mountain Urban Reserve in the next phase of UGB expansion. There is contact information below should you have any questions, concerns, or comments regarding any topics relevant to the inclusion of the Cooper Mountain Urban Reserve and the Garyfallou property within the UGB.

Very Respectfully,



Vasilios (Bill) Thomas Garyfallou

Contact Information:

Vasilios (Bill) Garyfallou

3333 NE 13th Avenue, Portland, Oregon 97212

Cell: 503-970-3811

Email: vasilios@garyfallou.net



VentureProperties INCORPORATED

Creating
Tomorrow's
Communities
Today

May 16, 2018

Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: 2018 Urban Growth Management Decision – City of Wilsonville

Dear Metro Council President Hughes and Metro Councilors;

Venture Properties, Inc., is writing this letter in support of the City of Wilsonville's proposal to expand the Urban Growth Boundary to include Frog Pond East and South Urban Reserves. As residential land developers and home builders (our related home building company is Stone Bridge Homes, NW), we are keenly aware of the region's diminishing land availability for new homes. A direct result has been rapid price increases and affordability concerns for a wide range of household income levels. We strongly agree with Metro's objective for the 2018 Urban Growth Management Decision of assuring that any UGB expansions occur in those cities that both desire and are well prepared to rapidly accommodate a balanced and inclusive range of new housing in their communities. Wilsonville is such a city.

We have experienced Wilsonville's commitment to the development of needed housing as a contract land holder and active participant in the adoption of the Frog Pond West Master Plan and Infrastructure Funding Plan. This successful effort followed many years of community engagement in the Frog Pond Area planning process, which encompassed areas both within the UGB (Frog Pond West) and within the Urban Reserves (Frog Pond East and South). At all times, the City actively solicited our input, listened, and refined the final plan to balance our ideas with those of other community partners and Wilsonville residents to create a realistic long-range plan. Success is evident in the multiple Frog Pond West land use proposals already in review.

We look forward to seeing the City's same effort and commitment applied to the Urban Reserves in Frog Pond East and South. We firmly support Wilsonville's UGB expansion application and recommend that Metro give it strong consideration. Thank you for your time.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.



June 28, 2018

Metro Planning
600 Grand Avenue
Portland, OR 97232

RE: Support for Expansion of Urban Growth Boundary and Inclusion of Cooper Mountain Urban Reserve in Urban Growth Boundary

To Whom it May Concern:

I am writing to express my support for the expansion of the Metro urban growth boundary (“UGB”) and, specifically, the City of Beaverton’s application to add the South Cooper Mountain Urban Reserve to the UGB. My wife and I own an approximately 13-acre property located at 17071 SW Mount Hood Drive (1S 1 31 AC, tax lot 100; 1S 1 31 AA tax lot 1600) (“Property”). Although we have enjoyed living in the Cooper Mountain area, we believe the inclusion of the South Cooper Mountain Urban Reserve is the next logical step in the long-range expansion of the urban area. We also believe that the Property is ideally situated for development in the near future and, as such, support its inclusion in the UGB expansion area.

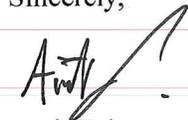
Expansion of the of the UGB is necessary to accommodate the Portland area’s growth over the next 20 years. Based on our review of the population and jobs forecast and the general lack of developable land within the UGB, we believe the Metro Council should vote to expand the UGB.

Inclusion of the Cooper Mountain Urban Reserve is the next logical step in the development of the neighborhoods in the Cooper Mountain area. For many years, we have followed the long-range planning efforts around the Cooper Mountain area with interest. In particular, we understood through review of the South Cooper Mountain Concept Plan that the South Cooper Mountain Urban Reserve was part of a comprehensive and long-term plan for development of the neighborhoods in the entire concept plan area. As such, it comes as no surprise to us as property owners that the City is now proposing to include the Cooper Mountain Urban Reserve in the UGB, and we support the overall vision for the expansion of new livable, walkable communities in this area.

The Property is an ideal candidate for development in the near future. Not only do we believe that the City’s long-term plan for inclusion of the South Cooper Mountain Urban Reserve is the logical next step in the overall plan to develop the area, but we know from multiple communications from listing agents and developers that the Property is a strong candidate for development in the near future. While there are no specific plans for development of the Property, our sense is that there is strong interest in developing the South Cooper Mountain Urban Reserve area because the City has prepared a thoughtful long-range plan that effectively addresses natural resource, transportation, and urban infrastructure issues.

Thank you for the opportunity to comment.

Sincerely,



Amit Tal

KIM THATCHER
STATE SENATOR
DISTRICT 13



July 2, 2018

OREGON STATE SENATE

Metro Planning
600 NE Grand Ave.
Portland, OR 97232

RE King City UBG

To Whom It May Concern:

King City has worked for years on a plan to manage its future growth to the Metro region. As a state senator, I am writing in support of their plan.

King City is expected to grow by 40% over the next twenty years. Since they only have 3 acres for growth, this makes it impossible.

The city council has done a good job soliciting ideas and input from every corner of their community. Their plan reflects that. Residents want the character of the existing neighborhoods to remain while allowing the city to expand on neighboring land that has specifically been set aside for expansion.

King City already offers a diverse set of housing choices that are affordable for people of all income levels and backgrounds. The plan expands on that legacy with more affordable housing options for residents of all income levels and at every stage of life. The desire is to protect the livability and small-town feel by carefully planning their future. They have accomplished that. Most importantly, the city plan ensures that local residents and elected officials will remain in charge of local decisions and how King City grows. They will also ensure that new taxpayers and private developers pay for new development.

I support the urban expansion plan along with the residents of that community. It will keep the community inclusive and affordable and will add new amenities for current and future residents financed by the new taxpayers joining the community.

I hope you will help in the endeavor to controlled growth put forth in the well-thought-out City Plan created by the elected officials and the residents of King City. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Thatcher".

Senator Kim Thatcher
Senate District 13

July 5, 2018

Dear Metro Councilor:

I am a resident owner in the Rivermeade Community right outside of the current King City boundary.

For your information, Rivermeade became an established community since July, 1948. It consists of 58 parcels, bounded to the north by Beef Bend Road, to the south by the Tualatin River, to the east by 137th Avenue and to the west by Myrtle Ave.

In October, 1953 the Rivermeade Community Club Inc. was founded as an Oregon Nonprofit Corporation. Over the past six decades, Rivermeade has matured into a truly unique, vibrant neighborhood whose residents include second and third generations of families who have lived in Rivermeade since its inception.

We are composed of about 45 individual families making up anywhere from 108-125 people. Rivermeade is made of professionals (teachers, government workers, attorneys, engineers etc.) retirees and various other skilled occupations.

Rivermeade has its own elected officials and we have quarterly meetings discussing issues important to our own community including Rivermeade special events, traffic, crime and family issues.

Rivermeade has its own community park, covered picnic area, bar-be-cue, horseshoes, basketball court, swing set, dock and access to the Tualatin River.

In addition, we have our own individual septic systems, well water, natural gas and an email communication system.

Rivermeade gives generously each year to a number of non-profit organizations and we have a well-developed emergency preparation organization.

Over 90% of residents including those families west of 137th to 150th strongly oppose any annexation by King City based upon our door-to-door surveys.

Issues:

1. Despite what the King City mayor and city manager says, King City will not die! King City needs to improve on their infrastructure and concentrate on their own internal issues and not to expand into our neighborhood just to obtain tax revenue. They have their own community center (clubhouse), library, police department, city hall, works department (one person), recreation area, and golf course. King City has access to banks, restaurants, gas station, retail shops, laundry, and grocery store to serve its needs.
2. A Green Blvd. road going through the Rivermeade Community extending Fischer Rd. to Roy Rogers would not only cut the close knit neighborhood in half but would also take out old growth redwood trees, impact neighbors yards, increase traffic hazards for school children and pets, increase noise and traffic pollution and have a negative impact on wildlife. In addition, a natural conservatory area has been set aside years ago at the west end of River Lane that contains natural wetlands and run off into the Tualatin River.
3. The Tualatin Riverkeepers have communicated to me that development will have a severe impact on the Tualatin River. They conclude that the King City Concept Plan has severely underestimated wetlands, flooding, water runoff and wildlife.
4. The four neighborhood parks and one community park as recommended in the King City Concept Plan are wholly inadequate to accommodate the 3300 new homes, estimated 9000 new residents on 300 buildable acres. I can only imagine the congestion, maintenance, noise and parking issues that will evolve with such little recommended park space.

I strongly urge each Metro Counselor to deny the King City Urban Reserve Area 6D Concept Plan.

5. Lastly, in the May 21st King City CPO meeting at the Highlands Clubhouse, the King City manager was asked to give one good reason how approval of the King City Concept Plan would benefit the

Rivermeade Community. Interestingly, not a single word came out of his mouth and then the major of King City stood up and said it would give residents increased shopping opportunities.

I wonder, is that the best they could do!

Gregg Russell
simplygrateful07@hotmail.com



Home Builders Association
of Metropolitan Portland

7-6-2018

Metro Planning
600 NE Grand Ave.
Portland, OR 97232

RE: 2018 Growth Management Decision – Initial Comment Period

On behalf of the more than 1,400 members (representing over 10,000 employees) of the Home Builders Association (HBA) of Metropolitan Portland, please accept these comments and recommendations on the four city proposals.

As you know, our region has fallen far behind in meeting its housing needs and providing diverse housing types across all income levels. As such, the HBA supports Beaverton, Hillsboro, King City and Wilsonville and their modest community-based urban growth boundary expansion proposals. Each city has demonstrated their ability to service these areas, and their need for additional housing and commercial areas. They have also demonstrated their commitment to meeting the six desired outcomes that Metro has adopted for the region.

Oregon continues to face a crisis that touches upon residents and housing of all types— these proposals will help address these needs. While the cost of housing includes many factors, it is undeniable that the cost of land is the number one cost-driver in our region. Adding to the buildable land supply by approving these thoughtful expansions will directly address the pressure on the housing market.

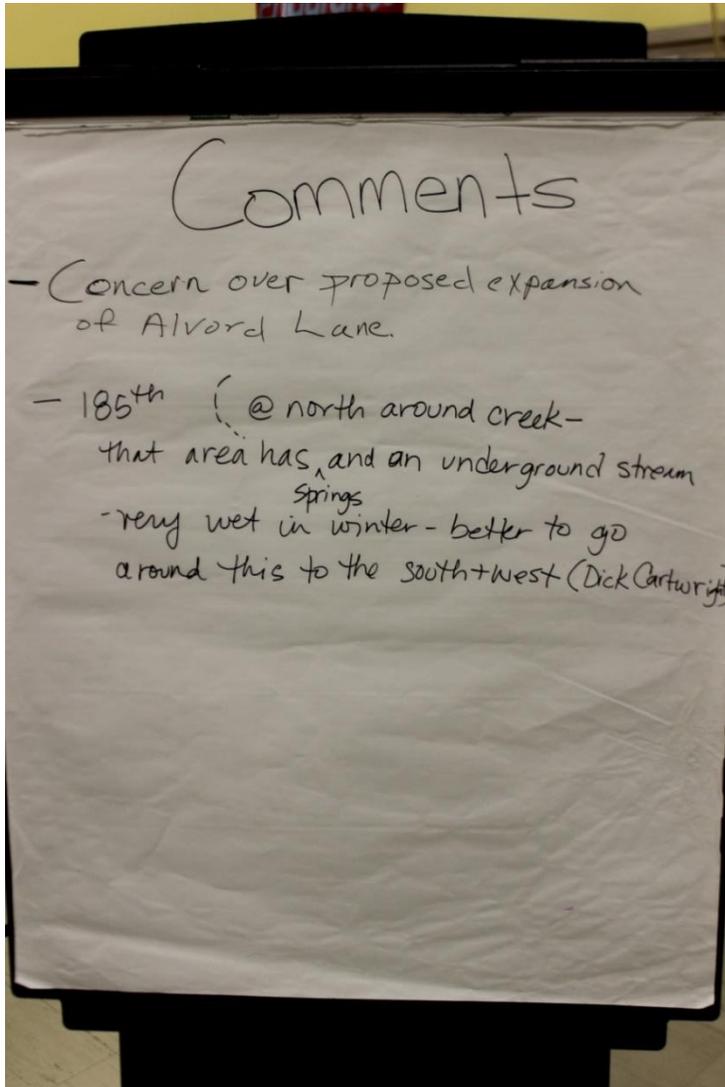
We ask that Metro approve the Beaverton, Hillsboro, King City and Wilsonville plans to enhance social and economic mobility for individuals across the region. Combining new suburban buildable land with additional, realistic urban density is the best approach to address the current housing crisis.

Thank you for considering our requests and comments. The HBA looks forward to our continued partnership with Metro and regional partners in addressing the housing crises head on.

James Adkins
Government Affairs Manager
HBA Metropolitan Portland



Overcoming Severe Defects and Getting to a YES with Beaverton's UGB Application



In Beaverton’s introduction, they refer to “The urban reserve is the **“missing puzzle piece” of the South Cooper Mountain Concept Plan area.**” This statement is debunked in one question: Why can’t Beaverton provide landowners a compelling reason to develop North Cooper Mountain subarea already inside the UGB? If the housing demand was as strong as argued, we should see development there. An example of where infrastructure is being placed outside the city to support the city can easily be found on Alvord Lane. This road is in the Urban Reserves area. Beaverton chooses to use this road to supply urban services to South Cooper Mountain development but will begin construction prior to the UGB decision. To claim that the Urban Reserve area must be included to support North Cooper Mountain infrastructure does not square up with what is in fact happening with Alvord Lane.

Comments from a 2014 Beaverton/JLA Public Involvement Charette. Beaverton has struggled with connectivity plans in the Urban Reserve area. Pushback from neighboring HOA’s and technical challenges have so far prevented Beaverton from creating a grid network. Transportation grid networks create systemic redundancy that makes Portland’s density work better than attempts by Beaverton and Washington County. Photo by Eric Squires

Beaverton has a policy not to improve roads they have not annexed. Beaverton Planning Commissioners have referred to Alvord Lane as “primitive”. Citizen led efforts resulted in paved roadways on Alvord Lane. Beaverton will need to restore Alvord Lane to a condition equal to or better than prior to construction but does nothing to assist land owners to maintain the roadway. Hill Hill Lane, nearby in the Urban Reserves, was paved as a condition of development (for Beaverton to the East for fire service access). Residents had little voice in the process and absorbed the long-term maintenance costs of an asset required for a neighboring city’s development. This Alvord Lane policy quagmire addresses short term city needs and provides no long-term solutions for city mandated infrastructure. Community Plans should provide guidance on this issue, and Concept Plans should describe possible future actions. Urban Reserve Residents have zero policy direction to guide decisions, and Washington County has made clear they are not in the business in maintaining either road.



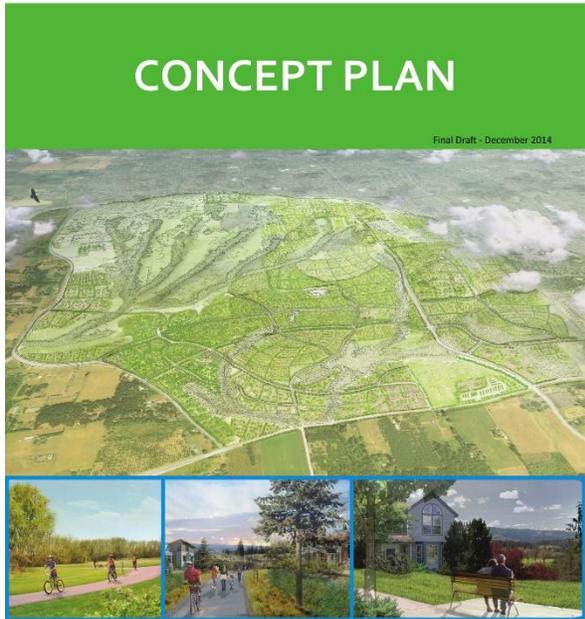
Photo by Eric Squires

The intersection of SW Alvord Lane and SW Chapman Ave. is shown here. Active and abandoned utilities exist on SW Chapman. Exposed abandoned water supply pipes lie on the eroded road surface, an artifact of the community well system that served “Sky High Acres” (entirely with the Urban Reserve area). Telephone poles run North-South, servicing both SW Chapman and the local area. Land owners closed the road.

The photo shows that like Bull Mountain, erosion is an existing issue, and not addressed in Beaverton’s application. When pressed for specifics on erosion to comport with the development promises to protect the environment, Beaverton’s staff demurs to hiring consultants for technical solutions. This presents as incomplete due diligence to determine if this will be a net benefit to the city and greater community, or a long-term liability like Tigard’s erosion and subsequent litigation problems on Bull Mountain.

The community well system servicing Sky High Acres was forcibly condemned, and annexation to Wolf Creek Water was offered. Land owners saw property values plummet to EFU valuations. Allegations that Beaverton pumped all the fossil water from the local aquifer that fed the community well has led to long term distrust and concern that Beaverton is uncooperative as a neighbor.

Tualatin Riverkeeper staff created a Facebook Group called “Protect Cooper Mountain Creeks”. Photos of this intersection prompted many comments and provided an expository of how Washington County has severe limitations with how rural roads are supported with County tax dollars. In this instance, there is zero support, despite the pronounced environmental impact.



The verbiage in the adopted documents are misnomers in the (Metro) required concept plan. **This plan lacks policy and true commitment.** There are also significant misnomers referring to the total area in the plan starting with the title itself and then as it refers to preservation efforts, and notably with affordable housing.

The 2014 South Cooper Mountain Concept Plan offered planning to areas clearly outside the South Cooper Mountain Annexation Area (despite its self-limiting namesake). While it was holistic in its attempt to unify the three separate subareas of North Cooper Mountain, the Urban Reserves, and South Cooper Mountain, it failed to delineate clearly the planning of the urban reserve area. **The public is largely unaware the area was planned in this document, due largely to the ambiguous title.**

Beaverton plan offers the following: **“The Housing Element of the city’s Comprehensive Plan includes policies that were based on Beaverton’s 2015 “Housing Strategies Report,”** the city’s title for the state-mandated Housing Needs Analysis (HNA) (Appendix F).” Beaverton also notes a transfer of housing allocation Hillsboro. The South Cooper Mountain Concept Plan, concurrent with the South Cooper Mountain Community Plan, just don’t seem to square up with the delivery of “missing middle” housing stock. The clear target is delivery of affluent housing, and not a wide variety of housing stock. Manufactured homes are noticeably absent.

Ongoing clarification is necessary with both Metro and Beaverton: **Apparently, we have a new definition of affordable housing, and that’s housing that other people help pay for.** As Beaverton has an Urban Renewal program, and states that it is compliant with application criteria for growth inside the city, why not develop there instead? With respect to the older parts of Beaverton, it makes sense to reinvest with infill and upgrade infrastructure there. The Washington County Board of commissioners voted three/two on acknowledging South Cooper mountain into the urban growth boundary. The dissent transgressed the opposition and was spoken by the proponents. The County Commissioners stated that developing on hills was going to be very expensive. **The Urban Reserve area is very unlikely to produce affordable housing that is unsubsidized.**



A driver looks at his ditched car, July 15th, 2015. Hills on SW 175th Avenue obscured this driver's ability to see 1,200' of backed up traffic, so he swerved into oncoming traffic at the last moment to avoid rear ending another vehicle (Top). Washington County places a variety of signs on SW 175th Avenue as no clear plan for managing the local and regional traffic has emerged, despite years of planning and many studies (Left). **Note: these photos were taken on top of the mountain - at its flattest, straightest portion.**

The transportation element of Beaverton's application is lacking The Federal Government and State of Oregon or two entities noticeably absent as funders/partners from their narrative on page 4. If Beaverton is to annex the Urban Reserves, then Beaverton should own the entire transportation issues of all planning subarea. The recently released Metro RTP provides few solutions for Cooper

Mountain. The addition of a Collector Street is noted, but the South Cooper Mountain planning effectively has deflected an issue that troubles both Beaverton, Washington County, and are greater Metro area: **North South Road Capacity/Connectivity**. Great promise was held for the Washington County Transportation Future Study. The promise that we would have a holistic multi-decade view of how our County would grow, and how we would partner (between cities, counties, regions, and states) now appears to be unfulfilled and an incomplete task. Now we have another study to contend with. The new **Cooper Mountain Transportation Study** presents as a ping-pong match between the city in the county as to who's going to end up paying for the minimum needed improvements. **That should have been addressed in the concept plan and sadly was not.** South Cooper Mountain Community and Concept Plans are delivering densities greater than MANY Portland neighborhoods, but those neighborhoods enjoy access to more robust network of transit, arterials freeway access points. Beaverton is willing to spend its share of the billion-dollar plus Willamette Water Supply Project for resiliency but like Metro, has little if no demonstrable results in delivering transportation system resiliency. These divergent strategies perpetuate the myth of future transit as a realistic solution. Unlike the needed changes to school district boundaries, no effort has been made to adjust the Tri-Met boundary within the Cooper Mountain Planning sub areas, or within Beaverton. This transit boundary meanders throughout the subareas, yet **Tri-Met does not deliver service there.** There's a promise to service Mountainside High School, yet what the residents of the subareas witness is transit bypassing their service area and cutting through their neighborhood. Residents also see Tri-Met buses are breaking down, unable to transverse the steep grade

of Cooper Mountain (both North and South slopes). Tri-Met is a budget constrained entity with a diminished ability to serve expanded areas and is plagued by falling ridership. Past investments like WES ring hollow in efficacy. Ridership at Tri-Met is trending downwards. Metro was charged to define the Urban and rural Reserves. That task is incomplete, as “undesigned areas’ linger. The ambiguity of the undesigned areas create uncertainty in long range transportation planning and are a major planning obstacle in addressing North-South regional capacity. If greater Washington County is where the jobs that will support UGB expansions and growth are at, shouldn’t Metro complete the Urban-Rural reserves designations task?

Tri-Met bus breakdown 10-6-2014 6:30PM on SW 175th



http://photos.oregonlive.com/photoalbum/2014/10/trimet_bus_breakdown_10-6-2014.html

Tri-Met’s fleet is ill equipped to service the curves, hills and unimproved limited road network of the three Cooper Mountain subareas. When Cooper Mountain residents pay for Tri-Met service, cannot get regular transit or Lift Service (shown) and have their road network shut down due to mechanical breakdown, the result is diminished credibility of all partners involved. Transit cut through traffic is argued as in appropriate. Unlike Tri-Met, Beaverton School District avoid using SW 175th for student delivery to the area’s Mountainside High School.



A Tri-Met lift bus is shown bypassing service areas to cut through to another stop. The Tri-Met tax district meanders throughout the planning sub areas and missing in the South Cooper Mountain Concept and Community Plans are a policy framework for both transit service delivery and including services within the tax jurisdiction. It does not. The stated “Future Transit” is an unenforceable promise. The inequity of returns that Washington County receives versus tax collection is a known problem, as is the fact Tri-Met (actual) transit planning occurs only after construction is completed (roof counts).

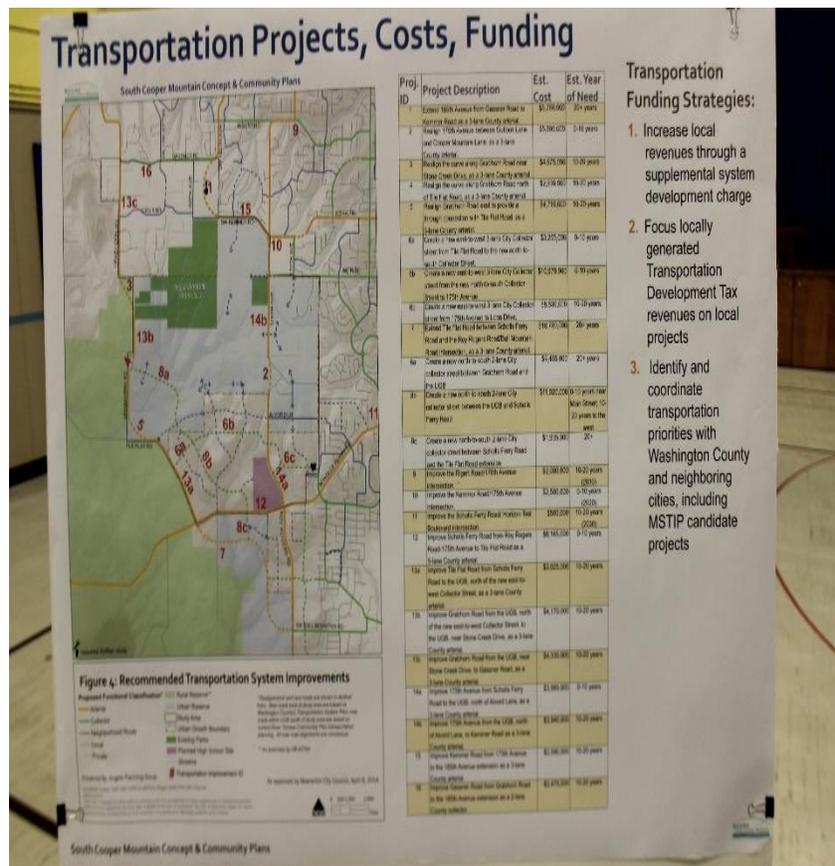
Washington County Deputy Pastori responds to a DUII arrest of a female subject (not shown). The single vehicle incident closed the only North-South arterial through the sub areas. Intergovernmental agreements for mutual aid are expressed in this photograph as a Beaverton Police vehicle is also responding, outside city limits. The sedan is shown between a chicken coop and a utility pole. Incidents at the “Kink” led Washington County to **limit truck lengths** on SW 175th Avenue, and to declare it a **Snow Zone**. If developed, **the Urban Reserve area will not be serviced with an all-weather network of roads** as the topography of Cooper Mountain has too many steep grades on all sides.



Display component of Beaverton/JLA Charette, circa 2014. Photo by Eric Squires

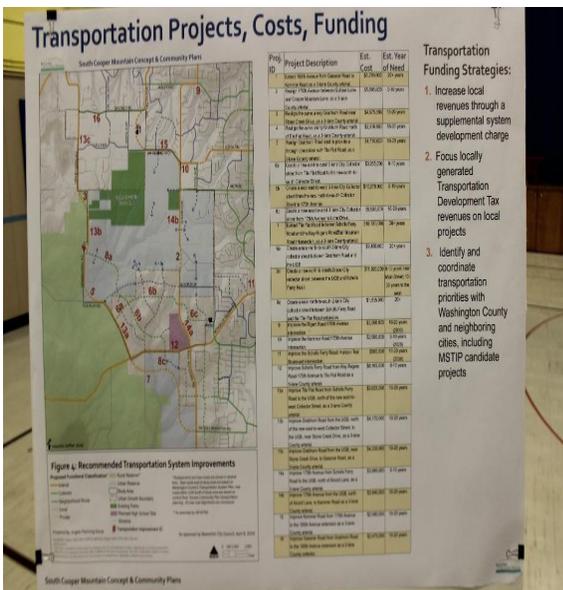
Charrettes displaying various drafts of the South Cooper Mountain Concept Plan were publicly displayed, but were they vetted?

Environmental advocates felt that the statements in the Concept and Community Plans to protect natural resources were empty promises as subsequently they witnessed a parade of applications to fill wetlands. Applications were approved in total – or partially. The wetlands were mitigated, but this is not the same as leaving resources “in place.” Beaverton Planning Commissioners even spent a portion of a session questioning whether they **could even** protect a wetland. And when they were advised by Beaverton Planning staff that this was a gray area, the Planning Commission decided not to take up this challenge. They would leave this up to the individual landowners to protect – such as Wetlands A (the major wetlands), owned by Ed Bartholomy. This was cross with promises to protect the natural resources of the South Cooper Mountain Annexation Area, implied by the photo below. Aggravating this mis-set expectation were clear cuts and slash burning. The absence of the county tree code incentivized landowners and developers remove all the trees, despite the immense value the public finds in mature tree canopy.





Joe Dills from Angelo Planning assisted the seated Valerie (Sohili) Sutton at the single South Cooper Mountain planning presentation to CPO6, the Washington County **Goal 1** mechanism for land use public involvement mandate compliance. The single largest annexation in Beaverton history received a scant 40-minute presentation, with a request that questions be submitted in advance. Incongruencies with the natural resource priorities presented as the slide prioritizes open water for protection, yet a pond on Ed Bartholomy's (South Cooper Mountain) property was slated to be decommission for development.



In funding infrastructure, Beaverton is unique city. **The city currently has a \$5 million budget shortfall for street maintenance.** Beaverton's city border is a latticework of street annexations that create numerous island parcels not within the city. The city effectively subsidizes the road maintenance servicing hundreds of parcels, and apparently does so in hopes of eventually servicing those tax lots. **Beaverton's application stipulates that it is dependent on private property owners and service providers and will be especially dependent for additional system development charges to finance the extraordinarily expensive improvements needed in the urban reserve area.** Beaverton, already in a leveraged financial position, maybe overextended and not able to service its plans for the area. Washington County already receives

requests from a handful of North Cooper Mountain land owners who have expectations set that they will eventually will be able to develop. These land owners look to both the County and the city and have no path forward despite years of implied permissions with the UGB inclusion of North Cooper Mountain subarea. While the market demand may be strong, market demand may not continue in a way that allows for pricing to absorb baseline system development charges, let alone enhanced system development charges required to develop and this expensive and challenging subarea.

Question: What is Beaverton doing differently to avoid mis-steps made in North Cooper Mountain in the Urban Reserves area?



<https://youtu.be/BwAxPmMbcB4>

<https://youtu.be/BwAxPmMbcB4?t=2954>

The 2014 Election Cycle brought competitive candidates to the Beaverton City Council, and in a public Q & A, John Samoza and Incumbent City Councilor Marc San Soucie squared off in a video recorded forum. Takeaways of this event include:

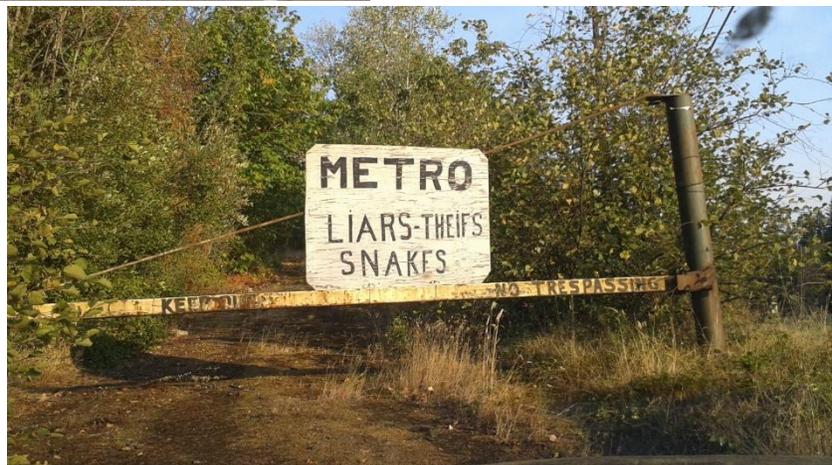
- **Consternation exists over South Cooper Mountain density targets.**
- **Beaverton’s borders are convoluted with street annexations that do not concurrently include adjoining parcels.**
- **Public involvement in the South Cooper Mountain Annexation Area was city focused, and a single meeting for the existing CPO jurisdiction, representing the unincorporated annexation area, was challenge as ‘thin’ civic engagement.**
- **Aspirations for transit are long standing, yet unfulfilled.**
- **Beaverton’s leaders are actively thinking about circulator systems like Forest Grove’s “Grove Link”.**
- **Apparent disgust over transit tax distribution exist, with concern that Washington County is a transit tax donor, whereas Multnomah County is a donee, and the delta of tax collection between those two entities leads to political conflict as scarce services are allocated unfavorably (to Washington County, and the City of Beaverton).**

The plans for all three subareas are frankly incomplete. If fully realized, they induce a tremendous amount unnecessary traffic, as urban amenities are practically unattainable without a personal vehicle. The terrain precludes all but the most aggressive active transportation, and the timeline for buildout if all three areas are fully realized, ensures a 20-year horizon before full active transportation network is in effect. The lack of walkable services, in conjunction with the unlikelihood that Beaverton would even entertain an application in any of the subareas for something like a traditional grocery store, offer a credible argument that **this is the wrong place to develop**. The irony that Beaverton’s community development code (CDC) will require a buildout of an active transportation network that will be incredibly underutilized. **With over 50% of the raw land and reserve area alone being undevelopable, this presents more as an opportunistic speculation for high-end housing instead a benevolent request for taking care of the general public’s housing needs.** Noticeably absent from Beaverton’s plans, but included in competing UGB Expansion Applications, are delineations for supportive housing: examples include mental health housing, elder care, and transitional housing. Wilsonville’s application is inclusive of addressing this essential community housing component. **The rhetorical question becomes this: is Beaverton a complete community if it relies on unincorporated communities such as Aloha to provide correctly zoned buildable parcels for supportive housing?**



A 2016 photo illustrates the clumsy transition from institutional development to rural farmland at the Mountainside High School. Cost over runs increased the budgeted cost of \$109 Million Dollars to \$185 Million Dollars. Smooth transitions are a desired outcome by Metro when transitioning from Urban, to Rural areas. The raised ball fields created immense drainage remediation needs, and this development is a hallmark loss for wildlife who depend on direct access to the Tualatin River for water. Neither Concept or Community Plan from Beaverton engrosses a wildlife corridor to river access, leading to increased wildlife-vehicle incidents.

Sherwood disclosed that conflict precluded that city from moving forward with the UGB application process. Some land owners in that area are distrusting of land use regulating entities, as expressed by this sign seen on Tonquin Road. Forcible condemnation was used to acquire the Mountainside High School site, this led to perceived instability of private land ownership by Cooper Mountain residents. What has changed to quell this concern when more land will be needed for the public good in developing Cooper Mountain?



Pronounced erosion issues facing South Cooper Mountain Heights Development are shown in this photo of their site, a 3-foot-deep eroded channel. Note that South Cooper Mountain Heights Development started out with their plans being 15% fewer homes due to topography constraints and they have just applied for modification for 30-unit reduction due to more topography constraints. This development is the first in South Cooper Mountain. It is on the flattest section of Cooper Mountain – not even in the challenging section of the Urban Reserves. This does not bode well for other attempts at maximum development on Cooper Mountain.



Photo by Eric Squires, shared with CPO6



Photo by Eric Squires

Shown is a rear end crash on SW 175th requiring a medical response. While a round-a-bout at Kemmer and 175th will transfer traffic some backups to the three subsequent stop signs, the area still suffers from dramatic constraints with limited roadway line-of-sight. Incremental remediation (paid by developers) of the line of sight issues as conditions of development may not keep pace with the publics' need for North-South capacity. Capacity constraints on arterials like SW Murray Blvd. send commuters outside the UGB looking for roadways that provide capacity.

Code enforcement is a talking point that Washington County and cities like Beaverton and Hillsboro use to explain their position that the best provider of Urban Services are cities. Illegal signage is a low enforcement priority, despite the mandate of the hallmark (HBA 66) Highway Beautification Act of 1966. Lady Bird Johnson and her husband President Johnson ushered in legislation that mandates that a sign control program must be in place so entities like Washington County and Beaverton may benefit from Federal funds. Residents rarely see sign sweeps but do so on occasion. Lax enforcement on sign code issues suggests lax enforcement of building codes is also a problem. The Arbor Station HOA sought the help of CPO6 as their subdivision was mired in construction defect litigation. If “Permits Protect” why did so much poor construction pass inspection? Builder authored custom Sales Agreements mandated arbitration, a stipulation not normally found in OREA (Oregon Real Estate Agency) forms. Signs shown here distract from the safety signs allowed as described by (MUTCD) Manual for Uniform Traffic Control Devices. Oregon law prescribes signs of this type as chattel of the land owner where they are placed, absent an agreement otherwise. The sign plastic used is called ‘coroplast’, and it may contain hydrogen bromide, a mutagenic chemical. Coroplast leeches when exposed to heat and moisture. Roads here are infrequently cool and dry.





Unfortunately, SW 175th capacity collapsed hours before the first open house Beaverton hosted for the South Cooper Mountain Concept Plan at Scholls Heights Elementary School. This photo was taken that day. 20 plus minute traffic queues for Southbound traffic to get to SW Scholls Ferry Road placed Beaverton on the defensive. Question: If traffic is this bad now, what will it look like when you add all these new houses? Where are the new roads? What about transit? Photo by Eric Squires

Steep grades on Cooper Mountain makes most active transportation untenable for most bicyclists, pedestrians too. Only a select few bicyclists will be using the proposed, expensive facilities, and mostly during fair weather. 175th is icy very early in the season and receives more rain than Portland. Is this disproportionately big investment for a very small percentage of the population a wise regional choice?

Photo by Eric Squires

Beaverton South Cooper Mountain Concept Plan: Existing Transportation Conditions
May 01, 2013

DKS

Table 2: Existing Pedestrian and Bicycle Characteristics

Roadway (limits)	Sidewalks	Bike Facilities
Scholls Ferry Road		
River Road to 175th Avenue-Roy Rogers Road	None	Intermittent shoulder
175th Avenue-Roy Rogers Road to Teal Boulevard-Horizon Boulevard	Intermittent Sidewalks	Intermittent shoulder
Teal Boulevard-Horizon Boulevard to Murray Boulevard	Both Sides	Bike Lanes
Gassner Road-185 th Avenue		
Grabhorn Road to Bany Road	Intermittent Sidewalks	None
Bany Road to Farmington Road	Intermittent sidewalks on the east side	None
190 th Avenue-Kemmer Road		
Gassner Road to 175 th Avenue	South side from 190 th Avenue to Mayberry Place, and north side east of Mayberry Place	None
175 th Avenue to 170 th Avenue	None	None
170 th Avenue-Weir Road		
Kemmer Road to 160 th Avenue	Intermittent Sidewalks	Bike lane on east side of 170 th Avenue and north side of Weir Road near Ledgestone Drive
160 th Avenue to Murray Boulevard	Both sides	Bike lanes east of 150 th Avenue
Grabhorn Road (Farmington Road to Tile Flat Road)	East side north of the entrance to the Jenkins Estate	Bike lanes north of Leland Drive
Tile Flat Road (Grabhorn Road to Scholls Ferry Road)	None	None
170 th Avenue (Bany Road to Rigert Road)	Both Sides	Bike Lanes
Rigert Road-175 th Avenue		
170 th Avenue to Kemmer Road	Intermittent Sidewalks	None
Kemmer Road to Scholls Ferry Road	None	None
Roy Rogers Road		
Scholls Ferry Road to Bull Mountain Road	None	Shoulder
Bull Mountain Road to Scholls-Sherwood Road	None	Shoulder
Murray Boulevard (Brockman Street Beard Road to Scholls Ferry Road)	Both Sides	Bike Lanes

Pictured here is SW Rider Lane looking at SW 175th, with a disabled vehicle and its' trailer. Rider is one of the first pull outs when vehicles fail under the pressure of the steep grade and is often blocked as a result. Like the ice and snow that cause havoc on SW 175th, summer heat often is the cause of vehicle breakdowns. An all-weather, around the mountain solution is a better place to invest scarce transportation infrastructure investment. Photo by Eric Squires, a resident of SW Rider Lane since the 1960's.



Essential Tasks: “Getting to a YES for Beaverton”

- Metro completes Urban Rural Reserve delineations with the guidance of the Oregon Legislature, eliminates “Undesignated Areas”.
- Metro and JPACT find and allocate funding for a long-term transit strategy connected to land use densities (for the UGB Expansion Area, and the other two other Cooper Mountain sub areas) prior to granting Beaverton’s UGB request. This is expressed as identification of transit service providers, with contractual obligation with those providers to minimum service provisions. These minimum service provisions comport with Metro Scope input variables used to plan area density, and service provisions are expressed in fixed transit routes with stated schedule frequency.
- Beaverton submits a plan with related finding mechanism to assist and relocate low income residents displaced by gentrification of the three sub areas.
- Metro, Washington County, Beaverton, Tigard, Sherwood, and Hillsboro execute and codify a regional strategy that completes the Westside Transportation Futures Study aspirations with the selection of a North-South corridor sufficient to support all traffic modes in a safe, all weather route. While a freeway may not be a political reality, a limited access parkway that connects Highway 99 with Highway 26 via the flatlands West of Cooper Mountain is an essential condition of UGB expansion. This is a required, yet incomplete planning task, essential to facilitate vehicle speeds that reduce pollution, and honor the Metro policy work expressed in the “Climate Smart Communities Scenarios” This planning work encompasses a second goal of connecting Highway 99 and 26, along with limited access connectivity to Interstate 5 to service growth areas of Washington County.

- Beaverton updates the Adopted South Cooper Mountain Community Plan to include adequate wildlife corridors to the Tualatin River, servicing all three Cooper Mountain planning sub areas.

Ongoing Issues in NEED of Planning Solutions:

- SW 175th South of Kemmer is a SLIDO delineated landslide area, and the slide affects the road surface in its' entirety.
- LIDAR data errantly delineated home site excavations as landslide hazards yet other steep slopes were obscured by trees. Updated mapping should be used to validate Concept Plans before adopting Community Plans for this area. Data sets should be used as UGB expansion evaluation, not done after the proposed UGB expansion.
- The area shows conflict with multiple school district boundaries. To avoid the boundary issues that still plague Aloha, planning work is essential here. Solutions should feed in to planning to set long term expectations, and make schools serve the immediate community. Mountainside High School is a glaring example of a school failing to serve the immediate community.
- Goal 1 prioritizes civic engagement. Residents of the Urban reserve area must reconcile several entities for development information. While a CPO is active, Beaverton for example will not share electronic information directly with the CPO. This must change. Tigard, King City, Sherwood, Hillsboro, THPRD, Willamette Water Supply, TVWD, ODOT, Metro, DOGAMI, Tri-Met and Clean Water Services are mentioned as decision makers that partner with and influence happenings at Cooper Mountain. Beaverton staff failed at delivering appropriate decorum in Goal 1 intent.
- The State of Oregon delivers a prescriptive housing product mix, and in the scenarios set for Cooper Mountain generally, the product mix fails to reflect the diversity of the city who aspires to facilitate its' development. Nomenclature migration now allows for small lots to wear "executive housing' monikers. Manufactured homes, ADU's, and micro-apartments are missing from the product mix here, and the State owns responsibility for the abysmally thin product selection, yet Beaverton must step up and advocate for matching the housing mix to better reflect demographics. Multigenerational housing is an additional product type apparently un-addressed yet needed and desired by many cultures. Ranch style housing that eliminates stair hazards is limited, and is a safety essential for many, like our elder population.
- Planning for chattel needs enhanced attention. If residents of the "Greatest Place" Metro aspires to make want to fully enjoy this place, boats, RV's, and trailers begin a long list of items that dense urban development fails to provide space for. But, these items enhance our quality of life. South Cooper Mountain and Urban Reserve plans allocate very little if any space for RV storage, and arguably preclude even executive housing from having enough space for storage on their own property.

Requests for more information and clarification invited.

Eric Squires

17172 SW Rider Lane, Aloha Oregon 97007

UGB2018@EricSquires.com



Metro Councilors
& Metro Planning
600 NE Grand Avenue
Portland, OR 97232

July 9, 2018

From: Members of Steering Committee of CPO6 (Aloha, Cooper Mountain, Reedville) Community Participation Organization

Re: Testimony regarding Urban Growth Boundary Decision

A majority of our Steering Committee met to discuss the Metro Urban Growth Boundary Report published on July 3, 2018. We also discussed the City of Beaverton's proposal to extend the Urban Growth Boundary to include the Urban Reserves on Cooper Mountain. We agreed that we do not support Beaverton's total proposal package at this time.

Our community often brings up issues regarding Land Use. But many participants also bring up the following issues and are asking for solutions for the public problems that exist for the 50,000+ residents within our CPO area:

- Housing Affordability / Homelessness
- Lack of Accessible Public Transportation
- Traffic (poor mobility)

When we view the Beaverton proposal, we believe that most of the new area proposed for possible annexation is not feasible for Affordable Housing due to lack of proximity to public transportation and public services and affordable shopping (on foot). Beaverton Planners have no plans for City-sponsored transportation for this area and Tri-Met has no plans either – note: the new addition to the UGB is in a snow zone area with 12-24 degree grades. The traffic is already below Oregon state mobility standards. Two of the intersections near this area are in the top 10 crash sites in the state. The roads are overcrowded as well as not as safe as we would want them to be for our community, hence the Cooper Mountain Transportation Study is underway – but the solution is years away. While our transportation agencies are catching up with the existing and near-term residents, we ask that the City of Beaverton not add these additional 3700+ housing units right in the middle of the problem. At least wait until some of the transportation infrastructure is in place.

Beaverton contends that this mid-section of Cooper Mountain is essential to completing the connectivity of their services' infrastructure. But this would likely come at the expense of what now is park-like setting for the residents all around our community. Currently, when you look up at Cooper Mountain from all four sides, and even from Washington Square, you see "Oregon Green." This is an important mental and physical health ingredient which everyone in our community, no matter what their socio-economic situation, can enjoy. Most residents want to keep their large taxlots intact.

We will be discussing this in detail in our upcoming CPO6 meetings and have more feedback for you, our Metro Councilors, in the future.

Thank You for considering our Community Input,

CPO6 - Steering Committee & CCI Representatives

Name	CPO Position	Address
Liles Garcia	Chair	20215 SW Carlin Blvd Aloha, OR 97007
Sam Louke	Vice Chair	16800 SW Siler Ridge Ln Beaverton, OR 97007
Raymond Eck	CCI	19641 SW Boulder Ln Aloha, OR 97007
Leslie Shaw	CCI Alt.	17853 SW Hart Dr Aloha, OR 97007
Fran Warren	CCI Steering	17830 SW Outlook Ln Beaverton, OR 97007

Metro Councilors
& Metro Planning
600 NE Grand Avenue
Portland, OR 97232.

09 July 2018

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

Re: Written Testimony regarding Urban Growth Boundary Decision for 2018+

I am submitting this written testimony for your consideration as you deliberate whether there is enough land in greater Portland's urban area for 20 years of growth. You will be deciding what areas are best suited to handle future growth if needed. I am providing testimony on those area's proposals – focusing on Cooper Mountain, in particular.

Since my remarks are quite lengthy with documentation, I will have a 2-page letter here with the backup references and data as Attachments. I will also be addressing options on how we might meet the regional forecasted housing needs based on the four cities' proposals.

	Name of urban reserve	Gross acres	Buildable acres	Homes planned
Beaverton	Cooper Mountain	1,242	600	3,760
Hillsboro	Witch Hazel Village South	150	75	850
King City	Beef Bend South	528	400	3,300
Wilsonville	Advance Road (Frog Pond)	271	192	1,325

I am opposing Beaverton's proposal package "as is" at this time based on the following factors:

- 1) The South Cooper Mountain (SCM) High Growth Community is not fully meeting Metro's Regional Urban Growth Goals and Objectives as demonstrated thus far to current community residents
 - 2) Need to protect more Edge Habitat and Significant Natural Resources
 - 3) Serious Current Transportation restrictions cannot support identified additional residents
 - 4) Lack of viable Affordable Housing options in Cooper Mountain area
 - 5) Landslide, soil and other geological challenges especially for identified infrastructure connectivity
 - 6) Inadequate Transportation Infrastructure Funding: Beaverton is proposing 3700+ more homes within 10 years of the 6K homes just added along Scholls Ferry & 175th (not including North Cooper Mountain); and within 4 miles of the 9K homes in South Hillsboro with no North-South Corridor identified or funded.
- ❖ **Alternatives:** Utilize North Cooper Mountain First (no development activity posted since 2014); utilize the other 3 cities' proposals first (excellent transportation, protection of natural resources, and affordable housing in the immediate areas close to services and public transportation); select a single one of the Beaverton proposed neighborhoods which has the least impact on the above issues.

In my capacity as president of 175th Neighborhood Association, a grass-roots organization representing the residents of the 400 homes along 175th which have no other access to the outside world other than 175th. Our group focuses on transportation around Cooper Mountain. I have been approached in large community

meetings by many of the other current owners/residents living in the current Urban Reserve Area of Cooper Mountain regarding the UGB expansion. They have been expressing their feelings regarding the expansion and I find that virtually all are adamantly opposed to Beaverton's proposal – and likely future annexation. Most residents have no intent of selling their properties for subdivision, so the land would remain idle – much like that of North Cooper Mountain (which was annexed at the same time as SCM but only now has its first permit for 23 sublots). There are a couple of landowners in the Urban Reserve area who purchased in the past decade who might wish to develop for speculative profit, but they definitely are neither the majority of resident taxpayers in number nor the majority in acreage.

I am also a volunteer member of Intertwine working on the Oak & Prairie Strategic Action Plan as well as the Connectivity and Corridors Strategic Action Plan so I have a reasonable background in conservation of the natural resource areas. And I am an active member in the Community-at-large as a leader in the Community Participation Organization. I believe this region-wide exposure provides me with some insights across Washington County as well as across the Portland-Vancouver region and a reasonably pragmatic perspective on needs for the greater public good in the Metro area.

I am hoping that the Metro Council will make a decision that is, indeed, for the greater public good. Please consider all of the attributes and challenges for our region in total and provide the managed growth opportunities that fully match the functional metrics which you have laid down in the past. All growth comes at some cost to everyone in the area, so let's invest wisely and make the decision for the long term as well as for the short term realization. I am a promoter of partnership with our governing agencies and in timely, accurate information dissemination both to the governing agencies and to my neighbors. I will always continue to do my best to assist in this way.

Please note that a large number of the residents have offered to provide signatures at a later date to support this position. These signatories represent a major portion of landowners of the suggested 600 acres of the buildable land in the Urban Reserve of Cooper Mountain.

Thank You,

A handwritten signature in cursive script that reads "Fran Warren". The signature is written in black ink and is positioned below the "Thank You," text.

Fran Warren

❖ Alternatives/Recommendation:

Since I could find no finite target numbers in the “DISCUSSION DRAFT of the 2018 GROWTH MANAGEMENT DECISION Urban Growth Report Published July 3, 2018,” it is hard to know what the alternatives truly are. I would say that there are certainly pro’s and con’s for any city’s expansion requests, but I do feel that the Beaverton request falls short of meeting the Metro Goals and Objectives for expansion for the public good of the region at this time.

- If Beaverton does decide that they need to expand the city limits in the future, I recommend that they look for more substantive ways to protect the true jewels of their community now. These irreplaceable jewels are the natural beauty of these Urban Reserves right within their communities. The current and future residents in this matured Urban Reserve area as it exists today are committed to being the stewards of these natural resources with no added financial burden to the region.
- I suggest that Beaverton look for more infill opportunities closer to public services and transportation with greater flexibility for achievable Affordable Housing.
- For infrastructure connectivity on Cooper Mountain, they need to revise their mapping so as not to plow right through the deepest tree and understory canopies in all of the state in order to put in a sewer line to drain off water that the trees are already retaining and filtering now.
- Until more developments have been realized in SCM and there is more experience as to the actual buildable lots (versus projections) as well as unplanned issues that arise from the topographical challenges of this terrain, we should wait to consider building 3000+ more homes in this hillside area.
- And finally, the City of Beaverton needs to wait a little longer until the funding and actual construction of key parts of the transportation infrastructure catches up with the construction and occupancy of the new homes in the area. Exhibit 4 demonstrates that Washington County is engaged in researching this significant transportation problems in the area but acknowledges that the solutions and funding are on the distant horizon

I believe this is a prime example of where our leadership can provide incentives for building upward in our region or for infill. Until we have at least some of the appropriate transportation and public services infrastructure in place, continuing to expand outward to absorb the additional people is not a strategy that will work indefinitely especially if the area is not planned to absorb them in a smart way. This suburban/rural area of Beaverton will not have this infrastructure in place for decades. Let’s truly plan for the future and look at creating welcoming family communities for all age groups and ethnicities in a very wide range of socio-economic situations. These new communities should be near rail line/mass transit routes which are expandable and where most of the absorption should be focused, not on the fringes where infrastructure is not able to support that kind of population pressure. We have a great resource of strategic planners in our communities who could partner with Metro to design and develop these communities of the future. There’s still time. Lets create communities which truly reflect all 6 of the goals and objectives of Metro and what Oregon really is: a healthy, clean, green, welcoming place with growth opportunities for all.

SUPPORTING INFORMATION/DATA :

1) The South Cooper Mountain (SCM) High Growth Community is currently not fully meeting Metro's Regional Urban Growth Goals and Objectives according to current community residents:

Metro's Urban Growth Report Dated 03 July 2018, Executive Summary, states:

To guide its decision-making, the Metro Council, on the advice of the Metro Policy Advisory Committee (MPAC), adopted six desired outcomes, characteristics of a successful region:

- a) *People live, work and play in vibrant communities where their everyday needs are easily accessible.*
- b) *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*
- c) *People have safe and reliable transportation choices that enhance their quality of life.*
- d) *The region is a leader in minimizing contributions to global warming.*
- e) *Current and future generations enjoy clean air, clean water and healthy ecosystems.*
- f) *The benefits and burdens of growth and change are distributed equitably.*

Note: There is some confusion in the community about just how much the SCM Concept and Community Plans actually cover. When I speak to community stakeholders, they believe that those plans cover only SCM – but when I hear the City of Beaverton speak about these 2 plans they now infer that the Concept and Community Plans actually take the whole Cooper Mountain area into consideration.

If we were to project the future projects based on the City of Beaverton's demonstrated approvals for South Cooper Mountain development:

- a) South Cooper Mountain is being constructed as an outlying area (not downtown), more like an urban sprawl, where all residents are dependent upon their automobiles to get to everyday services such as work, doctors' offices, family grocery shopping and even gasoline and automobile services. The Urban Reserves are at least 1-mile away from these daily services and the routes are via 12-24 degree grades – extremely difficult to walk or bike with packages or children in hand.
- b) The benefits of change are not distributed equally as the current residents of mid-Cooper Mountain have been committed to being stewards of the environment in preserving these natural resources for the benefit of the greater community as well as for themselves. One community leader from Reedville stated, "I wish they'd make the Urban Reserves into a big park for the whole region."
- c) There is inadequate nearby public transportation. Current roads are inadequate and many commuters are known to be cutting through neighborhood streets to avoid traffic jams.
- d) The design and location of this expanding suburban area makes the residents heavily dependent on their automobiles as there is a lack of daily services nearby. This, along with logging of the mature trees in the Urban Reserves, impacts clean air and contributes to global warming.
- e) Reducing the natural resources that are so abundant in the Urban Reserves on Cooper Mountain will further impact the air in the region as well as water and healthy ecosystems as will be demonstrated later in this testimony.
- f) There is no infrastructure for affordable housing as will be demonstrated later.

2) Need to protect more Edge Habitat and Significant Natural Resources (relates to Metro Goals & Objectives above):

The City of Beaverton has not yet demonstrated that they have committed to the goal: “Current and future generations enjoy clean air, clean water and healthy ecosystems.” We see conflict as the SCM projects progress with City approvals reducing wetlands and open spaces. Now with the new planned Urban Reserves neighborhoods eliminating some of the deepest tree canopy in the Metro area, there is more vagueness in this commitment.

- The wording in the SCM documents is too ambiguous with words such as “Beaverton could do these things” or “the homeowners might do the following,” but there is no Ordinance or documentation to enforce many of the perceived goals as commitments.
 - Existing trees are being removed in favor of the convenience and cost-reduction of development. Guidelines and Ordinances for tree removal apply to homeowners but are being circumvented with Conditions of Approval for developers. Staff recommendations have consistently been in favor of the applicants for the removal of trees. New tree plantings do not come close to the benefits of conserving mature tree canopy, tree cavities and understory shrubs as will be demonstrated later in this paper.
 - Preservation of wetlands has also come as a secondary priority such as in the application by the Beaverton School District for Mountainside High School. Wetlands are being reduced and compromised with Conditions of Approval. The Ridge, another subdivision being considered in SCM, is set to be built across a documented prime wetland in SCM, with conditions – but still, it will be compromising a valuable natural resource essential to the ecosystem.
 - Light and sound pollution caused by the high school design of flagship fields raised on mounds due to water tables have created hardship for existing residents as well as wildlife. Example: when Oregon State University utilized the field for Spring practice. Imagine a university band playing very loudly in the middle of a residential neighborhood when this was never a consideration during permit hearings. The existing residents were impacted significantly.
 - When 175th was totally revamped along a ½ mile area at the high school location, there was no provision for a wildlife crossing. It was called to the attention of Beaverton Planning and to Metro that this section of the road was demonstrated to bisect a known wildlife corridor and a request was made to fund a wildlife crossing. There was no support from the City of Beaverton for this request. The revamping would easily have lent itself to a wildlife crossing at that time as the road was torn up completely for major storm water drainage and sewer lines, but this is no longer financially feasible.
 - South Cooper Mountain Heights is the first, and likely the largest, of the developments in South Cooper Mountain. Open Spaces have been approved for reduction in each of the first four phases and then deferred until the final phase, at which time it will be left to the homeowners to determine if they will accept responsibility to maintain this area. Now Phase five is being reduced due to construction restraints.
 - As homes are being built in SCM and the land is being totally bulldozed and graded, and fences to be put up, there is zero opportunity for connectivity for seeds, large or small wildlife. There are no corridors and the wildlife is now trapped up in mid-Cooper Mountain. We have bobcats, deer, a multitude of coyotes, and unbalanced wildlife already. The screaming hawks and bald eagles were pitiful to hear when their nesting trees were removed to build the artificial turf fields and storm basins for the new high school. Some of the wildlife from the wetlands below have moved up to The Creeks and to the “edge habitat” which supports Cooper Mountain Nature Park.

➤ WHY WE NEED TO DO MORE TO PROTECT EDGE HABITAT AND SIGNIFICANT NATURAL RESOURCES (SNR) - HEAVY NATURAL TREE CANOPY – IN AREAS DESIGNATED FOR 10-15 HOMES/ACRE:

As I have mentioned above, SCM is already encroaching upon the significant natural resources on Cooper Mountain but the Urban Reserves area has even greater impact.

Beaverton has acknowledged that there are 1232 acres in the Urban Reserves with only 600 developable acres due to SNR and slopes. But I also maintain that at least another 100+ should not be made available for development – but rather considered as part of the protected, “Creeks” neighborhood. To this end, Beaverton Planning has unfortunately miscategorized the characteristics of the Urban Reserves on Cooper Mountain. **EXHIBIT 1** shows the proposed neighborhoods in the Urban Reserve area. **EXHIBIT 2** is an analysis of a section within the Urban Reserve area which has, likely, one of the heaviest tree canopies in the Metro region. I used a US Forest Service tool, i-Tree, to measure this canopy – note this is the canopy and not the actual number of trees. The section even includes 175th paved roadway – and some of the ravine by “the kink” in the road (which Beaverton is anxious to straighten – much against the wishes of the 400 residents who live along 175th). The 35-acre section identified as “Outlook Woods+North Cooper Mountain Ln” = 92% tree canopy; even if we include the area including 175th roadway and the ravine known as “the kink,” the tree canopy cover is approximately 88%.

- *One mature tree absorbs carbon dioxide at a rate of 48 pounds per year.*
- *In one year, an acre of forest can absorb twice the CO₂ produced by the average car’s annual mileage.*
- *Deforestation accounts for up to 15 percent of global emissions of heat-trapping gases.*
- *Two mature trees provide enough oxygen for one person to breathe over the course of a year.*
- *Forests are the largest forms of carbon storage, or sinks, in the U.S.*
- *In one day, one large tree can absorb up to 100 gallons of water and release it into the air, cooling the surrounding area.*
- *Forests improve public health by keeping pollutants out of our lungs by trapping and removing dust, ash, pollen and smoke.*

<https://www.americanforests.org/explore-forests/forest-facts/>

Outlook Woods is only one of several areas in the Urban Reserves which have Upland Habitat and Riparian Habitat as well as heavy tree canopies – and are not designated as protected within THE CREEKS neighborhood. There are areas which have natural ponds on the properties and other areas which have open meadows and yet others with different forms of natural resources, all of which form a healthy environment for the thousands of residents in South Cooper Mountain. The students of Mountainside High School can view the natural settings to the north of the school and, if left intact, the students will have the opportunity to see wildlife nearby. At this point, the homes at the edge of the SCM boundary are seeing the larger birds of prey demonstrating extreme anxiety. A turkey vulture pair’s nest has been removed since last year and they cannot find it for breeding. Same is true for a pair of bald eagles that have lived in in the Alvord Ln forest. These are migratory birds for this area but considered important to the ecosystems of Oregon. They may not be in the riparian counts depending on time of year, etc.

Facts about trees from Metro:

- Value of Portland’s public trees: **\$2.3 billion**
- Financial benefit for every \$1 invested in trees in Portland: **\$3.80**
- Amount trees add to average home sale price: **\$7,020**
- Degrees that trees can drop a building temperature in summer: **20**
- Oxygen the average tree produces in a year: **260 pounds** (roughly half of what a person needs)
- Average rainfall a mature tree’s leaves can catch in a year: **760 gallons**

- Nesting birds a mature oak can host: **10 to 15 pairs**
- Average life span of an urban tree: **8 years**
- Age when a tree reaches its most productive stage of carbon storage: **10 years**

Sources: [Metro](#) regional government; Portland Parks & Recreation [October 2007 study](#), "Portland's urban forest canopy"; [Friends of Trees](#); [USDA Forest Service](#); [International Society of Arboriculture](#)

- According to the WASHINGTON COUNTY JOINT CPO TREE GROUP Review - In 1991 the Beaverton Board of Design Review defined:

1. An individual tree shall be considered significant if the Board finds:

- (a) *The tree has a distinctive size, shape, or location that warrants a significant status; or*
- (b) *The tree possesses exceptional beauty which warrants a significant status; or*
- (c) *The tree is significant due to a functional or aesthetic relationship to a natural resource.*

2. A grove as defined in Section 90 shall be considered significant if the Board finds that:

- (a) *The grove is relatively mature and evenly aged; and*
- (b) *The grove has a purity of species composition or is of a rare or unusual nature; and*
- (c) *The grove is in a healthy growing condition; or*
- (d) *The grove has a crucial functional and/or aesthetic relationship to a natural resource*

Yet, the “edge habitat” of Outlook Woods and other major stands of trees within the Urban Reserves do not have this protection in the proposal for the UGB expansion. Many of these heavy tree canopies are within areas slated for development in neighborhoods of 10-15 homes/acre which would break down these contiguous groves.

- WATER RETENTION not WATER REDIRECTION –

I will address this later under section 5) regarding soil and erosion. I did walk the woods with Brian Martin, the Beaverton Planner and Project Manager of the Urban Growth Boundary proposal, who gave up his quality time to view the situation first-hand. Our walk was during summertime, so it was difficult to demonstrate the underground water creeks and streams (which are not documented on the maps). One of my neighbors had removed some trees and now they had to install a sump pump due to flooding and another neighbor has a major channel for the flow of water to allow for the winter collection for storm water. Anywhere that anyone has removed any trees, we’ve had to make allowances for water redirection of some sort until the understory catches up. Certainly, pavement and new trees cannot make up for this. I have included in **EXHIBIT 3** on page 4, photos of some plants which typically grow only along waterfalls (and they only bloom here during heavy rainfalls) – and these appear during heavy winters here on Cooper Mountain in the Urban Reserves (alongside my driveway). Note: some of the trees in Outlook Woods are cedars which absorb more water than average.

- “More than half of U.S. drinking water originates in forests. One large tree can capture and filter up to **36,500 gallons** of water per year. On average, a mature tree can absorb 36 percent of the rainfall it comes in contact with. Forests capture rain in the canopy and on the forest floor, reducing stormwater runoff and flooding.” [Forest Facts - American Forests](http://www.americanforests.org/explore-forests/forest-facts/)

- PROTECT/POPULATE METRO’s COOPER MOUNTAIN NATURE PARK –

“Edge Habitat” is essential to protect nature parks – and not just the 50 feet of protection on each side, but an area for wildlife and plants to rest and to propagate. Outlook Woods, a 25-acre section of the tree canopy identified in **EXHIBIT 2** is such an “edge habitat.” I have lived in this area for 35+ years and have been documenting the wildlife corridors and connectivity and

making available to Metro. It is very clear from the photos, scat and animal trails that wildlife travels from Outlook Woods northwest to the Cooper Mountain Nature Park and then back again (they used to travel down to the National Refuge – but too many have been killed by autos since the construction). **EXHIBIT 3** shows deer/stags and does with their fawns resting on our grassy area under the trees, bobcat, red-legged frog, and a number of bird families that use the tree cavities.

Note: in Florida, I visited a number of regional parks where they built housing developments up to 100 feet of the edge of the park and the endangered bird life was decimated due to feral cats, disease from housing, etc. The Florida Planners told me that if they had to do it over again, they would have insisted on a far greater “edge habitat” of protection to the parks.

➤ **“VOLUNTEER” OAKS -**

Preserving Oregon White Oaks is one of the justifications for the Cooper Mountain Nature Park and now we have 10 “volunteer” Oregon White Oaks appearing on the vacant meadow just north of Outlook Lane. This is likely because of an “oak release” I did in our woods and with help from some of the 6 different species of woodpeckers we have in the edge habitat helping to propagate these seeds. There are only 1% of these disease-resistant, fire-resistant, long-living trees left in our state – and now we have these Oregon White Oaks popping up voluntarily because of the natural state of the Urban Reserve. This particular meadow is also included in East Hills neighborhood and happens to be part of the corridor for the wildlife crossing to the Nature Park and an excellent hunting ground for the raptors in the area – Cooper Hawks, etc.

➤ **OTHER CITIES’ DEMONSTRATED COMMITMENTS –**

Wilsonville has demonstrated commitment to preserving trees, especially oaks as they have done by allocating special taxation (or tax credits) to developers for this purpose. Tigard has a tree credit to developers for preservation of existing trees (rather than clear-cutting and replanting with seedlings).

3) Serious Current Transportation restrictions cannot support identified additional residents

- CURRENT TRAFFIC IS ALREADY BEYOND CAPACITY ON MANY ROADS going over Cooper Mountain even before the High Growth communities and new high school have been built (see **EXHIBIT 4**) – many of these issues may be resolved EVENTUALLY at full build-out, but the traffic resolution will take a period of years, uses MSTIP funding already and is dependent upon the developer completing all phases of the SCM development as planned. Until that time, the residents will be subjected to inadequate roadways and public transportation.
- Current traffic on 175th is a major deterrent to sales of current properties. Real estate agents have advised sellers to drop asking prices by \$30K+ strictly due to negative comments from potential buyers about traffic.
- A VERY KEY TRAFFIC BOTTLENECK IS 175TH AND KEMMER which is currently being reconstructed as a roundabout. But this roundabout has no guarantees of resolving the mobility to meet Oregon standards – and it is constrained, it cannot be enlarged – no new lanes can be added if the mobility does not meet Oregon state standards.
- 175TH HAS TRADITIONALLY BEEN UNSAFE DURING INCLEMENT WEATHER conditions and, fortunately, Washington County has now identified this as a SNOW ZONE. This past winter, we have had far fewer pile-ups and abandoned vehicles. Grabhorn, the other North-South commuter road in

the vicinity of the High Growth Communities of Cooper Mountain is also a winding, steep-sloped road, so there are no safe, flat, all-weather roads in the near vicinity appropriate for cars, buses, bicycles, freight, etc.

- During the SCM Concept and Community Planning approval hearings, members of the Tigard Planning Department had commented on the risks to students walking across the 175th and Scholls Ferry intersection as this is a very wide and very heavily used intersection. Beaverton Planning did not make allowances for this concern. Now a TVF&R Lieutenant is speaking up at public meetings as he has the same concerns on this pedestrian issue and raising the question as to whether a pedestrian skyway is in order to protect the students (especially those who might be distracted and not aware of quiet electric automobiles).

4) Lack of viable Affordable Housing options in Cooper Mountain area:

- While Beaverton has done a great job of developing their downtown area(s) and demonstrating an excellent inviting all-inclusive community, the outlying areas are not lending themselves to the Affordable Housing opportunities.
- The Cooper Mountain area is not conducive to Affordable Housing due to its lack of proximity to public transportation and to public services. The SCM complex has no office spaces, no doctors' offices, no mental health clinics, no shopping and public transportation is difficult at best. These problems are worse as you go up Cooper Mountain – it is steeper and more removed.
- The housing prices in the SCM community may have a viable range, but the Urban Reserves homesites are definitely of the upper price range. Tax Precinct 938 on Cooper Mountain is one of the highest taxpaying precincts in the state. Many of these residents could live in other states, but they chose Cooper Mountain Urban Reserve area for the physical and mental health advantages afforded by the natural surroundings. We would not want to drive them out of this area by hemming them in with dense housing on all four sides manifested by tree clear-cut and elimination of those natural benefits. Kemmer Ridge Estates, currently in development at the 175th and Kemmer intersection is base-priced at \$550-\$650K on R-6 zoned lots.
- Many of the homes in the Urban Reserve area are currently on minimum 1-acre lots and in the \$1 million price range. Mid-Cooper Mountain, the Urban Reserves, has no public transportation now and with it being in a SNOW ZONE, its not a practical route during winter either. Residents who have any disabilities would have challenges with the remoteness as well as the terrain in the Urban Reserve areas.
- Virtually all residents in the Urban Reserve area on Cooper Mountain find it a necessity to have at least one all-wheel drive vehicle so they can get out of their homes during the inclement weather.
- **EACH OF THE OTHER 3 CITIES HAS DEMONSTRATED OPTIONS FOR AFFORDABLE HOUSING WITHIN THEIR UGB option areas, eg Villabois.**

5) Landslide, soil and other geological challenges especially for identified infrastructure connectivity

- SEE **EXHIBIT 5** FOR THE GEOLOGICAL MAPS showing the existing landslide terrain. East Hills has the greatest landslide area, but on the map, you can see a small scarp at the edge of Outlook Woods where the land has slipped due to landslide over time. The tree canopy and understory have saved the erosion.

- One of Beaverton’s key arguments for the integration of the Urban Reserves into the City boundaries is the connectivity of infrastructure (namely sewers, etc). Some of their plans show these connections going right through the deepest tree canopy and understory. These areas are preventing the erosion downhill so the net costs and damages would be far greater than the benefits as there are other options and paths.
- **THE THREE OTHER CITIES’ OPTIONS HAVE SIMPLER FLATTER LANDS WITH EASILY DRILLABLE SOILS FOR THE INFRASTRUCTURE RATHER THAN THE DIFFICULT SUBSOILS OF COOPER MOUNTAIN.**

6) Inadequate Transportation Infrastructure Funding:

- Beaverton is proposing 3700+ more homes within 10 years of the 6K homes just added along Scholls Ferry & 175th (not including North Cooper Mountain); and within 4 miles of the 9K homes in South Hillsboro with no North-South Corridor identified or funded.
- At the MTAC session of 20 June 2018, the City of Beaverton presented their allotted 25-minute Urban expansion presentation as did the other 3 cities. Of the 25 minutes, Anna Slatinsky focused more than 15 minutes on the benefits of the downtown area and the inclusiveness of the Beaverton community, which is a great accomplishment – no doubt. But she spent no more than 40 seconds on the transportation issues and plans for funding. The only comment made by the presenter was that there will be plans for shared funding. This was a surprising superficial treatment of the transportation issue considering the focus area of the audience.
- As I mentioned earlier, I am committed to being a partner in the region’s transportation solutions in whatever way I can. Our group is also committed to being a constructive partner and Washington County calls upon us to assist whenever appropriate. The following excerpt is from our letter of support to request funding for Washington County LUT’s Cooper Mountain Transportation Study as invited by LUT. This letter pretty much tells the story here:

“175TH Neighborhood Association was formed due to the strains on 175th Ave, often designated as a “Country Arterial.” This traffic strain existed even before the High Growth Communities of South Cooper Mountain, River Terrace and South Hillsboro were built. At this moment, there is neither funding for planning nor for constructing alternate routes for the additional cars which accommodate these new bedroom communities that are removed from public transportation and other services. As of 2014 there were 400 homes on Cooper Mountain which are completely dependent upon 175th as their sole access to the outside world. With the additional traffic from all the new homes and the novice drivers from the new High School located to the south side of Cooper Mountain, this road is becoming even more of a safety risk.

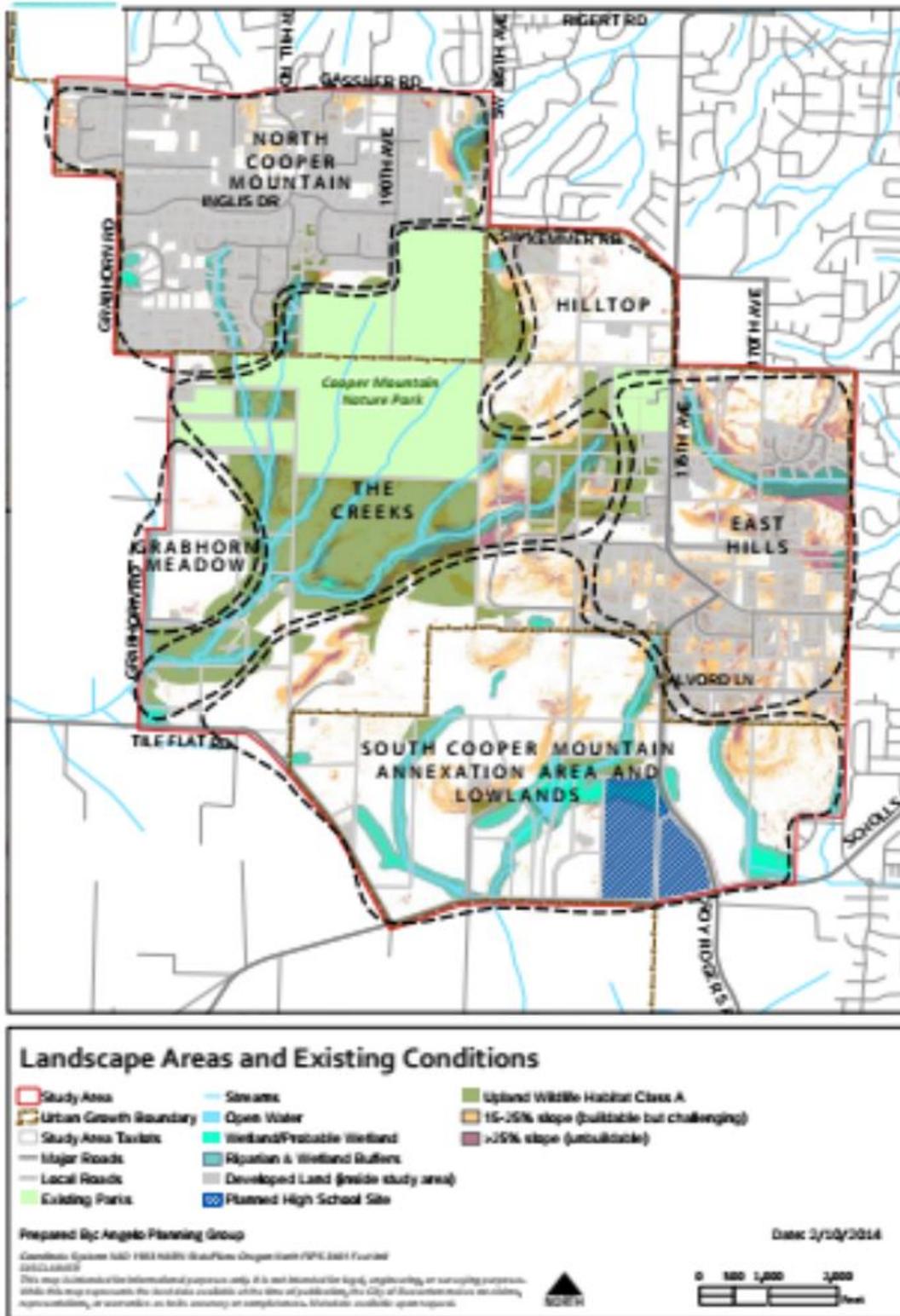
175th Neighborhood Association strongly supports Washington County Planning’s application for a Transportation & Growth Management grant to study and analyze the traffic impacts of the High Growth Communities and surrounding areas and look for transportation options. This area needs this study done as soon as possible as some of these new homes are already being occupied.

As of 2014, 175th traffic was estimated at 6K cars/day in 2008; 8.5K cars/day in 2013 and 17/18K cars/day in 2035. 2017 actual counts were 10.5K cars/day and 2035 projections are 20-25K cars/day. In the meantime, due to the steep grade (12-14%), the altitude, number of inclement weather accidents and abandoned vehicles, Washington County LUT has designated 175th as a SNOW ZONE. This road also has blind hills rising which hide congestion when the traffic backs up. We have several avid bicyclists in our group and their clubs will not attempt to go over Cooper Mountain as the steep grades make it virtually impossible. Less than 1% of bicyclists can actually make this grade. The Kemmer intersection was deemed at “below acceptable throughput times” in Traffic Impact Analyses and a roundabout is being constructed there, but it is unclear if this improved throughput will be enough to bring the rate up to Oregon State standards once the area is fully built out. What is clear is that this region needs an alternate safer, flatter, all-weather, North-South corridor to carry cars, trucks (freight as well as lightweight), buses, bicycles, etc. It is for these many reasons that we

enthusiastically support the study for an alternative North-South transportation Corridor as 175th cannot feasibly be modified to accommodate all of this area's current, let alone future, needs."

EXHIBITS 1-5 FOLLOW

Figure 2 - Existing Conditions Map



MEASURING TREE CANOPY

**AREA IDENTIFIED AS PART OF “EAST HILLS” LAND USE – (LOW/MODERATE DENSITY)
AND NOT AS PART OF “THE CREEKS”**

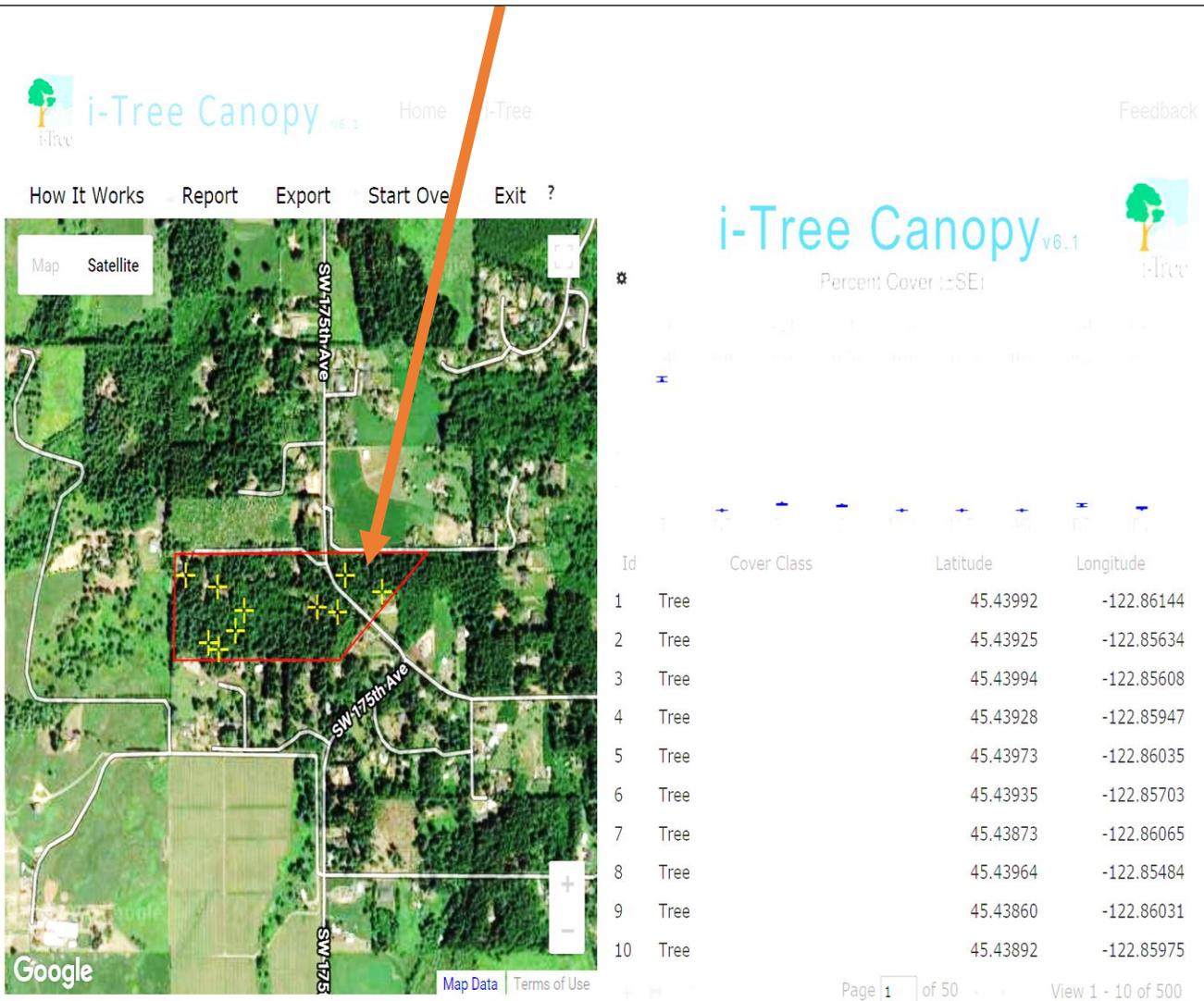
USING US FOREST SERVICE PRODUCT, *i-tool* AND 500 DATA POINTS

A Cooperative Initiative Between:



Outlook Ln + Cooper Mtn Ln + Ravine at “the kink” – all currently designated on Beaverton Plan as part of EAST HILLS (10-15 homes/acre).

Note: this page only reflects 10 of the 500 data points used in the analysis on the following page.



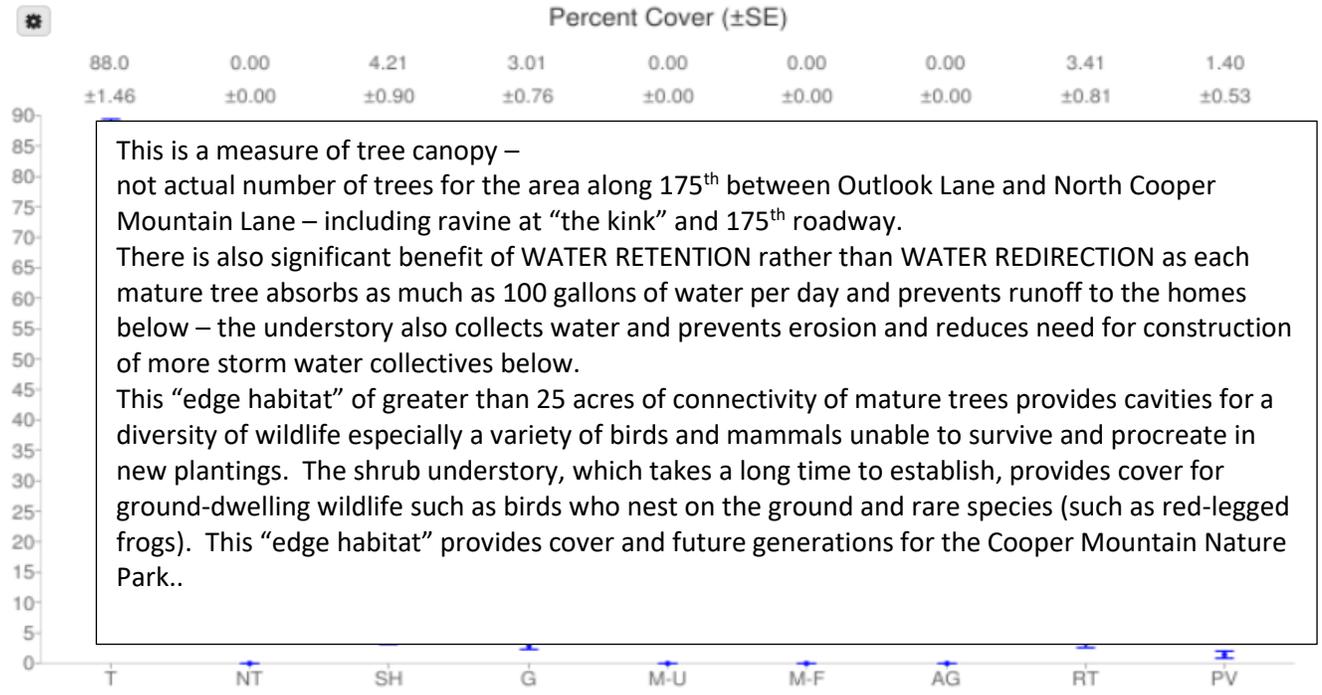
Remember, the more points you survey, the lower your Standard Error, and the more precise your sampling will be. More points surveyed provide for a better estimation of Land Cover across your study area.

Save Your Data

Save Data Save Early. Save Often. Don't lose your project data!



i-Tree Canopy v6.1
Cover Assessment and Tree Benefits Report
Estimated using random sampling statistics on 6/30/18



This is a measure of tree canopy – not actual number of trees for the area along 175th between Outlook Lane and North Cooper Mountain Lane – including ravine at “the kink” and 175th roadway. There is also significant benefit of WATER RETENTION rather than WATER REDIRECTION as each mature tree absorbs as much as 100 gallons of water per day and prevents runoff to the homes below – the understory also collects water and prevents erosion and reduces need for construction of more storm water collectives below. This “edge habitat” of greater than 25 acres of connectivity of mature trees provides cavities for a diversity of wildlife especially a variety of birds and mammals unable to survive and procreate in new plantings. The shrub understory, which takes a long time to establish, provides cover for ground-dwelling wildlife such as birds who nest on the ground and rare species (such as red-legged frogs). This “edge habitat” provides cover and future generations for the Cooper Mountain Nature Park..

Cover Class	Description	Abbr.	Points	% Cover
Tree	Tree, non-shrub	T	439	88.0 ±1.46
Non-Tree	All other surfaces	NT	0	0.00 ±0.00
Shrub -U	Understory	SH	21	4.21 ±0.90
Garden	Planted Gardens	G	15	3.01 ±0.76
Meadow - U	Meadow - Undeveloped	M-U	0	0.00 ±0.00
Meadow - Farmed	Meadow used for farm animals, etc	M-F	0	0.00 ±0.00
Ag Buildings	Barns, other Agricultural buildings	AG	0	0.00 ±0.00
Rooftops	Houses - other rooftops	RT	17	3.41 ±0.81
Paved	Paved, Driveways	PV	7	1.40 ±0.53

Abbr.	Benefit Description	Value (USD)	±SE	Amount	±SE
CO	Carbon Monoxide removed annually	0.47 USD	±0.01	23.66 lb	±0.39
NO2	Nitrogen Dioxide removed annually	0.47 USD	±0.01	167.95 lb	±2.78
O3	Ozone removed annually	28.17 USD	±0.47	1,230.58 lb	±20.37
PM2.5	Particulate Matter less than 2.5 microns removed annually	134.86 USD	±2.23	78.15 lb	±1.29
SO2	Sulfur Dioxide removed annually	0.05 USD	±0.00	52.43 lb	±0.87
PM10*	Particulate Matter greater than 2.5 microns and less than 10 microns removed annually	26.15 USD	±0.43	334.18 lb	±5.53
CO2seq	Carbon Dioxide sequestered annually in trees	3,536.89 USD	±58.53	100.32 T	±1.66
CO2stor	Carbon Dioxide stored in trees (Note: this benefit is not an annual rate)	112,391.21 USD	±1,860.05	3,187.92 T	±52.76

i-Tree Canopy Annual Tree Benefit Estimates based on these values in lbs/acre/yr and USD/T/yr: CO 0.933 @ 40.29 USD | NO2 6.622 @ 5.67 USD | O3 48.521 @ 45.94 USD | PM2.5 3.082 @ 3,463.40 USD | SO2 2.067 @ 1.85 USD | PM10 13.177 @ 157.09 USD | CO2seq 7,911.271 @ 35.38 USD | CO2stor is a total biomass amount of 251,395.359 @ 35.38 USD
Note: Currency is in USD
Note: Standard errors of removal amounts and benefits were calculated based on standard errors of sampled and classified points.*

2018 PHOTOS FROM JUST ONE HOME



The deer come to rest in Outlook Woods away from the hustle and bustle of Cooper Mountain Nature Park and other activities. They return to the park through their natural wildlife corridors.



Hairy woodpecker parent feeding juvenile. These birds need mature trees and cavities for nesting. There are also many downy woodpecker families in outlook woods.



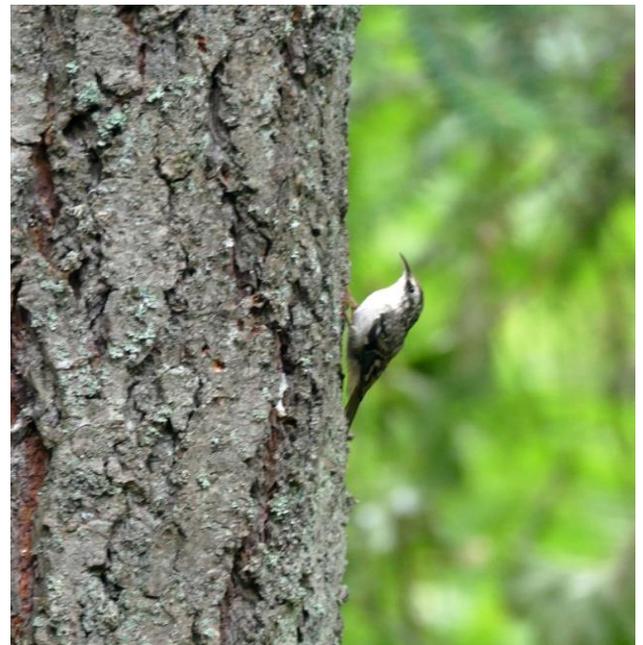
Red-breasted sapsuckers are another species of woodpecker. California quail are ground-dwellers who have returned to the woods since their habitat has been disturbed south in SCM.



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



This photo is deceptive – this 40+lb bobcat has been displaced and is showing up with mate quite frequently in the Urban Reserves during 2018.



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

Red-breasted sapsuckers, Northern Flickers, Downy & Hairy Woodpeckers, Oregon Juncos, Song sparrows, Annas and Rufus hummingbirds, Steller’s Jays and Scrub Jays plus different kinds of Chickadees including the White breasted Nuthatch (of Conservation Concern) are regular visitors – all seeking those tree cavities in the older tree stands here. 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 Night 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 started 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. The native quail are reappearing.

SOME GROUND VIEWS OF THE TREES IN OUTLOOK WOODS



**“VOLUNTEER” OAK IN VACANT MEADOW
SPROUTED FROM ACORN DROPPED BY BIRD.
*No additional water, no fertilizing required!***



**ALDERS, MADRONES, OAKS AND CEDARS
LIVING AMONGST 80ft FIRS**

**THERE ARE ALSO “VOLUNTEER” CEDARS IN THIS
FORESTED AREA AS WELL.**



**TO THE NORTH OF THE MEADOW IS
ANOTHER CONTIGUOUS FOREST AS WELL –
THIS IS PART OF THE WILDLIFE CORRIDOR TO
THE NATURE PARK.**

ALL THE PHOTOS IN EXHIBIT 3 WERE TAKEN FROM THE AREA AROUND MY HOME AT 17830 SW OUTLOOK LANE – IN OUTLOOK WOODS. A TYPICAL LOT ~3 ACRES AMONGST THE 25-35 ACRES.

EXHIBIT 3 – WILDLIFE OUTLOOK
PAGE 4 OF 4



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 and cedars in our forest.

AND ALL OF EXHIBIT 3 IS REPRESENTATIVE OF ONE LOT IN AN AREA THAT THE CITY OF BEAVERTON WOULD DESIGNATE AS EAST HILLS NEIGHBORHOOD TO BE DEVELOPED AT 10-15 HOMES PER ACRE – NOT TO BE PROTECTED LIKE “THE CREEKS” OR A SIGNIFICANT NATURAL RESOURCE AREA.

4) WASHINGTON COUNTY TRANSPORTATION ASSESSMENTS

- WASHINGTON COUNTY TRANSPORTATION FUTURES STUDY – excerpt
<http://www.wctransportationfutures.org/>

Final Report



January 2017

➤ Taking Stock: Past and Current Conditions

Figure 3-2: Washington County Population and Employment

Pg 3-3



Washington County's population profile has changed significantly over the past several decades. The county as a whole has become much more ethnically diverse (see Figure 3-3). As the economy has changed, incomes have led to greater disparity between low-income and affluent people, consistent with national trends. This fact, combined with an overall aging population, has **increased demand for affordable housing and accessible transportation options.**

➤ **3.2.4 Where We Work (Pp 3-4, 3-5)**
- **WASHINGTON COUNTY TRANSPORTATION FUTURES STUDY (excerpt continued)**

Washington County is home to over 232,000 jobs, many of which can be found in high concentration employment areas within urban centers and corridors such as the Tualatin-Sherwood Corridor, Tanasbourne-AmberGlen, Hillsboro North, and Washington Square areas. In rural Washington County, agriculture, forestry, and tourism contribute significantly to the regional and state economy. Safe, reliable, and efficient freight connectors for the transport of goods are a key component of the county's economic growth plan. In addition, for Washington County employers, having **safe and efficient access to the regional labor market is just as important as moving goods or services.**

.....

Today there is substantially more daily travel demand. East-west travel demand between Portland/Clark County and Washington County doubled, while north-south travel demand, especially between areas north of US 26 and south to Sherwood, Tualatin, and into Clackamas County grew by over 150 percent. In some locations **Washington County's transportation system has been pushed to its limits, and conditions are anticipated to worsen.** Older arterial streets and highways have limited space to add or expand facility connections for safer pedestrian and bicycle travel. Increasing congestion leads to more traffic through existing neighborhoods, putting cars and trucks on rural roads that were not designed to carry these levels of traffic, and the resulting cut-through traffic creates safety problems and degrades quality of life in the community.

Traffic delay has direct negative impacts on the ability to travel, produce goods, services and jobs with greater fuel consumption, higher vehicle emissions and higher delivery costs.

➤ **Washington County Land Use & Transportation Long Range Planning – Cooper Mountain Study**

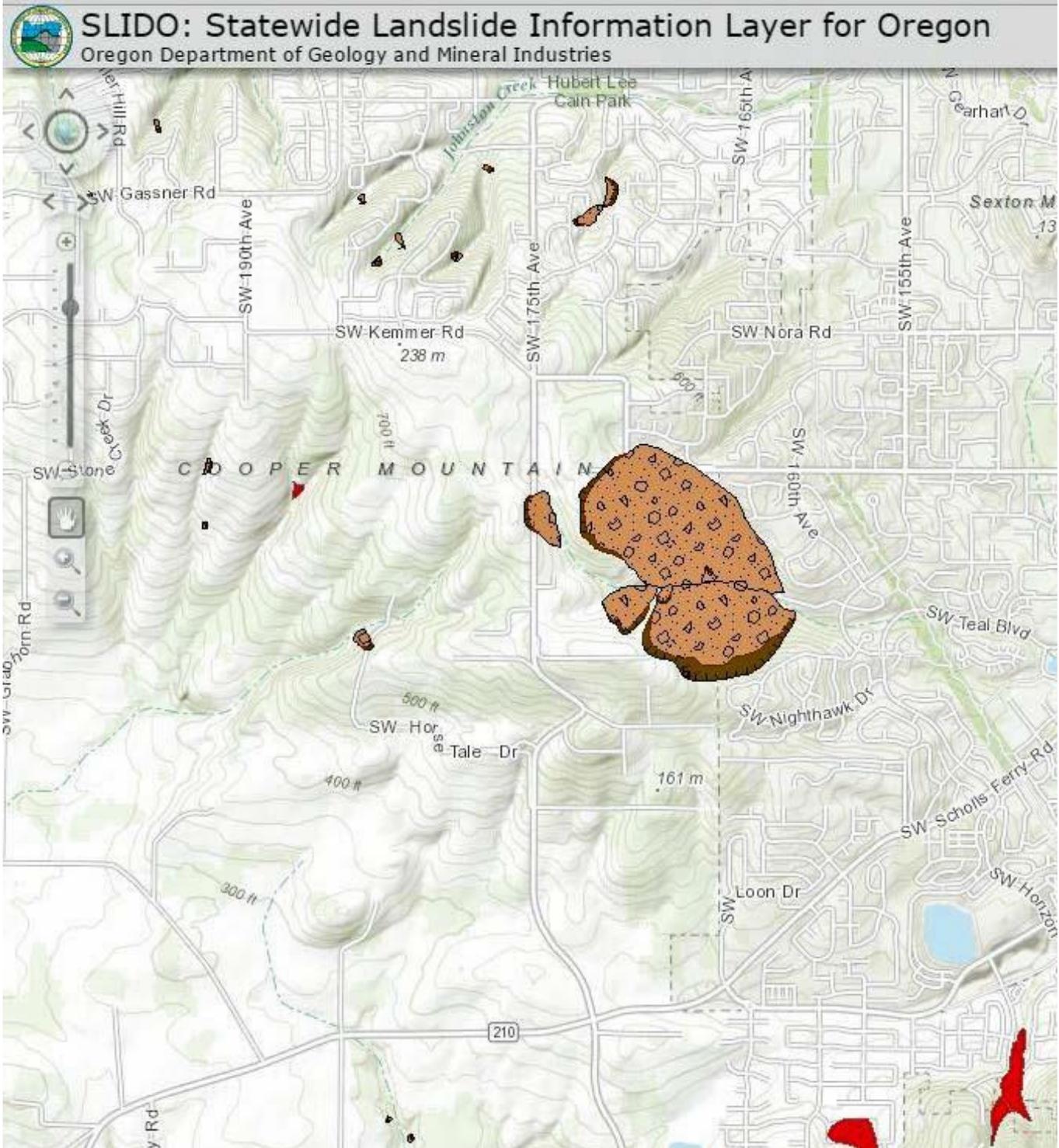
<https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/cmts.cfm>

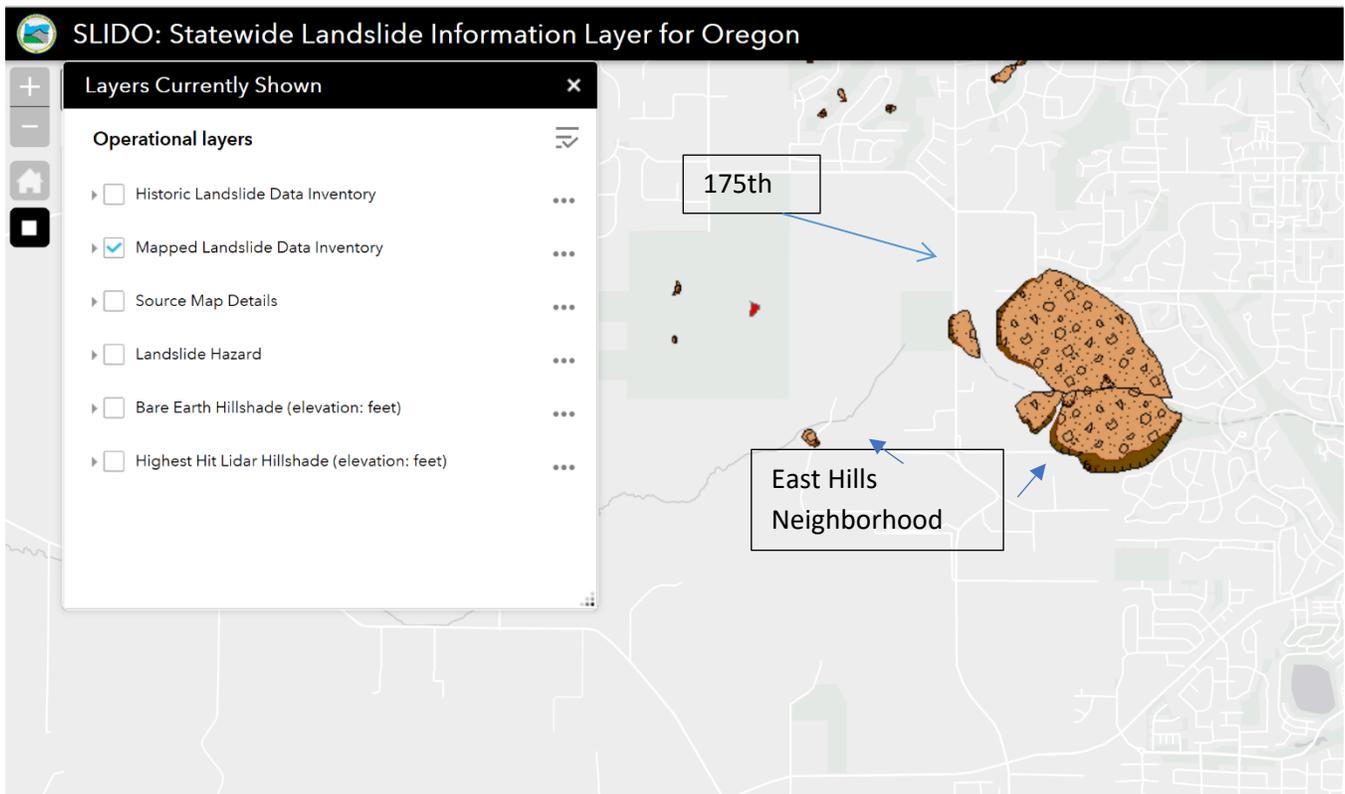
- The Cooper Mountain area is experiencing increased traffic demand from regional growth and nearby developing areas. Building on recommendations from the Washington County Transportation Futures Study, the Cooper Mountain Transportation Study will evaluate roadway network options to disperse traffic through the area.
- This will include assessment of transportation improvements to determine the benefits, costs, opportunities and constraints of the alternatives. The assessment will inform decisions about the long-term multimodal transportation network within the study area and will help prioritize future capital projects.

➤ **NOTE: THERE IS NO FUNDING YET AVAILABLE FOR THIS NEW STUDY.**

Major landslide area in proposed EAST HILLS neighborhood (currently an agricultural meadow). Note minor landslide area along 175th and smaller scarps in several areas where land has slid due unstable geological terrain. Requires contiguous ground cover and/or tree canopy, understory and contiguous landcover to maintain stable surface area.

EXHIBIT 5 – OREGON LANDSLIDE AREA
PAGE 1 OF 1





➤ <http://www.oregongeology.org/slido/>

➤ OREGON NATURAL RESOURCES EXPLORER –

www.oregonexplorer.info/content/landslides-erosion-and-land-use?topic=4129&ptopic=140

Landslides, Erosion and Land Use

In urban areas the human and infrastructure costs of landslides are often mediate and devastating. Their ecological impact is complex. A landslide that causes a local disturbance to a riparian ecosystem may also be a factor in providing a complex stream habitat.

Portions of the Willamette River Basin provide favorable conditions for landslides including steep hillsides and abundant rainfall. The region also experiences common landslide triggering events - freeze/thaw cycles, rapid snowmelt, periods of intense rainfall, and earthquakes. Most triggering events in Oregon are seasonal and occur during the winter and spring. **The conditions that favor landslides may develop over long periods of time and be intensified by human activities (such as road building or clearcutting) that acts on the natural slope and concentration of water.** Common landslide types are slides, flows, spreads and topples/falls.

The more process of erosion is the wearing away of the land surface by running water, wind, ice, gravity, and other geological activities. Rates of erosion are increased by unstable soils and steep slopes. Erosion contributes sediments to the streams of the Willamette River Basin and can cover spawning beds with fine sediment as well as carry nutrients from fertilizers into the water. Dams in the basin serve to trap sediment upstream but at the same time erosion rates are increased downstream. This "downstream" sediment is made up of smaller sized particles which may serve to transport nutrients and toxic constituents more easily.

On a per acre basis, urban areas contribute the greatest amount of this suspended sediment to the Willamette River. Sediment transport varies seasonally. The greatest levels are reported after major storms and the spring snow melt. This rapid water runoff carries pollutants directly into streams without the natural filtration that occurs with slower passage through soil.

➤ <https://gis.dogami.oregon.gov/maps/slido/>

As noted here, much of the area in Urban Reserves along 175th on Cooper Mountain is subject to Landslide Hazard. It is important to leave the existing mature tree roots in the natural areas in the mid-to-upper elevations of Cooper Mountain intact as well as introducing the least amount of paved roadways in that area as this will reduce this risk to the developments at the lower elevations.

