



TELEVISED

FINAL AGENDA

FORREST C. SOTH CITY COUNCIL CHAMBER
4755 SW GRIFFITH DRIVE
BEAVERTON, OR 97005

REGULAR MEETING
AUGUST 23, 2004
6:30 p.m.

CALL TO ORDER:

ROLL CALL:

PRESENTATION:

04172 Presentation of City's Records Management Program

CITIZEN COMMUNICATIONS:

COUNCIL ITEMS:

STAFF ITEMS:

WORK SESSION:

04173 Replacement of CRW Associates Permit Tracking System

CONSENT AGENDA:

Minutes of the Regular Meeting of August 9, 2004

04174 Liquor License Application: New Outlet - Plaid Pantry #214 (SW Canyon Road)

04175 Liquor License: New Outlet - King's Restaurant (SW Canyon Road)

04176 Approve Application for ODOT Transportation Enhancement Program and Adopt Resolution of Support (Resolution No. 3773)

04177 Final Order for Traffic Commission Issue No. TC 556 Regarding Parking Restrictions on SW 158th Place South of Rigert Road

04178 Authorizing Preparation of Request for Proposal for a Permit Tracking System to Replace the CRW Associates Permit System

ORDINANCES:

Second Reading:

04171 An Ordinance Annexing Property Generally Known as a Portion of SW
Barrows Road to the City of Beaverton: Expedited Annexation 2004-0006
(Ordinance No. 4320)

EXECUTIVE SESSION:

In accordance with ORS 192.660 (1) (h) to discuss the legal rights and duties of the governing body with regard to litigation or litigation likely to be filed and in accordance with ORS 192.660 (1) (e) to deliberate with persons designated by the governing body to negotiate real property transactions and in accordance with ORS 192.660 (1) (d) to conduct deliberations with the persons designated by the governing body to carry on labor negotiations. Pursuant to ORS 192.660 (3), it is Council's wish that the items discussed not be disclosed by media representatives or others.

ADJOURNMENT

This information is available in large print or audio tape upon request. In addition, assistive listening devices, sign language interpreters, or qualified bilingual interpreters will be made available at any public meeting or program with 72 hours advance notice. To request these services, please call 503-526-2222/voice TDD.

AGENDA BILL


Beaverton City Council
Beaverton, Oregon

SUBJECT: Presentation of City's Records Management Program **FOR AGENDA OF:** 08/23/04 **BILL NO:** 04172

Mayor's Approval: 

DEPARTMENT OF ORIGIN: Mayor's Office 

DATE SUBMITTED: 08/16/04

CLEARANCES: Chief of Staff 

PROCEEDING: PRESENTATIONS

EXHIBITS:

BUDGET IMPACT

EXPENDITURE REQUIRED\$0	AMOUNT BUDGETED\$0	APPROPRIATION REQUIRED \$0
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HISTORICAL PERSPECTIVE:

The Office of the Mayor consists of several programs serving the staff and the citizens of Beaverton. One of these programs is the General Services Program which provides a variety of services, including the City Recorder's Office and the Records Management Program. The City's Records Management Program was formally initiated in 1989 and includes management of paper, audio, visual, microfilm and digital images.

RECOMMENDED ACTION:

The Mayor will introduce Chief of Staff Linda Adlard who will introduce City Recorder Sue Nelson who will present an overview of the City's Records Management Program.

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: Replacement of CRW Associates Permit Tracking System **FOR AGENDA OF:** 8-23-04 **BILL NO:** 04173

Mayor's Approval: 

DEPARTMENT OF ORIGIN: CDD 

DATE SUBMITTED: 8-18-04

CLEARANCES: Finance 

PROCEEDING: Work Session

EXHIBITS:

BUDGET IMPACT

EXPENDITURE REQUIRED \$0	AMOUNT BUDGETED \$0	APPROPRIATION REQUIRED \$0
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HISTORICAL PERSPECTIVE:

The Community Development Department (CDD) has used the CRW Associates permit-tracking system since May 3, 1999. A permit-tracking system is used to create, administer, and track development permits, fees, and inspections. This system is relied upon to access current and historical data related to permit applications and is key to the day-to-day operation of the department.

INFORMATION FOR CONSIDERATION:

The purpose of an automated permit tracking system is to improve efficiency for all those who use it. Unfortunately, this has not been the case with the CRW system. CRW has not been able to produce a complete and stable product over the course of five plus years and has prompted staff to seek authorization to replace the system. It is estimated a replacement software system program will cost up to \$350,000 and will most likely be funded by the building fund and other revenue sources.

The following is a snapshot of problems staff has encountered with the CRW permit system and a list of staff needs for a replacement system:

CRW System Problems Encountered by Staff:

- Unexplained error messages. Occurrence of these error messages is currently once a month. In the past, error messages have occurred multiple times a day. An error message occurred as recently as last week.
- Arbitrary loss of fee payments. CRW cannot duplicate; therefore, cannot fix the problem.
- From April 2001 to August 2002, 190 problems were reported to CRW, many of which were addressed by CRW; however, many received no response or fix offered by CRW. In some cases, the 'fixed' problem has resurfaced. As an example: permit fees have been arbitrarily duplicated by the system. Staff has had to delete multiple fee entries. This had occurred as recently as last month.
- CRW failed to convert all historical data from the previous permit tracking system.
- CRW failed to produce a complete test version of the permit tracking system. As a result, the effectiveness of staff training on the use of the system was diminished.
- The contract required conversion of the Access-based system to an SQL-based system (City standard). CRW estimated it would take only two hours to import the conversion. The failure of

Agenda Bill No: 04173

CRW to properly test the conversion resulted in the loss of use of the system for an entire work day. Immediately after completing the SQL conversion, over 100 problems were encountered by staff. These included the loss of financial and inspection records and the inability for staff to enter inspection data for a week.

- Permit and receipt documents are printed with incomplete dates.
- Permit fees entered by staff have been arbitrarily deleted by the system. Staff has had to re-enter fees on multiple occasions for the same permit.

Staff Needs for a Replacement Permit Tracking System:

- Ability for new system to link with other software such as GIS and document scanning (Papervision).
- Software company with a proven track record for reliability.
- The system needs to be expandable to allow the addition of peripheral hardware/software for items such as Integrated Voice Response System (automated inspection request/result program) and electronic field inspection data units.
- Project status/approvals/conditions tracking ability.
- On-line permit application and payment capabilities.
- Ability to 'flag' properties/permits with warnings or conditions.
- A project final approval sign-off tracking for building, development services, site development, and cross connection. This would be an area specific to finalizing a structure for occupancy and take the place of e-mailing approvals.
- Temporary occupancy permit status tracking and reporting.
- Aging/expiring permit reporting and notification letter generator.
- Project/plan review status tracking for both internal and external customers.
- Ability to print permits and certificates of occupancy with complete and correct information.
- Ability to print inspection history for a project.
- Project tracking of State-mandated time lines for planning files (e.g., 120-day rule).
- Ability to be flexible to add or customize data fields.

RECOMMENDED ACTION:

Participate in Council Work Session to consider replacing the current CRW permit tracking system.

DRAFT

BEAVERTON CITY COUNCIL
REGULAR MEETING
AUGUST 9, 2004

CALL TO ORDER:

The Regular Meeting of the Beaverton City Council was called to order by Mayor Rob Drake in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Monday, August 9, 2004, at 6:30 p.m.

ROLL CALL:

Present were Mayor Drake, Couns. Betty Bode, Dennis Doyle, Fred Ruby, Forrest Soth and Cathy Stanton. Also present were Chief of Staff Linda Adlard, City Attorney Alan Rappleyea, Community Development Director Joe Grillo, Engineering Director Tom Ramisch, Operations/Maintenance Director Gary Brentano, Police Chief David Bishop, Assistant Finance Director Shirley Baron Kelly and City Recorder Sue Nelson.

PRESENTATIONS:

04166 Tualatin Basin Goal 5 Project Update

Mayor Drake said he and Coun. Stanton attended the July 26, 2004, public hearing concerning Goal 5 and approximately 60 people testified. He said today the Tualatin Basin Natural Resources Coordinating Committee (elected officials) decided to delay the decision to send the Goal 5 Program forward. He said due to issues regarding noticing, the accuracy of the resource map and the timelines, next week the Committee would probably make a recommendation to allow thirty more days to refine the map.

Principal Planner Hal Bergsma introduced Senior Planner Barbara Fryer.

Fryer explained the Tualatin Basin Partners for Natural Resources (Partners) was an alliance of ten cities, Washington County, Metro, Tualatin Hills Parks and Recreation District and Clean Water Services. She said they were working together to resolve natural resource issues in the Tualatin Basin. She said they were in Step 3 of a three-step process. She said Metro completed the resource inventory and there were issues with the inventory in terms of defining where the resources were located in the landscape. She said the ESEE Analysis was completed in April and now they were working on a Program to protect the resources.

Fryer said the ESEE (Environmental, Social, Economic and Energy) Analysis looked at balancing the needs of the human population and the environment. She said the ALP (allow, limit, prohibit) Map, which identified if conflicting uses would be allowed, limited or prohibited in resource areas, was approved in April. She said two open houses and a public hearing were held in July 2004 concerning the ALP Map. She said the goal of the Program was to improve the health of the Tualatin River Basin. She said there were twenty-seven sites in Metro's inventory; eleven were in the Tualatin River Basin.

Fryer explained the Program goals would be accomplished using four components, which she reviewed in detail (in the record). The four components were:

- 1) Non-Regulatory Components: Education, stewardship recognition, restoration grants, tax incentives, technical assistance, volunteer activities, and acquisition.
- 2) Regulatory Components: A) Design Standards would be developed to avoid, minimize and mitigate an impact to a resource area. She described in detail the focus of the design standards (in record) and said these regulations would come into effect for habitat disturbances greater than 200 square feet. B) Design Tools that would be used included low impact development, clustering, density transfers and height/setback adjustments. She said they were looking at having an impervious area target that would be required in a streamshed and these tools would be used to meet that target. She said the tools were not required, but would be available to use in combinations of one or more. She showed examples of impervious areas, green roofs, rain gardens and tree preservation.
- 3) Revenue Component: She said the revenue sources being considered were: A) A fee (similar to the surface water management fee) of \$2.03 per month to be used to fund \$127 million in capital improvement projects over a 20-year period; B) A Natural Resource Bond Measure for property acquisition; C) Fee-in-Lieu-of-Mitigation to help enhance resources; and D) Federal, state, regional and local grants to look at improving the health and restoring the natural resources of the basin.
- 4) Administration and Monitoring (not discussed but shown in slide presentation)

Fryer explained public testimony received from the open houses and the public hearing ranged from *"you're not protecting enough"* to *"you're protecting too much."* She said the testimony also covered inventory and mapping problems, interest in a county-wide tree ordinance and concern about the mitigation ratios being too high or too low. She reported the Steering Committee, which staffed the Coordinating Committee, identified additional issues which needed to be worked through. She explained these issues were:

- The Resource Inventory has to be adjustable at the local level;
- Concern regarding what the approval criteria might be for the alternatives analysis;
- Concern regarding what the mitigation requirement was for the lightly-limit areas;
- Some lightly-limit areas might be difficult to mitigate through low-impact development or if it is a floodplain issue, the only mitigation that should be required was low-impact development;
- Lack of commitment in terms of incentives; and
- Additional adjustments are needed to the ALP Map.

Fryer reviewed the adjustments that would be needed to the ALP Map; the Tektronix Campus area surrounding the Strictly-Limit area (in the record) should be changed to Allow, as there were no resources there. She showed two downtown Beaverton areas and said, with the exception of the Tri-Met mitigation areas, the designations should be changed to Allow and Lightly-Limit. In the Merlo Station area, she said there was a grove of trees that should be changed to Allow. She said the Beaverton Creek Station Community was currently Moderately-Limit and it should be changed to Lightly-Limit. She said on the Mt. Williams site, staff proposed upgrading the Lightly-Limit area up to Moderately-Limit. Also, on Mt. Williams, the area to be acquired by Tualatin Valley

Water District should be changed to Lightly-Limit, so the District would have the right to develop the property it acquired without being subject to any discretionary review process. The District would still have to mitigate any impacts.

Coun. Soth stated this raised more questions than it answered. He asked how much more it would cost a property owner to develop his property, taking these regulations into consideration. He asked how much more a structure with a green roof would cost to develop.

Principal Planner Hal Bergsma said the green roof was one tool for low impact development; it was an alternative to a detention facility which would take valuable land. He said in some ways it could be a wash but in other places it might not work out that way. He said each site needed to be looked at individually to determine cost of the land and development.

Fryer explained at one of the conferences she attended last year, they learned that when Ford Motor Company built its most recent plant in Detroit, Michigan, they built a green roof on the manufacturing plant that was one-acre in size. She said they chose to build the green roof because it was cheaper than a non-green roof because it would retain the membrane on the roof longer.

Coun. Soth asked if the roof failed what would be the cost of replacement; was that considered.

Fryer replied it was considered and the life of the green roof was 60 years, instead of the usual five years for a regular membrane roof. She said Ford felt this was a better business decision than the reapplication of the roof every five years.

Bergsma said another factor developers might consider was the monthly cost of paying the surface water management fee to Clean Water Services, which was based on equivalent dwelling units (EDU). He suggested a program could be structured so that if a developer applied a low-impact development tool, or a combination of the tools, he could get a fee reduction since the amount of runoff on the site was reduced. He said that would encourage the use of these development techniques.

Coun. Soth asked what sort of mitigation was proposed to eliminate some of the outfalls located throughout the area.

Bergsma said this Program addressed the requirements that Metro set under State-wide Planning Goal 5. He said another program was coming forward, on a slower schedule, which was the Clean Water Services Healthy Stream Planning Process. He said that program was focused on addressing the Endangered Species Act and Federal Clean Water Act requirements. He said that program would probably include the issue of the outfalls. He said that program would probably come forward next year.

Coun. Soth said there were two questions the individual property owners would have. First, how would this affect their property ownership and prohibitions of use on their own property; and, second, were they supposed to pay for the use of their own property. He said he thought the overall objective was probably good, but more analysis was needed on the affect this would have on the individual property owner. He said it would be hard

to get the proposed fee and bond issue approved until these questions were answered. He stressed a lot more detail was needed.

Coun. Doyle asked if the business community was involved in touring and designating the areas in the ALP Map.

Bergsma said different interest groups and corporations were involved to various degrees throughout the process. He said the Homebuilders Association was very involved and the West Side Economic Alliance was somewhat involved. He said as they moved closer to the end of the Program, more people were becoming involved.

Mayor Drake explained that staff met with key business and property owners to discuss the impact on them. He said the difficulties were that there was not a lot of definition or clear identification for people to see, and Metro did the original mapping and trying to get errors changed was difficult.

Coun. Doyle said he felt since more people would be involved, this needed to be slowed down and he thought thirty days was too quick. He said his real concern for the entire region was if they wanted to stop the area's ability to grow in terms of business capabilities. He said the economic survivability of the region was at stake and this raised very serious issues. He said he was uncomfortable with the possibility of stifling the growth in this region and that was crucial to him. He noted, as an example, he did not consider the Nike property pristine, old-growth forest, as he had the south side of the Park District property which was worth preserving. He said this was raising his concern.

Mayor Drake said concerning the Nike property, the value given to the mitigation was estimated between \$3.7 and \$5-6 million. He said that would allow them to do whatever they wanted on the property and the in-lieu-of fee would go toward improving habitat somewhere else. He said one could argue that preserving that property kept the quality of life high in the region. He said that was prime industrial land. He noted there was huge effort in the last couple of years to expand the industrial land within the Urban Growth Boundary (UGB) and it was not expanded to the degree that was needed. He said if this land was taken, when it was added back to the UGB there was no requirement that it come back to Washington County or this portion of Washington County. He said it could all go to Damascus or somewhere else. He said Washington County had been identified as an economic engine for the State of Oregon and this action could retard or inhibit that.

Coun. Doyle noted as an example, Intel has its expansion and growth plans plotted out, which could be affected by this action. He asked how businesses in this area could plan to succeed and grow with this coming up. He said he was glad to see the businesses responding because he felt there were valid concerns and questions that needed to be addressed.

Coun. Bode pointed out there were no established definitions for key terminology, to which the stakeholders had agreed. She noted, as an example, there was no definition of stream and riparian area. She said she felt it was Metro's responsibility to set these definitions. She said they ought to have the industry standards already flushed out. She noted setback was an odd term and said she thought the terminology was vague. She said she was concerned about the longer-term property owner who suddenly learned his

backyard was a protected space. She said there had to be public notice stating in which season a person's property would be a protected area. She said she did not think the property owners were being given enough information so they could be equal players in this matter. She said she felt the worst thing that could be done would be to move this project forward because without firm definitions, the Commission and Council could be caught up in discussion forever.

Fryer stated that was a good point. She said the City was working with Metro on the definition of the term "*resource*." She said as a group, there were key terms that needed to be defined before they could begin implementation and working with property owners. She said right now it was still difficult to define, but they were working with Metro to make the resources on the property visible.

Bergsma explained one of the difficulties with Metro's approach to Goal 5 was that Metro defined resources in an atypical way. He said Metro defined resources based on functional values, such as where the floodplain ended. He noted that was difficult because that changed with the season and it was not always apparent, when looking at a site, to find where a resource began or ended. He said they were trying to get better definitions on where the boundary of a resource might be, but that would be difficult given the way Metro defined significant resources.

Coun. Bode stated she agreed and said the biologist at Metro could not give her a definition of "riparian area." She encouraged staff to move slowly and smoothly and come back with tools the average person can understand.

Coun. Stanton asked about process; she knew the Coordinating Committee needed to come up with a recommendation to give to Metro by August 16, 2004. She asked if Metro was given a time frame when it received an exception from the National Marine Fisheries Services for the local cities to develop plans to protect salmon and steelhead smolt.

Bergsma said Clean Water Services (CWS) had that responsibility and CWS discussed that with the National Marine Fisheries Services. He said Metro was not involved with that. He said he was not aware of any time limit placed on CWS regarding that issue.

Coun. Stanton said she agreed that going slower was better than going faster, unless they were under a Federal mandate.

Bergsma said in terms of the deadline set with Metro, that was set through an agreement that local governments entered into with Metro and it was an arbitrary deadline. He said there would be no problem with getting an extension, as Metro would not meet its deadline for reviewing the Coordinating Committee's recommendation once it was submitted. He said he did not think there would be an objection to taking more time.

Coun. Stanton said she supported getting an extension from Metro so these issues could be addressed. She said at the public hearing there were people who were very passionate about what they wanted to see on other people's property and there were equally passionate comments from property owners about their own property. She referenced a comment from one gentleman who said he would only be able to use 50%

of his property in the future based on this program. She said these issues needed to be addressed. She noted the map inconsistencies also need to be addressed and asked if this could be done by Monday, August 16, 2004.

Fryer replied the map inconsistencies would not be addressed by that date.

Bergsma explained there were different maps. He said the City could decide that, though Metro showed it on the Inventory Map as a significant resource, because of economic impact development should be allowed to occur subject to existing standards.

Coun. Stanton said one of her concerns was that Beaverton had specific areas the City needed to protect based on requirements from the County, Metro, State and Federal governments. She asked how the City could do that and still protect the economic interests of property owners, the economic viability of those areas, and the resources.

Mayor Drake said there were resources that were extremely valuable and the environmental community was correct in wanting to preserve those resources. He said the value in what was being done was in clearly identifying and delineating where those resources were, once the map corrections were completed. He said the funding component was important because everyone would participate in keeping the water clean and healthy in the whole Basin. He noted Ballot Measure 37, on the November ballot, was a concern because of the takings issue. He said if they were not rational, calm, calculated and well thought out on what was ultimately adopted, it would fall into the hands of those who believed government goes too far. He said this Program, if it went too far, might be takings. He said it was important to balance good environmental practice with respecting people's property rights and wanting this region to be financially healthy.

Coun. Stanton said she was concerned with the issues raised of poor notice and faulty maps; they would be starting with faulty data which would spiral down. She said one of her concerns was how the City would be impacted as a corporation if it had to meet these requirements.

Coun. Ruby said he appreciated the presentation and comments made. He noted the feedback from the businesses and environmental groups was equally vigorous which probably meant they were doing something right. He said everyone appreciated the overall goal of the Tualatin River as a life line in Washington County. He said he would be interested to see how the Program develops.

Mayor Drake noted that the maps in Portland indicated very little habitat of any kind. He said he often wondered if Washington County wasn't paying for the ills of earlier settlement of the Portland area. He said Clackamas County would suffer some of these same challenges.

Coun. Soth asked how the pollutants were measured to determine if a lot of the degradation occurred because of things outside the area.

Bergsma said the entire Tualatin River Basin was not covered by this Program because Fanno Creek flowed into Washington County from Portland and Portland was not participating, though they were invited. He said the fourth component to the Program

was Administration and Monitoring, and they would rely heavily on Clean Water Services for monitoring that part of the program. He said that monitoring would show what direction they were headed, in terms of improving the health of the Basin.

Coun. Soth said in the past most of the Basin was used for farm purposes including irrigation and receiving the runoff from pesticides and fertilizers. He said they were now reaping 120 years of farming and logging activities. He said that needed to be recognized and taken into consideration in the ESEE.

Bergsma said the assumption was they would never return to the point of a pristine environment. He said they were trying to improve the health of the Basin and if they were able to get to a Fair health rating, they would be doing well.

Fryer referred to Page 23 of the presentation, which showed the Goal 5 improvements (in the record). She said some of those projects were to get the rural property owners to preserve and enhance the stream sites, using the tax credit incentives available through the State. She said the State's program allowed the property owner to reap a benefit in terms of income tax reduction based on the loss of revenue and there was another program that allowed a property tax reduction.

Coun. Soth said that would have to be done with a lot of the property being considered in this Program.

CITIZEN COMMUNICATIONS:

Rev. Ja West said she was glad the City Council met weekly and the meetings were televised. She spoke about the birth of her children and her religious beliefs.

Henry Kane, Beaverton, asked that the Council consider adopting a resolution asking the Washington County Board of Commissioners to place a serial levy for the libraries on the November ballot or to allow the co-op libraries to impose a membership fee to offset the lost revenue from the failed serial levy. He noted many libraries were less able to cope with the lost revenue than the Beaverton Library. He said putting the levy on the ballot would not have a harmful effect on other levies as the voters exercised judgment. He said if the County waited until 2006, much damage would occur, some of which could not be easily repaired.

Kane stated his second item dealt with a landmark Michigan Supreme Court decision which said that under urban renewal, a public body could not take someone's private property and give it to another. He said if the matter came before the Oregon Appellate Court, the Oregon Court would follow that rule. He added that might or might not affect the 114th Avenue project.

Kane said his third item was in regard to a column in the July 29, 2004 *Oregonian* "Get Water Back In Fish & Wildlife Protection Plan" by Brian Wagner, Watershed Watch Coordinator for Tualatin Riverkeepers. He said Wagner made the point that \$120 million was going to be spent to protect habitat; yet it did not include sufficient funding to keep pollutants from stormwater runoff out of Beaver Creek and the Tualatin River. Kane suggested the Council ask staff to consult with Clean Water Services and DEQ to see what they might suggest. Kane noted the City required filtering systems on some

projects and he thought it should be made part of the City's Development Code. He said it was not good to save the salmon, if they were going to die from pollution from stormwater runoff.

Mayor Drake asked staff to explain what the City currently required for the filtering systems Kane referenced.

Operations Director Gary Brentano explained on private development, the City required a device that trapped the solids and drainage from the parking lots for cleaning. He said the City had replaced catch basins on a regular basis and the City used filtered catch basins that filtered the materials before they reached the outfalls for the streams. He said in other cases, such as the Downey Street Project, the storm water system was connected to a device that filtered the solids and contaminants from the street. He said they spoke with Clean Water Services (CWS) about cleaning up Beaverton Creek and CWS pledged assistance and plant materials for this cleanup. He said they were prepared to make considerable progress on this and they looked for opportunities to provide adequate filtration to the outfalls.

Mayor Drake confirmed with Brentano this was normally required for new development.

Coun. Soth stated if this was to be a comprehensive attempt, there were a number of outfalls from previous developments and drainage projects that needed to be identified. He said it would be costly to try to remedy the situation now. He said this was one of those cases where the more one looked into it, the worse it would get.

Mayor Drake explained the library levy failed twice now; the second time it failed was because it did not get a double majority vote. He said Library Director Ed House, who represented the City on the County Library Advisory Board (CLAB), asked that CLAB submit a request to the County Commission to put the levy on the ballot. He said the CLAB had a split vote on the request. He said the County Commissioners opined that with a split vote on the CLAB, and with the County having a law enforcement levy on the November ballot and Hillsboro having a capitol bond for a new library on the ballot, there was a lukewarm reception to the library levy. He said Kane was correct in that it probably would be two years before the County would put the library levy on the ballot. He said it was unfortunate the levy had failed twice.

RECESS:

Mayor Drake called for a brief recess at 7:50 p.m.

RECONVENE:

Mayor Drake reconvened the meeting at 8:05 p.m.

COUNCIL ITEMS:

Coun. Soth said yesterday he and Coun. Doyle attended the Vietnam Freedom Flag presentation and the Vietnamese-American Freedom plaque was presented to them. He explained the Vietnamese community was very grateful to the United States and the City of Beaverton for being able to establish their community in this country as they

escaped the war. He gave the Mayor the plaque and explained this was a thank you to the City for recognizing the Vietnamese community.

Mayor Drake thanked them for attending and he showed the audience a plaque with the Vietnamese and American flag.

Coun. Doyle said it was an excellent event and he thanked the Vietnamese community.

Coun. Bode thanked Coun. Soth for representing the Council at the opening of the Virginia Garcia Memorial Clinic on Friday, August 6, 2004. She explained the Clinic was the first federally-funded clinic in Beaverton that served the needs of low-income, uninsured and marginalized individuals in the community. She said it was also the first day in 54 days that it rained. She invited the community to visit the Clinic and explained it was located next to the Winco Grocery Store on Cedar Hills Boulevard and Jenkins Road.

Mayor Drake thanked Coun. Bode for attending. He noted earlier in the week Coun. Bode gave Senator Smith a tour of the facility and he was impressed with the cultural diversity of the Clinic and the work being done at the Clinic. He noted that Providence Hospital also appreciated the service provided by the Clinic as it was a much more affordable service. He said as a result of the tour Senator Smith had a renewed interest in the Clinic. He said he hoped the Federal government would continue providing assistance, so that the City could assist the citizens in the community.

Coun. Bode explained the Clinic opened on March 1, 2004. She said 40% percent of the patients were of Hispanic descent, 40% were Caucasian, and 20% were from the Pacific Rim countries. She noted on an average, 750 patients were seen monthly, which was a large number for a clinic that just opened. She said the Clinic was also working with the Beaverton schools, the Resource Center and the Asian Health Center to make this Clinic an integral part of the City. She explained how the Clinic was helping citizens to be full members of the community by providing much needed assistance. She thanked City staff who attended the opening.

Coun. Stanton announced the Picnic in the Park would be held this Thursday, August 12, 2004, at Hiteon Park at 6:00 p.m. for the Sexton Mountain, South Beaverton, Greenway and Neighbors Southwest NACs.

STAFF ITEMS:

There were none.

CONSENT AGENDA:

Coun. Bode MOVED, SECONDED by Coun. Soth, that the Consent Agenda be approved as follows:

Minutes of Regular Meeting of July 19, 2004

04167 Liquor License – New Outlet: Diamond Head Grill, Alina's Wine, Co-Ho Imports Oregon

04168 A Resolution Concurring with the Vacation of a Portion of West Baseline Road by Washington County (Resolution No. 3772)

04169 Intergovernmental Agreement for Mutual Aid, Mutual Assistance and Interagency Cooperation Among Law Enforcement Agencies Located in Washington County, Oregon

Contract Review Board:

04170 Retainer Agreements for Professional Services in Support of the FY 2004-05 and 2005-06 Capital Improvements Plan

Coun. Stanton said on Page 3 of the July 19, 2004 Minutes, the question she asked was *"If the City would be soliciting comments from the developers of senior and disabled housing only, and not also from developers of low income and affordable housing."* She requested that section be changed.

Coun. Stanton said she also made a comment about looking at refurbishing existing apartments and not just looking at empty land for development of affordable housing and she did not see that in the minutes. She asked if she made that during the presentation or after the presentation.

Coun. Soth said he did not recall if that comment was during or after the presentation.

Coun. Stanton said she wanted to make that comment for the record. She said the idea of building affordable housing on empty land was fine but she thought there were plenty of older apartment buildings, already on the transportation corridor, that could be purchased and refurbished.

Question called on the motion. Couns. Bode, Doyle, Ruby, Soth and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

ORDINANCES:

Suspend Rules:

Coun. Stanton MOVED, SECONDED by Coun. Soth, that the rules be suspended, and that the ordinance embodied in Agenda Bill 04171 be read for the first time by title only at this meeting, and for the second time by title only at the next regular meeting of the Council. Couns. Bode, Doyle, Soth, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

First Reading:

City Attorney Alan Rappleyea read the following ordinance for the first time by title only:

04171 An Ordinance Annexing Property Generally Known as a Portion of SW Barrows Road to the City of Beaverton: Expedited Annexation 2004-0006 (Ordinance No. 4320)

Second Reading:

Rappleyea read the following ordinance for the second time by title only:

- 04165 An Ordinance Amending Ordinance 4187, the Comprehensive Plan, to Adopt Various Affordable Housing Policies and Action Statements in order to Comply with Title 7 of Metro's Urban Growth Management Functional Plan and Advance the City Toward Meeting its Affordable Housing Target (Ordinance No. 4319)

Rappleyea explained on Ordinance 4319, Exhibit 1, a comma was added to Action 5, Section 4.2.3.2(a), to read "...*developers of affordable, senior and disabled housing...*" as directed by Council at the last meeting.

Coun. Soth MOVED, SECONDED by Coun. Stanton, that the ordinance embodied in Agenda Bill 04165 now pass. Roll call vote. Couns. Bode, Doyle, Ruby, Soth and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

ADJOURNMENT

There being no further business to come before the Council at this time, the meeting was adjourned at 8:20 p.m.

Sue Nelson, City Recorder



APPROVAL:

Approved this _____ day of _____, 2004.

Rob Drake, Mayor

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: LIQUOR LICENSE APPLICATION: **FOR AGENDA OF:** 08/23/04 **BILL NO:** 04174
NEW OUTLET **MAYOR'S APPROVAL:** 
Plaid Pantry #214
8615 SW Canyon Rd. **DEPARTMENT OF ORIGIN:** Police 
DATE SUBMITTED: 08/10/04

PROCEEDING: Consent Agenda

EXHIBITS: None

BUDGET IMPACT

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED\$ 0	BUDGETED\$ 0	REQUIRED \$ 0

HISTORICAL PERSPECTIVE:

A background investigation has been completed, and the Chief of Police has found that the applicant meets the standards and criteria as set forth in B.C. 5.02.240. The City has published in a newspaper of general circulation a notice specifying the liquor license application.

INFORMATION FOR CONSIDERATION:

Plaid Pantries, Inc. has made application for an Off-Premises Sales Licenses under the trade name of Plaid Pantry #214. The establishment is a grocery store. People are able to purchase items for consumption off premises as there is no seating available. Its hours of operation are seven days a week, 24 hours a day. There is no entertainment offered. An Off-Premises Sales License allows the sale of malt beverages, wine, and cider to go in sealed containers.

RECOMMENDED ACTION:

The Chief of Police for the City of Beaverton recommends the City Council approves the OLCC license application.

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: LIQUOR LICENSE

FOR AGENDA OF: 8/23/04 **BILL NO:** 04175

NEW OUTLET

King's Restaurant
12800 SW Canyon Rd
Beaverton, OR

MAYOR'S APPROVAL: 

DEPARTMENT OF ORIGIN: Police

DATE SUBMITTED: 08/03/04

PROCEEDING: Consent Agenda

EXHIBITS: None

BUDGET IMPACT

EXPENDITURE REQUIRED \$ 0	AMOUNT BUDGETED \$ 0	APPROPRIATION REQUIRED \$ 0
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HISTORICAL PERSPECTIVE:

A background investigation has been completed and the Chief of Police finds that the applicant meets the standards and criteria as set forth in B.C. 5.02.240. The City has published in a newspaper of general circulation a notice specifying the liquor license application.

INFORMATION FOR CONSIDERATION:

Pich Enterprise, LLC, is opening a new establishment and has made application for a Full On-Premises Sales License under the trade name of King's Restaurant. The establishment will serve Korean/Chinese food. It will operate six days a week, serving dinner from 5:00 p.m. to 2:00 a.m. No entertainment will be offered. A Full On-Premises Sales License allows the sale of distilled spirits, malt beverages, wine, and cider for consumption at the licensed business.

RECOMMENDED ACTION:

The Chief of Police for the City of Beaverton recommends City Council approval of the OLCC license application.

AGENDA BILL

Beaverton City Council
Beaverton, Oregon


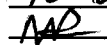
SUBJECT: Approve Application for ODOT
Transportation Enhancement Program
and Adopt Resolution of Support

FOR AGENDA OF: 8-23-04 **BILL NO:** 04176

Mayor's Approval: 

DEPARTMENT OF ORIGIN: Engineering 

DATE SUBMITTED: 8-13-04

CLEARANCES: Finance 
City Attorney 

PROCEEDING: Consent

EXHIBITS: 1. Application
2. Resolution

BUDGET IMPACT

EXPENDITURE REQUIRED \$0	AMOUNT BUDGETED \$0	APPROPRIATION REQUIRED \$0
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HISTORICAL PERSPECTIVE:

The Oregon Department of Transportation (ODOT) is soliciting applications for the Transportation Enhancement Program. This program provides federal transportation funds from the reauthorized Transportation Equity Act for the 21st Century (TEA-21). The federal funds come through the state and are available on a reimbursement basis.

The intent of the program is to fund special or additional activities not normally required on a highway or transportation project. Funding is available for twelve transportation enhancement activities, which fall into four main groups: (1) pedestrian and bicycle projects, (2) historic preservation related to transportation, (3) landscaping and scenic beautification, and (4) environmental mitigation (highway runoff and wildlife protection only).

ODOT adopted criteria for selecting projects under each activity. A proposed project should benefit a state highway or state-owned transportation facility, enhance the quality of experience on the state transportation system, increase appreciation of cultural, aesthetic, or environmental values associated with the transportation system, enhance community pride and livability, and benefit a large segment of the population. Complete information about the Transportation Enhancement Program, the application process, and the project approval criteria can be found at:

www.odot.state.or.us/techserv/engineer/pdu/ENHANCEMENT/Progrm%20Information/ENHANCEOCT02.htm

In this year's ODOT application process, projects must first be recommended by Metro's Joint Policy Advisory Committee on Transportation. This occurred at its August 12 meeting. The City's project is recommended. The application can now be forwarded to ODOT with the required documentation including ODOT Region 1 Manager's signature and documentation of public support, which is currently being gathered by City staff. Successful projects will be included in the State Transportation Improvement Program (STIP). Funds are available in federal fiscal years 2007/2008 and require a minimum local match of 10.27 percent.

INFORMATION FOR CONSIDERATION:

In responding to the Transportation Enhancement Program eligibility and selection criteria, it is important to consider projects that will rank highly. Staff compared several City projects with the selection criteria including adding bike lanes and sidewalks to Laurelwood/Birchwood/87th, 5th Street railroad crossing bike and pedestrian improvements (currently submitted to ODOT for funding through

Agenda Bill No: 04176

its Bicycle and Pedestrian Grant Program), adding bike lanes and sidewalks on 155th Avenue from Middleton Court to Sexton Mountain School, and the downtown Beaverton gateway landscaping project.

Staff feel that the *Welcome to Downtown Beaverton Gateway Project* fulfills the criteria best because it will enhance the quality of experience on the state transportation system in the Downtown Beaverton Regional Center, increase appreciation of the aesthetic values of the state highway system, enhance community pride and livability, and benefit a large segment of the traveling public. The *Welcome to Downtown Beaverton Gateway Project* will install gateway monuments, landscaping, and lighting at OR 217 ramps at OR 8 Canyon Road and OR 10 Beaverton Hillsdale Highway, and at Cedar Hills Blvd. and OR 8 Tualatin Valley Highway to welcome travelers, shoppers, and residents.

If the ODOT application (Exhibit 1) is successful, the State could fund \$639,750 of the project cost of \$713,000. The City is responsible for the local match of \$73,250. City funds must be available by the time the project is initiated.

Should the application be successful, City funds would be included in the FY 2006-07 and FY 2007-08 budgets for Council consideration. The City match portion of the project could be funded through either the General Fund or Street Fund. Applications are due to ODOT by September 10, 2004. Notification of whether the State approves the project for funding is expected in spring 2005.

RECOMMENDED ACTION:

1. Council approve the application for ODOT's Transportation Enhancement Program and direct staff to submit the application to ODOT.
2. Council adopt the resolution informing ODOT that the proposed project has strong support from the City Council.

PART 1

Section 1: Project Summary and Certification

(Use this form only. Do not exceed one page for this section.)

APPLICANT Name: City of Beaverton Address: PO Box 4755 Beaverton OR 97076-4755 Contact Person: Margaret Middleton Title: Senior Transportation Planner Telephone: (503) 526-2424	
CO-APPLICANT (if any) Name: Address: Contact Person: Title: Telephone:	
PROJECT NAME & LOCATION Welcome to Downtown Beaverton Gateway Project: Gateway monuments, landscaping, and lighting located at OR 217 ramps at OR 8 and OR 10, and at Cedar Hills Blvd. and OR 8.	
PROJECT DESCRIPTION Enhance Downtown Beaverton Regional Center and the State transportation system by installing gateway monuments, landscaping, and lighting along state highways that welcome travelers, shoppers, and residents at key Beaverton downtown boundary locations.	
LENGTH (size, amount, etc) 4 monument locations; 11 landscape locations	T.E. ACTIVITY (name or number) Activity 5. Landscaping and other scenic beautification
COST SUMMARY TE Funds Requested*: \$ 639,750 Matching Funds: \$ 73,250 Subtotal: \$ 713,000 Additional Non-TE costs: Total Project Cost: \$ 713,000 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? <input type="checkbox"/> yes <input type="checkbox"/> no* <input checked="" type="checkbox"/> partly <input type="checkbox"/> N/A Property to be purchased? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no Easements or donated property? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no * need prior ODOT approval if on state right-of-way
CERTIFICATION I certify that <u>City of Beaverton</u> [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project. Signature _____ Date _____ Printed Name Rob Drake Title Mayor	

Section 2: Project Funding Information

Matching Funds Available

Use this form or equivalent for this page. Be thorough but realistic in what you state here.
The type and amount of matching funds you offer will affect your project score.
You are expected to honor this commitment if your project is selected.

Type	\$ Value	Name of Source(s)	Date Avail.
Sponsor's Cash on Hand			
Sponsor 's Future Cash	\$73,250	General Fund	2005
Cash from other sources			
Total HARD MATCH	\$73,250		
Donated Materials			
Donated Property			
Donated Agency Staff Time			
Volunteer Labor/Services			
Total SOFT MATCH			
TOTAL MATCH	\$73,250		

If total includes any contributions from sources other than the applicant, include signatures below or submit separate letters of commitment (see Supporting Documents—Part 2).

Agency or organization

Agency or organization

Signature

Date

Signature

Date

Cost Estimate

Use this form or equivalent. You may change line spacing and sub-headings to reflect relevant items of work for your project. See Applicant Information, page 4, for potential cost factors.

	Quantity (Q)	Unit Price (UP)	Cost (Q x UP)
PRELIMINARY ENGINEERING(PE)			
<u>Project Administration</u>			
1. Sponsor's administrative costs	1	\$15,000	\$15,000
2. ODOT administrative costs	1	\$10,000	\$10,000
<u>Design and Development</u>			
1. Consultant	1 (20% of 36 x 4)	\$29,000	\$ 29,000
2. Survey Base Mapping	1	\$12,000	\$ 12,000
3. Phase I Environmental	1	\$4,000	\$ 4,000
<u>Environmental Process</u>			
1.			
2.			
<u>Coordination</u>			
1. Project Advisory Committee	1	\$6,000	\$ 6,000
2. Type III Land Use Hearing	1	\$8,000	\$ 8,000
<u>Information / Interpretive</u>			
1.	<i>Included in design</i>		
2.			
<u>Other Project Development or PE</u>			
1.			
2.			
Total PE			\$ 84,000
RIGHT-OF-WAY (ROW)			
1.			
2.			
Total ROW			\$ 0

Cost Estimate (continued)

	Quantity (Q)	Unit Price (UP)	Cost (Q x UP)
CONSTRUCTION (CONST)			
<u>Site Preparation</u>			
1. Mobilization – 5% minimum	1	\$23,000	\$ 23,000
2. TP & DT – 10% minimum	1	\$16,000	\$ 16,000
3.			
<u>Roadway, Bikeway, Walkway</u>			
1.			
<u>Buildings and Other Facilities</u>			
1.			
<u>Other Construction Activities</u>			
1. Monument	4 each	\$ 28,000	\$112,000
2. Lighting & electrical	4 each	\$ 8,000	\$ 32,000
3. Landscaping with irrigation	60,000 sq. ft.	\$5.00/ sq. ft.	\$300,000
4. Median with landscaping	1 each	\$ 12,000	\$ 12,000
5. Permit	2 each	\$ 1,000	\$ 2,000
Subtotal			\$497,000
<u>Contingency</u>			
10% of total constr. costs			\$ 50,000
<u>Construction Engineering</u>			
Approx. 15% of construction with contingency			\$ 82,000
Total CONST			\$629,000
Total Cost: PE + ROW + CONST			\$713,000

Section 3: Narrative

Use this form or equivalent. You may adjust the size of each box to fit your responses, but **do not exceed 3 pages total** for this section.

Project Description: *Welcome to Downtown Beaverton Gateway Project:* Enhance Downtown Beaverton and the state highway system by installing gateway monuments, landscaping, and lighting that welcome travelers, shoppers, and residents at key boundary locations at OR 217 ramps at OR 8 Canyon Road and OR 10 Beaverton Hillsdale Highway. Entry monument design will tie into established themes from The Round at Beaverton Central Light Rail Station and the new City Library and Park. Placement of monuments and landscaping will be coordinated with recent highway and landscape improvements on Canyon Road and with the current preservation project at OR 217 and Beaverton Hillsdale Highway.

Proposed monument and landscaping locations along OR 217 ramps are within ODOT rights of way. ODOT staff were notified of the City's application and of the proposed monument and landscaping locations. The proposed monument at Cedar Hills Blvd. adjacent to Canyon Road is in City owned right of way.

Purpose and Need: The City is transforming Downtown Beaverton into an attractive economically and culturally vital Regional Center working with the business community, property owners, neighbors, other government agencies, and potential developers. Regional Center designation and subsequent economic, land use, and transportation studies since 1996 defined the Downtown Beaverton Regional Center boundary, Downtown infrastructure needs, and actions the City should take to achieve growth and economic vitality at the levels assumed in the 2040 Growth Concept and to enhance livability and increase community pride. The momentum, established through the City's actions in building new streets and filling gaps in Downtown's multimodal circulation system, implementing light rail and planning for Commuter Rail, and partnering with the development community to plan for and build high-density mixed-use developments such as The Round at Beaverton Central Light Rail Station continues at a rapid pace.

The need for the proposed project is well documented in adopted plans and recommended strategies from several City planning efforts. In the *Community Plan for Downtown Beaverton* (2002), establishment of gateways at locations including Canyon Road and Beaverton-Hillsdale Highway at Highway 217 is recommended. In addition, the *114th Avenue Area Redevelopment Plan* (2003) process included a focus group with developers who shared their perceptions of the area just west of the Canyon/217 intersection noting that improving its appearance would attract people to shop and live downtown. The ongoing *Metro Centers Development Initiative* that focuses on reducing barriers and providing incentives for development chose Beaverton to participate in a case study. The *Downtown Beaverton Regional Center Development Strategy* calls out the need to "enhance the branding of the downtown." This recommendation responds to the fact that over 40 percent of the people surveyed could not identify Downtown Beaverton boundaries. Lack of boundary awareness was echoed by downtown business and property owners. "Branding" of the downtown and clarifying the boundaries can be done through a gateway project with coordinated smaller signage, lighting, and street treatments to reinforce the "brand".

In addition, the *Downtown Development Plan* (1990) calls for gateways to establish the initial image of the downtown and identifies the subject locations at OR 217. The *Downtown Redevelopment Alternatives* study (1997) highlights a specific "Gateway Design Program" site plan for OR 8 Canyon Road west of OR 217 that shows landscaping and a "Welcome to Downtown Beaverton" monument.

Quality of Experience: Use of Transportation Enhancement funds for landscaping, gateway monuments, and associated lighting is appropriate because creating a sense of place by establishing identifiable gateways to Downtown Beaverton enhances the traveling public's experience, increases the

aesthetic value of the transportation system, and is a catalyst to economic development, attracting business activities, shoppers and restaurant goers, and residents to live, work, and shop in the downtown. Moreover, a beautiful identifiable Downtown has long been a City goal, and an attractive vibrant downtown is a source of City pride. The City's new Library, City Park and Fountain, and the Hall/Watson Beautification project with associated Farmer's Market, Summer Fest, and Flicks by the Fountain, to name three of the many city activities, attract thousands and demonstrate the City's high level of commitment to livability.

Technical Merit: The proposed project is a reasonable and feasible project that responds to the need to identify Downtown Beaverton, develop it to 2040 Growth Concept Regional Center standards including mode splits, and enhance its economic vitality and attractiveness to businesses, travelers, shoppers, and residents. The project has a realistic scope, schedule, and cost estimates. Need for the project is documented in many past plans, and the project is being coordinated with ODOT. Implementing the project will result in a complete and valuable product.

Landscaping will conform to State guidelines and standards of the "ODOT Roadside Vegetation Management Guidelines" and the April 1994 ODOT memo "Memorandum of Environmentally Beneficial Landscaping," as required. Monuments will be designed to be easily relocated should improvements to the state highways be constructed. Monuments, landscaping, and lighting will be maintained by the City.

ODOT staff briefed to date: Allan McDonald, Sam Hunaidi, Robin McArthur, Mark Foster, Michele Thom, Tim Wilson, Tom Weatherford, Ron Kroop, Gail McGinley. Representatives informed staff of the process for gateway projects and gateway approval criteria.

Support: Plans supporting the project are adopted, policies are in place, and the public, businesses, and the development community are supportive of the *Welcome to Downtown* Beaverton Gateway project as evidenced by the letters included in the Supporting Documentation portion of this application.

Investments in the Downtown total millions of dollars as the City strains to implement its high density mixed use Regional Center. Local street, utility, and general fund dollars have paid for infrastructure improvements and matched federal and state transportation dollars to construct Lombard Ave., Rose Biggi Ave., and two new segments of Millikan Way. The Washington County Major Streets Improvement Program funded a third Millikan segment and will also fund a realignment of Lombard Ave. between Farmington Rd. and Broadway. These new streets move bicyclists, pedestrians, transit, and vehicles to and around the Beaverton Transit Center bus transfer and Commuter Rail station and Beaverton Central Light Rail Station, which includes The Round.

The Round is a \$100 million public private mixed use transit oriented development that includes multi-story residential, commercial, office development and new access streets. Dorn Platz Properties of Glendale, CA took the risk of acquiring The Round from the City following its initial bankruptcy. Three buildings are complete now and five more are to be constructed over the next two to three years. The Round includes public plazas and a promenade surrounding the Beaverton Central Light Rail Station. The City also provided funds for infrastructure development plus extensive staff time over the past several years for The Round development.

Other private developments in the downtown include those by the Biggi families who are major property owners and who continue to acquire and develop in the area. C.E. John Company is just completing a \$15 million remodeling and expansion of Cedar Hills Crossing shopping center located a quarter mile north of The Round.

The City funded Hall/Watson Beautification project that crosses both OR 8 and OR 10 and made improvements to transit stops, streets and bikeways, and the pedestrian environment, including colored

textured crossings, street furniture, kiosks for selling food and drink, public plazas, flower baskets, and public art.

The new City funded Library, Park, and Fountain is major civic anchor. It is the permanent home of the award-winning Beaverton Farmers Market.

A large public investment is being made to bring Commuter Rail into downtown Beaverton, terminating at the Beaverton Transit Center just east of the Beaverton Central Station. Plans include an attractive pedestrian-friendly route parallel to the rail line along Lombard Avenue.

The proposed project is ready to proceed and the City is able to deliver on time within the estimated budget.

The project could be phased.

Importance: With recent roadway improvements constructed, plans and codes implementing the Regional Center concept updated and in place, Commuter Rail on its way, high density mixed use development like The Round at Beaverton Central Light Rail Station up and running, and streetscape improvements like the Hall/Watson Beautification project complete, the time is right to recognize Downtown Beaverton by installing monuments and landscaping at its gateways as recommended in the previously identified studies.

In just the past few years, the City has invested millions of dollars in its downtown to enhance its image as a thriving, progressive center of commerce that is supported by a robust economic base and a strong sense of community. From the new City Library and City Park and fountain, to the street extensions and transportation investments associated with bringing Westside Light Rail to Beaverton, to the multimillion dollar partnership with investors of The Round, the City uses every means possible to leverage funds for improvements. General funds, street funds, TIF funds, street light funds, utility improvement funds, local match dollars for federally funded streets including Rose Biggi and Millikan Way, ODOT funds from the Local Streets Network program, to Washington County Major Streets Improvement Program funds, and staff time in support of downtown planning studies and construction projects, the City works to build a more attractive and livable downtown. In fact, due to the limitations on the use of urban renewal in downtown Beaverton, the City successfully lobbied for two new statutory tools in the last two legislative sessions (Vertical Housing Tax Abatement and HB 3224 in the 2003 session) relating to tax abatement for multi-story mixed use housing and the issuance of revenue bonds and acquisition of property for mixed-use projects.

The City works tirelessly to make use of its limited local dollars to benefit the public. Programs such as Transportation Enhancements that leverages federal dollars to supplement local investments in local priorities are unique and few. No other program assists local jurisdictions with such projects as gateways and landscaping. The City is poised to leverage these dollars to benefit downtown businesses and the thousands of traveling public who use OR 217, OR 8, and OR 10 to access shopping, jobs, and residences.

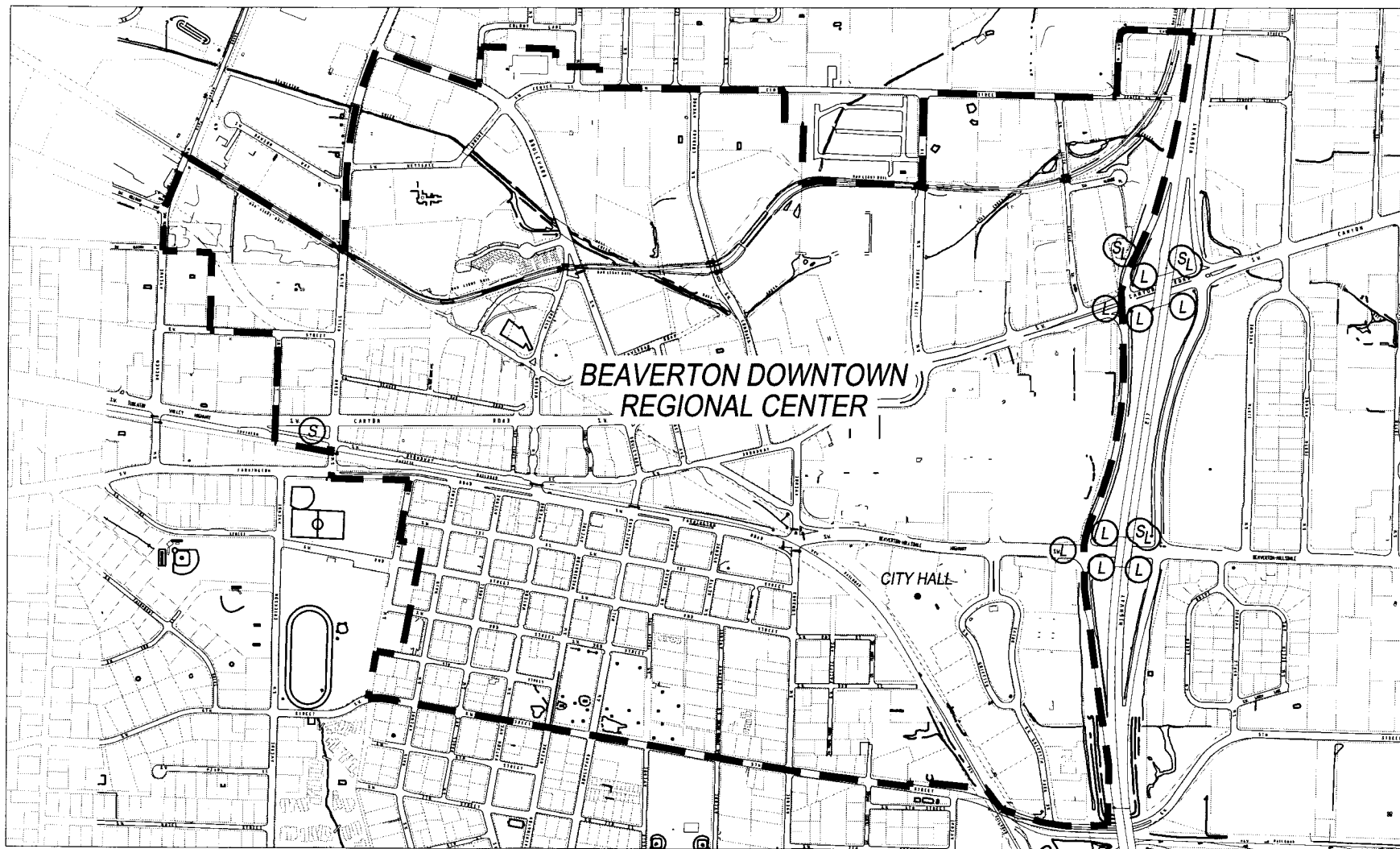
Focus Areas: The proposed *Welcome to Downtown Beaverton* Gateway project falls under the *Landscaping and scenic preservation* focus area. The gateway landscaping project benefits three major state highways in the Metro region, OR 217, OR 8, and OR 10. The project is also linked to ODOT's OR 8 Canyon Road improvement project (110th to 117th), completed in the recent past, and the current pavement preservation project on Beaverton Hillsdale Highway.

The proposed project also benefits a Metro-designated 2040 Growth Concept Regional Center that is a critical component of the State's transportation plan and air quality attainment plans to reduce vehicle miles traveled and attain and maintain federal clean air quality standards. In promoting an economically sound downtown, the proposed project will also contribute to the State of Oregon's and Portland Metro region's economic vitality.

PART 2 -- Endorsements

Complete all sections relevant to your project, or attach separate letters and documents.

Metropolitan Planning Organization (if within MPO jurisdiction)			
Name:		Title:	
Signature:		Date:	
Public Agency or Indian Tribe Approval (to propose a project on land not owned by applicant)			
Name:		Title:	
Signature:		Date:	
ODOT Region Manager Approval (if non-ODOT applicant proposing project in state highway right-of-way)			
Name:		Title:	
Signature:		Date:	
Local Government Commitment (for cities over 50,000. Cities under 50,000 must provide council resolution.)			
I confirm that the City of Beaverton [city] supports the proposed project.			
I have the authority to commit all funds and resources needed from my agency to deliver the project.			
Name: Rob Drake		Title: Mayor	
Signature:		Date:	
Railroad Endorsement (aware and willing to accommodate project adjacent to or crossing RR property)			
Name: NA		Title:	
Signature:		Date:	
Maintenance Endorsement (commitment for long-term maintenance by other than applicant agency)			
Name:		Title:	
Signature:		Date:	



SCALE: 1"=900'

GATEWAY LOCATIONS

LEGEND



LANDSCAPING



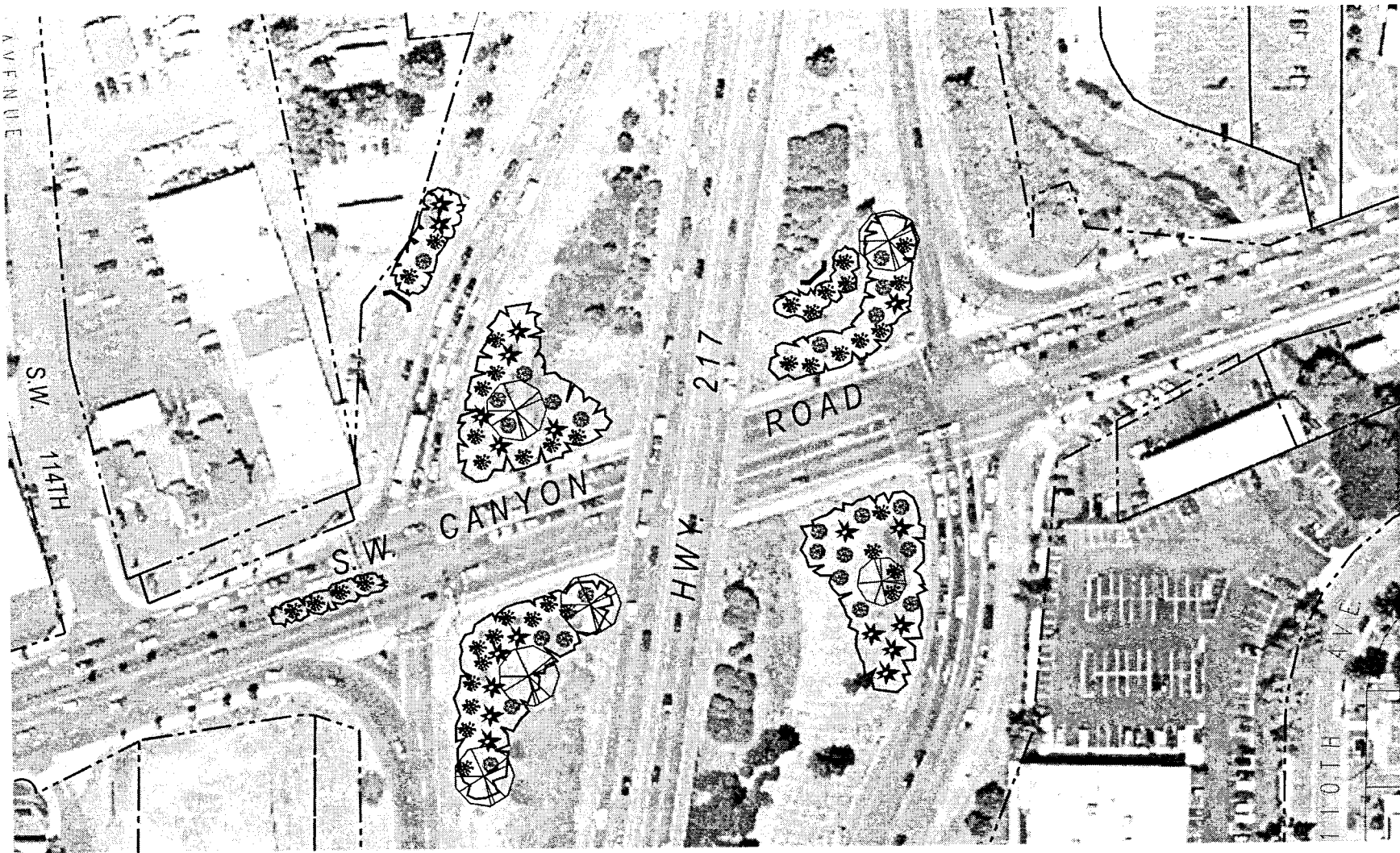
SIGN



SIGN AND LANDSCAPING



BEAVERTON DOWNTOWN REGIONAL
CENTER BOUNDARY



CANYON ROAD GATEWAY SITES

(Two of four sign locations proposed.)

LEGEND



LANDSCAPING FEATURES TO
BE DETERMINED IN DESIGN



SIGN

RESOLUTION NO. 3773

**A RESOLUTION SUPPORTING THE CITY OF
BEAVERTON'S APPLICATION FOR ODOT'S
TRANSPORTATION ENHANCEMENT
PROGRAM**

WHEREAS, Oregon Department of Transportation's (ODOT's) Transportation Enhancement Program has solicited applications to fund new projects through the federal Transportation Enhancement Program; and

WHEREAS, numerous studies and City policies recommend implementation of a downtown Beaverton gateway project; and

WHEREAS, after comparing the City's recommended *Welcome to Downtown Beaverton Gateway Project* and ODOT's project criteria under the Transportation Enhancement Program, City staff identified this project as a project that appears to respond to the funding criteria; and

WHEREAS, City staff prepared the project application for the above-named project for submission to ODOT; and

WHEREAS, a resolution of support is desirable for proposed projects from the governing body of agencies sponsoring candidate projects; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BEAVERTON, OREGON:

The Council hereby strongly supports the City of Beaverton's project application for potential funding through the ODOT Transportation Enhancement Program and directs staff to submit the application to ODOT by September 10, 2004, for potential funding.

ADOPTED by the Council this _____ day of _____, 2004.

APPROVED by the Mayor this _____ day of _____, 2004.

ATTEST:

APPROVED:

SUE NELSON, CITY RECORDER

ROB DRAKE, MAYOR

AGENDA BILL

Beaverton City Council
Beaverton, Oregon



SUBJECT: Final Order for Traffic Commission
Issue No. TC 556 Regarding Parking
Restrictions on SW 158th Place South
of Rigert Road

FOR AGENDA OF: 8-23-04 **BILL NO:** 04177

Mayor's Approval: 

DEPARTMENT OF ORIGIN: Engineering 

DATE SUBMITTED: 8-12-04

CLEARANCES: Transportation 
City Attorney 

PROCEEDING: Consent

EXHIBITS: 1. Final Order

BUDGET IMPACT

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$0	BUDGETED \$0	REQUIRED \$0

HISTORICAL PERSPECTIVE:

On July 19, 2004, the City Council held a hearing on an appeal of the Traffic Commission decision on Issue TC 556. Following the hearing, the Council voted 4-1 to grant the appeal with conditions.

INFORMATION FOR CONSIDERATION:

Section 6.02.065.H of the Beaverton Code requires that a final written order of the Council shall be prepared and presented to the Council for approval. The required final order has been prepared and is included as Exhibit 1.

RECOMMENDED ACTION:

Approve the final order on Traffic Commission Issue No. TC 556 as presented in Exhibit 1.

**BEFORE THE CITY COUNCIL
FOR THE CITY OF BEAVERTON, OREGON**

**APPEAL FROM APPROVAL OF
THE TRAFFIC COMMISSION
ORDER ON ISSUE NO. TC 556
TITLED "PARKING
RESTRICTIONS ON SW 158TH
PLACE SOUTH OF RIGERT
ROAD"**

**FINAL ORDER
GRANTING THE APPEAL
AND IMPOSING CONDITIONS**

1. The Traffic Commission held a hearing on the issue on June 3, 2004. A Final Written Order of the Traffic Commission was approved on June 7, 2004. The Final Written Order recommended that stopping or standing be prohibited along the east and west curbs of SW 158th Place within 60 feet of Tract E of Wellington Heights No. 3 (the school pathway) between the hours of 7 a.m. and 9 a.m. and between the hours of 2 p.m. and 4 p.m. on school days. Macie Mackey appealed the Traffic Commission's final order to the City Council on June 9, 2004. The City Council conducted a hearing on July 19, 2004.
2. The following criteria (from BC 6.02.060.A) were found by the City Traffic Engineer to be relevant to the issue:
 - 1a (provide for safe vehicle, bicycle and pedestrian movements);
 - 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion).
3. In making its decision, the City Council relied upon the following facts from the staff report, the record of the Traffic Commission hearing, and from public testimony:
 - Residents of SW 158th Place submitted a petition asking that the City prohibit non-residents from using the street as a drop-off zone or parking for Sexton Mountain School.
 - An existing public pathway provides access between SW 158th Place and Sexton Mountain School.
 - Staff indicated that approximately 10 to 25 vehicles use SW 158th in the morning and afternoon for access to the pathway.
 - The residents' petition indicates that the additional traffic is excessive, creates safety concerns and diminishes the livability of the neighborhood.
 - The City Traffic Engineer and City Attorney reported that any restrictions imposed on SW 158th must apply equally to both residents and non-residents.

- The City Traffic Engineer found that the most significant safety concern related to school students exiting from the pathway in the afternoon. The students were observed to cross the street without adequate caution. Sight distance was restricted due to vehicles stopped near the pathway.
 - In testimony, residents suggested a variety of ways to discourage the use of SW 158th Place by school-related traffic.
 - The City Traffic Engineer recommended that parking and stopping be prohibited near the pathway between 2 p.m. and 4 p.m. on school days.
 - At the appeal hearing, the appellant and others testified that the proposed “no stopping” restrictions would create a substantial inconvenience for residents of the west side of 158th Place who need on-street parking for business and visitors. The appellant suggested that existing parking restrictions should be enforced on the east side of the street such as restrictions near a fire hydrant.
4. Following the public hearing, the City Council voted (4 aye, 1 nay) to grant the appeal with the following conditions:
- Reject the stopping restrictions recommended by the Traffic Commission.
 - Direct staff to work with the School District to provide more passive enforcement of existing restrictions.
 - Direct Police to focus enforcement in the area of the school pathway on SW 158th Place.
 - Direct staff to install signing along the east side of SW 158th Place near the school pathway to prohibit parking adjacent to the existing fire hydrant, mailboxes and driveways.
 - Direct staff to report back to the Traffic Commission on this issue in December 2004.
5. The City Council decision was based on the following findings:
- Parking restrictions near the school pathway will improve safety for school pedestrians. Parking restrictions elsewhere on the street will have little impact on safety. Criterion 1a is satisfied by the original request from the residents or by the staff recommendations or by the recommendations of the Traffic Commission or by the appellant’s suggestion to increase enforcement of existing parking restrictions.
 - Testimony at the appeal hearing indicated that parking restrictions on the west side of the street would not accommodate the parking needs of the residents and their businesses. Parking restrictions can be implemented by staff under existing statutes to restrict parking on the east side of the street near fire hydrant, mailboxes and driveways. Therefore, Criterion 1d appears to be best satisfied by rejecting the “no stopping” restrictions recommended by the Traffic Commission and installing limited signing on the east side of the street.

Approved and adopted this _____ day of August 2004.

Signed by: _____
Mayor Rob Drake

Attest: _____
City Recorder

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: Authorizing Preparation of Request for Proposal for a Permit Tracking System to Replace the CRW Associates Permit System

FOR AGENDA OF: 8/23/04 **BILL NO:** 04178

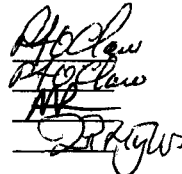
Mayor's Approval: 

DEPARTMENT OF ORIGIN: CDD 

DATE SUBMITTED: 7-21-04

CLEARANCES:

Purchasing
Finance
City Attorney
ISD



PROCEEDING: Consent Agenda

EXHIBITS:

BUDGET IMPACT

EXPENDITURE REQUIRED \$0	AMOUNT BUDGETED \$0	APPROPRIATION REQUIRED \$0
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HISTORICAL PERSPECTIVE:

The Community Development Department (CDD) has used the CRW Associates permit-tracking system since May 3, 1999. A permit-tracking system is used to create, administer, and track development permits, fees, and inspections. This system is relied upon to access current and historical data related to permit applications and is key to the day-to-day operation of the department.

INFORMATION FOR CONSIDERATION:

The CRW system was chosen from a list of RFP respondents to replace an outdated permit-tracking system, which was not year-2000 compatible. Throughout implementation and use, the CRW system has had several problems which continue to date. After having used the CRW permit system for over five years, staff has determined the system cannot efficiently serve the changing needs of the City. In addition, in the fast-paced software industry, it can be expected that programs such as the CRW System will not meet the City's needs within a five to ten-year period. Because the current CRW permit system is not consistently reliable and is not meeting City needs, staff desires to replace the system.

Request for Proposals (RFP) have been used to establish the minimum requirements and qualifications for goods and services the City desires to purchase. Responses to an RFP are carefully reviewed by staff to determine compliance with the criteria specified in the RFP and used to determine the best and most cost-effective product available to serve the needs of the City. Issuance of an RFP will allow the City to establish minimum qualifications, scope of service to be provided, and system capabilities required to determine the most effective permit-tracking system software available to serve the needs of CDD. Staff will submit to Council the results of the RFP along with a recommendation to award a contract to the respondent submitting a system that will best fit the needs of CDD.

RECOMMENDED ACTION:

Council authorize staff to prepare an RFP and prepare an implementation plan for a permit-tracking system to replace the current CRW permit-tracking system.

AGENDA BILL

Beaverton City Council Beaverton, Oregon

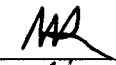

SUBJECT: An Ordinance Annexing Property Generally
Known As a Portion of SW Barrows Road to
the City of Beaverton: Expedited
Annexation 2004-0006

08/23/04
FOR AGENDA OF: ~~08/09/04~~ **BILL NO:** 04171

Mayor's Approval: 

DEPARTMENT OF ORIGIN: CDD 

DATE SUBMITTED: 07/20/04

CLEARANCES: City Attorney 
Planning Services 

PROCEEDING: ~~First Reading~~
Second Reading and Passage

EXHIBITS: Ordinance
Exhibit A - Map
Exhibit B - Legal Description
Exhibit C - Staff Report Dated 07/16/04

BUDGET IMPACT

EXPENDITURE REQUIRED \$0	AMOUNT BUDGETED \$0	APPROPRIATION REQUIRED \$0
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HISTORICAL PERSPECTIVE:

This annexation consists of two pieces of property that are part of the SW Barrows Road right-of-way. Generally, the Beaverton city limits go to the center line of Barrows Road from the Bonneville Power Administration (BPA) powerline easement to a little west of SW 154th Avenue. In addition, there is a sliver of unincorporated right-of-way at SW 157th Avenue that runs the entire width of the right-of-way. The Progress Quarry (Progress Ridge) development is proposing to relocate Barrows Road to the north in this area and to turn the existing right-of-way into a bike path/trail that will eventually connect to a bike path/trail system in the BPA powerline easement. Washington County is agreeable to transferring jurisdiction and maintenance to the City of Beaverton to facilitate the review and approvals of this project but under State Statutes (ORS 373.270) cities can only assume responsibility for right-of-way that is in their corporate limits. This annexation is being proposed to facilitate the transfer of jurisdiction for Barrows Road in this area and to facilitate the Progress Quarry proposal to relocate the road and turn the existing right-of-way into a bike path/trail that will eventually be part of a large trail system.

INFORMATION FOR CONSIDERATION:

This ordinance and the attached staff report address the criteria for annexation in Metro Code Section 3.09.

The annexation will become effective November 3, 2004.

RECOMMENDED ACTION:

~~First Reading.~~
Second Reading and Passage.

ORDINANCE NO. 4320

AN ORDINANCE ANNEXING PROPERTY GENERALLY KNOWN
AS A PORTION OF SW BARROWS ROAD TO THE CITY OF
BEAVERTON: EXPEDITED ANNEXATION 2004-0006

WHEREAS, This expedited annexation was initiated under authority of ORS 222.125, whereby Washington County has consented to annexation; and

WHEREAS, City policy as adopted in Resolution No. 2660, Sections 2 and 4, is to extend City services to properties through annexation; now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. The property shown on Exhibit A and more particularly described in Exhibit B is hereby annexed to the City of Beaverton, effective November 3, 2004.

Section 2. The Council accepts the staff report, dated July 19, 2004, attached hereto as Exhibit C, and finds that:

- a. There are no provisions in urban service provider agreements adopted pursuant to ORS 195.065 that are directly applicable to this annexation; and
- b. This annexation is consistent with the City-Agency agreement between the City and Clean Water Services in that partial responsibility for sanitary and storm sewer facilities within the area annexed will transfer to the City upon this annexation.

Section 3. The Council finds this annexation will promote and not interfere with the timely, orderly, and economic provision of public facilities and services, in that:

- a. The part of the property that lies within the Washington County Urban Road Maintenance District will be withdrawn from the district; and
- b. The part of the property that lies within the Washington County Street Lighting District #1 will be withdrawn from the district; and
- c. The part of the property that lies within the Washington County Enhanced Sheriff Patrol District will be withdrawn from the district; and
- d. The City having annexed into the Tualatin Valley Fire and Rescue District in 1995, the property to be annexed by this Ordinance shall be annexed to or remain within that district.

Section 4. The Council finds that this annexation complies with all other applicable criteria set out in Metro Code Chapter 3.09.

Section 5. The City Recorder shall place a certified copy of this Ordinance in the City's permanent records and the Community Development Department shall forward a certified copy of this Ordinance to Metro and all necessary parties within five days of the effective date.

Section 6. The Community Development Department shall transmit copies of this Ordinance and all other required materials to all public utilities and

telecommunications utilities affected by this Ordinance in accordance with ORS 222.005.

First reading this 9th day of August, 2004.

Passed by the Council this ____ day of _____, 2004.

Approved by the Mayor this ____ day of _____, 2004.

ATTEST:

APPROVED:

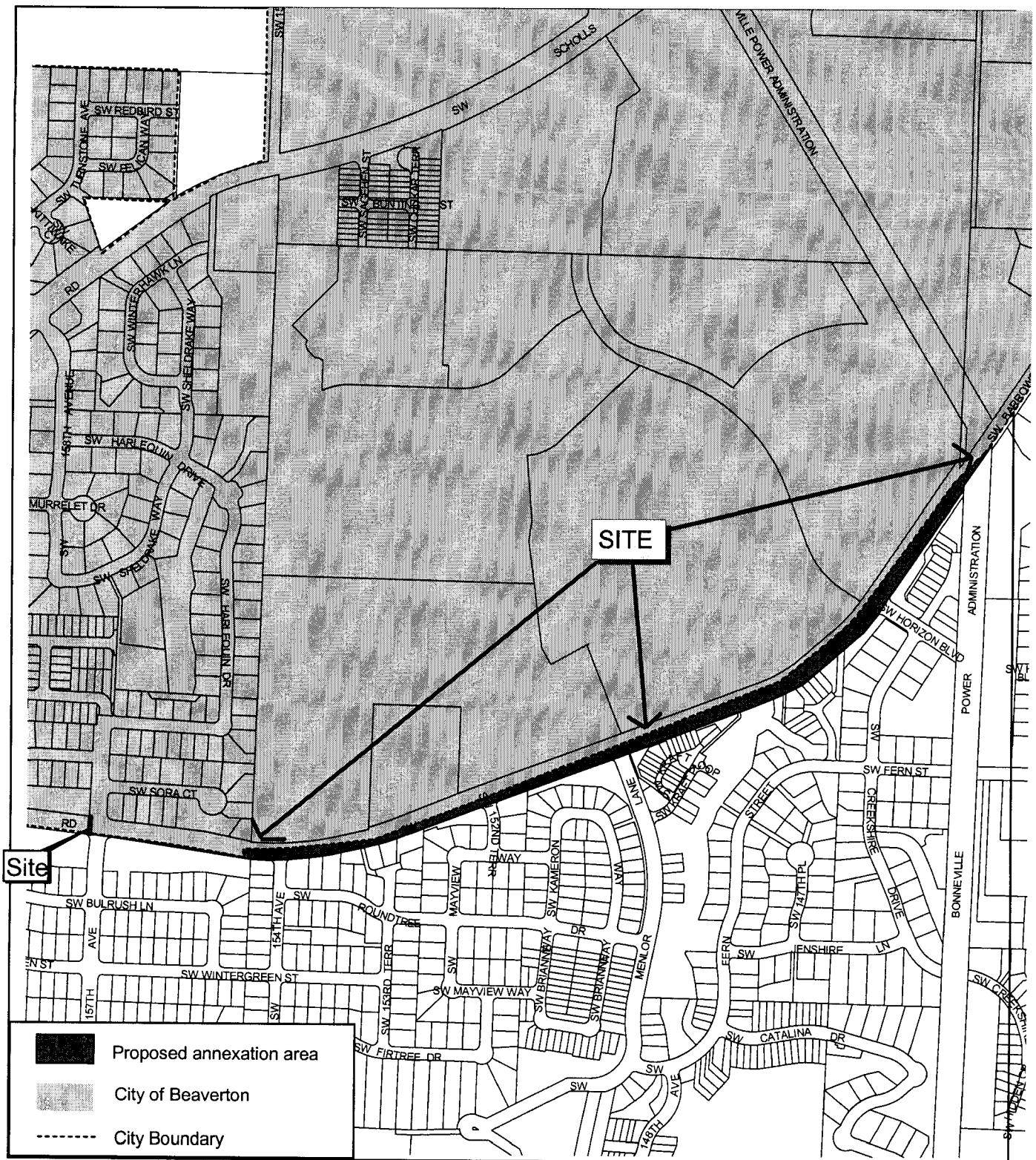
SUE NELSON, City Recorder

ROB DRAKE, Mayor

ANNEXATION MAP

ORDINANCE NO. 4320

Exhibit "A"



City of Beaverton

BARROWS ROAD EXPEDITED ANNEXATION
COMMUNITY DEVELOPMENT DEPARTMENT
Planning Services Division

03/20/04

Map #



Application #
ANX 2004-0006