

Index #	Summary of Request	Source of Request	Project Team Analysis	Project Team Recommendation	Document and Page Reference
TR-6.	Plan for alternative alignment of 175 th to 185 th Avenue connection as previously considered in Scenario B. (See Exhibit 6-14)	Property owner	The option preferred by the questioning property owner was fully evaluated, along with the preferred alignment and three additional options in the Draft Concept Plan Scenario memorandum, dated May 12, 2014 (pages 25-28). The alignment that was considered with Scenario B that the property owner identifies as preferred would cost over \$6 million more than the alignment identified in the Concept Plan based solely on the additional right-of-way and new road length needed to traverse through the "Hilltop" area in the Urban Reserve Area rather than improving Kemmer Road. This cost differential does not account for the cost of the bridge that would be needed over the creek, which would add millions of dollars in additional costs and would require more in-depth study to realistically estimate costs. In addition, a new road alignment through the Urban Reserve would require either a UGB expansion or a statewide planning goal exception. Since it is unlikely that a goal exception could be justified (because the alignment included in the Concept Plan provides a reasonable alternative), a new road would not be able to be built until the Hilltop area was brought into the UGB.	Retain the proposed Kemmer Road to 185 th Avenue connection on Concept Plan map, and amend Washington County TSP to reflect this project.	Concept Plan pages ES-11 (Figure ES-4), 20, 37 (Figure 7), 38. (Note, also shown on other maps that would require updates if planned alignment is changed.)
TR-7.	Incorporate measures to reduce traffic speeds on Kemmer Road and improve intersections at 176 th and 182 nd Avenues to make it easier for residents to exit onto Kemmer Road. (See Exhibit 6-15)	Kemmer View Estates resident	The safety and access concerns of adjacent residents will need to be balanced with the need to provide for efficient traffic flow along Kemmer Road. Specific design measures and intersection treatments should be evaluated during the design stages of roadway improvements for Kemmer Road.	Identify these issues for future study during the design stages of roadway improvements for Kemmer Road.	Concept Plan page 38.
TR-8.	Identify 175 th Avenue from Scholls Ferry Road to the UGB as a 5-lane arterial, rather than a 3-lane arterial, in the SCM Funding Plan. (See Exhibit 6-10, page 1)	Washington County Department of Land Use and Transportation	Transportation analysis of the preferred Concept Plan land use and transportation indicated that with all proposed transportation improvements in place, 175 th Avenue would have adequate capacity at three lanes. However, in subsequent discussions, Washington County staff expressed concern that the proposed extension of Tile Flat Road through the Urban Reserve south of Scholls Ferry Road to connect to Roy Rogers Road at Bull Mountain Road may not be constructed within the planning horizon, in time to serve the projected 2035 demand. Given this uncertainty, the County requested that the section of 175 th Avenue from Scholls Ferry Road to the UGB be planned as a 5-lane arterial. The Concept and Community Plan maps do not indicate the needed number of lanes; however Table 2 includes the proposed transportation project list, which lists the 175 th Avenue improvement to three lanes. (In addition, the Beaverton TSP, which will be amended to be consistent with the SCM Community Plan, does identify the planned number of lanes for major roads in Figure 6.6.) In addition, the SCM Funding Plan, which is an appendix to the SCM Concept Plan, uses cost assumptions based on a specific number of lanes.	Identify 175 th Avenue from Scholls Ferry Road to the UGB as a 5-lane arterial in the Beaverton TSP and in the Funding Plan project list.	Concept Plan page 46.

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TR-9.	Adjust alignment of north-south collector road on Community Plan and Concept Plan maps to cross Scholls Ferry at property line rather than center of parcel and to utilize a roundabout rather than a curve. (See Exhibit 6-1, pages 2 and 4)	Property owner (CAC member)	The project team produced two conceptual site studies for the Main Street based on the alternative alignments for the section of the north-south collector road just north of Scholls Ferry Road. One considered a two-sided Main Street with the collector running down the center of the parcel (as the street is currently mapped in the Community Plan); the other considered a Main Street located just on the west side of the road, with the high school site on the east side of the road. While there are design advantages to the two-sided Main Street, the potential to coordinate access with the High School and to provide a more direct connection to River Terrace suggested the property line alignment. The roundabout is a design solution that should be considered during site planning for the high school and the adjacent property; a specific intersection treatment does not need to be identified in the Community Plan. (Note, however, that the drawing provided by the property owner in Exhibit 6-1 shows the roundabout located further north than the remainder of the collector street alignment will allow, due to the presence of the natural resource area to the northeast. A roundabout, if appropriate, would likely have to be located at the northeast corner of 17811 SW Scholls Ferry, Tax Lot 00700 of Washington County Assessor's Map 2S10600.)	Adjust the north-south collector road alignment to run along the property line on the western edge of the high school site at its southern end, where it intersects Scholls Ferry Road. Consider options (e.g. signal, roundabout) for intersection design when the intersection is designed. (Note, also shown on other maps that would require updates if planned alignment is changed.)	Concept Plan pages ES-11 (Figure ES-4), 37 (Figure 7); Community Plan page 22 (Figure 10).
TR-10.	Adjust the Neighborhood Route alignment in "East Neighborhood" on Concept and Community Plan maps due to topography. (See Exhibit 6-12)	Property owner / developer (CAC member)	The Neighborhood Route in question and its intersection with 175 th Avenue have been the subject of discussions with Washington County. The county has expressed concerns about a Neighborhood Route connection to 175 th Avenue, which is an Arterial. City staff strongly believes that this is an important intersection, because it will provide a connection to the future high school, and is an important bicycle and pedestrian route. The alignment requested by the developer appears to meet Washington County's 1000-foot spacing standard for arterial intersections. Staff caution that further analysis may be needed regarding site distance and topography in determining the safest and most appropriate location for the intersection.	Continue to work with Washington County, Beaverton School District, and property owners, and developers to coordinate access to and crossings of 175 th Avenue in the vicinity of the future high school. Consider the Neighborhood Route location as flexible in the Community Plan.	Concept Plan pages ES-11 (Figure ES-4), 37 (Figure 7); Community Plan page 22 (Figure 10). (Note, also shown on other maps that would require updates if planned alignment is changed.)
TR-11.	Show proposed traffic signals / traffic control at intersections in and around SCM.	Planning Commission	The cities of Beaverton and Tigard are working with Washington County to refine and approve appropriate locations for traffic signals serving South Cooper Mountain and River Terrace along Scholls Ferry Road and Roy Rogers Road / 175 th Avenue. The County has approved planned signals at the intersection of Scholls Ferry Road and Tile Flat Road, and at the intersection of Roy Rogers Road and Bull Mountain Road. Additional traffic signals (or roundabouts) recommended by the cities as part of the SCM and River Terrace planning processes remain under discussion and are subject to County approval. Signalization of any intersection will be determined based on warrants and/or traffic impact analysis.	Existing, planned and recommended traffic signals and/or roundabouts are shown on the Transportation Framework comment log index map. This map (as amended based on other comments) would replace the current Transportation Framework map in the draft Community Plan.	Concept Plan pages ES-11 (Figure ES-4), 37 (Figure 7); Community Plan page 22 (Figure 10).

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TR-12.	Require that roads in SCM be constructed and maintained to City of Beaverton standards. (See Exhibit 6-16, page 2)	Wendy Kroger, Planning Commission Alternate	All new Collector roads, Neighborhood Routes, and local streets within the SCM Community Plan area will be built to Beaverton's street standards. However, 175 th Avenue, Scholls Ferry Road, and Tile Flat Road are, and will remain, under Washington County jurisdiction. Because these are County roads (and designated as Arterials in the recently-adopted County Transportation System Plan), they will be improved and maintained to Washington County urban arterial standards, which are similar, but not identical, to the City of Beaverton's Arterial Road standards.	Keep existing transportation policies.	Concept Plan page 38; Community Plan pages 22-23.
TR-13.	Consider a MAX stop at the Main Street area. (See Exhibit 6-16, page 3)	Wendy Kroger, Planning Commission Alternate	Discussions with TriMet to date have indicated that the best opportunities for providing transit service to SCM are the extension of the existing bus line that runs on Scholls Ferry Road (line 56) and possibly a longer-term express bus service along 175 th Avenue / Roy Rogers Road. The projected transit ridership for this area does not justify extension of MAX service, which does not currently extend anywhere near the SCM planning area.	Keep existing transit discussion and policies in Concept and Community Plan. Continue discussions with TriMet regarding potential bus line extensions to serve SCM.	Concept Plan pages 42, 44.
TR-14.	Modify street policies in the SCM Community Plan to emphasize goals and intended outcomes.	Project Team	The Community Plan will be adopted as part of the Comprehensive Plan; thus, it is appropriate for the policy language to focus on goals and intended outcomes rather than describing in detail what must be built where. This is better accomplished through maps and more detailed implementation.	See attached (Attachment B) for proposed modifications to Street Policies.	Community Plan pages 22-24.
TR-15.	Clarify that maps in the community plan are advisory only, and that the Transportation Element of the Comprehensive Plan control in case of a conflict.	Project team	Including maps in the Community Plan makes it a more complete and accessible document; however, there is the potential for maps to get out of sync with the city's primary comprehensive plan maps if updates are not reflected in both places. To ensure that this does not create a problem in the future, once updates from the Community Plan are reflected on the city's primary Transportation Plan maps, those maps should control in the event of a disparity.	Modify Street Policy #1 on page 22 as follows: "The streets planned for the Community Plan area are illustrated in Figure 10. The Beaverton Transportation System Plan and Washington County Transportation System Plans will be updated consistent with Figure 10 and will be the controlling documents for transportation planning. Should conflicts arise between the maps in Chapter 6 of the City's Comprehensive Plan and the maps in this document, those in Chapter 6 shall prevail." (Also shown on Attachment B.)	Community Plan page 22.
Bicycle/Pedestrian Framework and Policies					
BP-1.	Adjust alignment of proposed Cooper Mountain Regional Trail south of Kemmer Road through Hilltop to west (within Cooper Mountain Nature Park) or east (on City-owned property). (See Exhibit 6-17)	Property owner	Cooper Mountain Nature Park has a "soft trail" policy that precludes a paved multi-purpose path within the park; however, the request is to place the trail immediately inside the property line for the edge of the property owned by the City where the water tower is located may be feasible, however City public works has cautioned that existing piping and future property improvements are not conducive to locating the trail close to the property line. The Implementation Plan includes an action to evaluate options and establish the alignment for the trail.	Conduct future trail alignment planning in partnership with Metro, THPRD, and Beaverton Public Works regarding potential alignments on public land.	Concept Plan pages ES-12 (Figure ES-5), 21, 43 (Figure 8).