

High School Boundary Adjustment Advisory Committee Criteria Consideration

Each school team was asked to compile the criteria used to base their recommendations. The following are the results of those discussions.

Criteria	Aloha High School	Beaverton High School	Southridge High School	Sunset High School	Westview High School
Relieve current and projected future overcrowding (5 years out) targeting capacity rates of 90%	<ul style="list-style-type: none"> Aloha High School took students from Westview High School to relieve overcrowding 	<ul style="list-style-type: none"> Supported by neighborhood unity Although sometimes in competition Capacity run out 	<ul style="list-style-type: none"> SRHS reached target – this caused split elementary schools in an effort to keep capacity around 90% Purposefully kept those high schools with more F&RL at a lower capacity 	<ul style="list-style-type: none"> Map has Westview and Sunset higher than ideal but necessary <ul style="list-style-type: none"> to help minimize transition neighborhood unity We did get all schools near 90% (SCMHS at 87%) 	<ul style="list-style-type: none"> Although we did not reach the 90% for all six schools, we did for four schools It was agreed to have lower enrollment at schools with students and families that may require additional services

District Goal: WE empower all students to achieve post-high school success.

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The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting. Please contact Communication and Community Involvement Office at 503-356-4360.

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Minimize transitions for students	<ul style="list-style-type: none"> AHS has minimal transitions for students (compared to other schools) 	<ul style="list-style-type: none"> Transition topics 	<ul style="list-style-type: none"> Attempted to keep existing boundaries as much as possible to minimize transitions Keep elementary feeders together as much as possible 	<ul style="list-style-type: none"> Grandfathering juniors and seniors This map reflects less transition than earlier iterations 	<ul style="list-style-type: none"> Only 21% of all high school students will be changing schools – meaning a large percentage of students are staying at their current schools
Availability of space	<ul style="list-style-type: none"> Reduced the capacity of AHS from the springboard proposal Kept the three most impacted schools at a lower capacity than the other three Relieved space at the two most crowded schools – SHS and WHS 	<ul style="list-style-type: none"> High influence Competition w/ feeders and neighborhoods Availability of space was superior to proximity 	<ul style="list-style-type: none"> See “Capacity” category Tried to fill South Cooper Mountain HS (SCMHS) while considering future growth 	<ul style="list-style-type: none"> See “Overcrowding category” No school over capacity No school significantly under capacity by 2020 	<ul style="list-style-type: none"> According to our numbers, none of the six high schools will be over capacity Four of the six schools have room to grow

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Proximity to school	<ul style="list-style-type: none"> For some communities Aloha High School is not the closest school, we weighed other criteria and were forced to leave them. 	<ul style="list-style-type: none"> Challenge was south placement of new school forced attendance areas north 	<ul style="list-style-type: none"> See “Feeder Elementary School” category – one exception for SRHS is Montclair Used Murray Blvd. as natural divider between SRHS and SCMHS 	<ul style="list-style-type: none"> This is the reason we brought in Oak Hills, the area around Meadow Park, and the other half of Cedar Mill. This was in conflict with a desire to keep Jacob Wismer whole 	<ul style="list-style-type: none"> Every effort was made to address proximity to school. Because we needed all criteria there are discrepancies to this criteria. <ul style="list-style-type: none"> Oak Hills ES Cedar Mill ES
Safety	<ul style="list-style-type: none"> Safety was difficult to consider because of conflicting data sources. What are the metrics we were suppose to use to assess safety? 	<ul style="list-style-type: none"> Arterials vs. capacity south 	<ul style="list-style-type: none"> Tried to keep proximity factors as a key consideration With Montclair ES used Oleson Rd. as a clean route to SRHS Used Murray Blvd. and major arterials as dividers 	<ul style="list-style-type: none"> Bethany Blvd. was a natural divider for safety Ideally 26 could have worked but conflicted with capacity Ridgewood no longer crosses two highways 	<ul style="list-style-type: none"> Safety was considered at every meeting. It was challenging to balance all criteria Bringing Oak Hills to Sunset (walking distance) is an example of a safety consideration Example - Moving Sexton Mtn. Elementary School Example - Montclair using Oleson Road as a travel route to SRHS

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Neighborhood unity	<ul style="list-style-type: none"> • Did our best when creating the boundaries to keep neighborhoods together 	<ul style="list-style-type: none"> • High influence • Grade schools to middle schools • Complemented feeder • Some areas not possible 	<ul style="list-style-type: none"> • Keeping feeder elementary schools together • We listened to Sexton, Montclair and Hiteon to keep them together and on same side of community 	<ul style="list-style-type: none"> • Attempts made to keep grade schools together where possible • Kept Waterhouse, West TV, Montclair, Raleigh Hills and Sexton Mtn. together • At times neighborhoods where kept whole even if Elementary was split due to proximity 	<ul style="list-style-type: none"> • We took this into consideration at every meeting. The public was vocal on this subject and the committee listened • We feel we did well: <ul style="list-style-type: none"> ○ Montclair neighborhood together ○ Sexton Mtn. ○ Cedar Mill
Transportation costs		<ul style="list-style-type: none"> • Recommend district evaluate transportation costs • Minimize transitions > transportation costs 	<ul style="list-style-type: none"> • Brockman, Murray Blvd., Oleson Rd., Scholls Ferry Rd. are all used as major routes and arterials 	<ul style="list-style-type: none"> • Brought in more walkable communities • This was considered for all schools 	

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Student body composition	<ul style="list-style-type: none"> Lowering free and reduced by 3% Districtwide (still not equitable for all schools) it is better than it is currently Race/ethnicity is also more equally distributed 	<ul style="list-style-type: none"> Geography = challenge Main criteria in some decisions vs. proximity to school 	<ul style="list-style-type: none"> Due to neighborhood unity, major arterials, and location of new school – our composition was going to change – we welcome the diversity Recommending junior and senior grandfathers lessens the impact of change 	<ul style="list-style-type: none"> Attempted to gain a degree of balance among all schools Improved over Springboard Challenge as it often conflicted with proximity 	<ul style="list-style-type: none"> We strongly had this criteria in our minds when making all decisions We feel we improved most high schools
Staffing patterns			<ul style="list-style-type: none"> Transition considerations address staffing implications 	<ul style="list-style-type: none"> Tied to capacity we were able to keep all schools near 90% 	<ul style="list-style-type: none"> Trying to balance student body capacity numbers helped to keep staffing numbers at the high schools

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Feeder school alignment	<ul style="list-style-type: none"> Was difficult because of competing criteria, but did our best when weighing all criteria 		<ul style="list-style-type: none"> See “Neighborhood Unity” category, “Proximity to School” category 	<ul style="list-style-type: none"> Better for elementary schools Unable to achieve for middle schools 	<ul style="list-style-type: none"> We also considered this criteria while making decisions & changes Knowing that elementary & middle school boundaries will be changing, this was difficult The public was vocal about this and we listened
Efficient and economical use of the buildings	<ul style="list-style-type: none"> Capacity? Already addressed 		<ul style="list-style-type: none"> See “Availability of Space” category See “Target Capacity Rates” category 	<ul style="list-style-type: none"> All schools at a reasonable capacity 	<ul style="list-style-type: none"> Capacity numbers fair and distributed in reasonable distribution AHS/BHS/SRHS lower capacity based on efficiency