

# CITY OF BEAVERTON



# COUNCIL AGENDA

## TELEVISED

## FINAL AGENDA

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

REGULAR MEETING  
MAY 10, 2004  
6:30 p.m.

CALL TO ORDER:

ROLL CALL:

PROCLAMATIONS:

Emergency Medical Services Week: May 16 – 22, 2004

Peace Officers' Memorial Day: May 15, 2004

PRESENTATIONS:

- 04087 Presentation of Shields and Swearing In of Newly Appointed Captain and Lieutenant to the Beaverton Police Department
- 04088 Tree City USA Award
- 04089 Update on Regional Economic Development Partners and Metropolitan Economic Policy Task Force

CITIZEN COMMUNICATIONS:

COUNCIL ITEMS:

STAFF ITEMS:

CONSENT AGENDA:

Minutes of Regular Meeting of May 3, 2004.

- 04090 Liquor License: New Outlet – Mayuri Indian Cuisine

Contract Review Board:

- 04091 Contract Award – Stormwater Improvement Services for Beaverton Creek (CIP Project 8022)

WORK SESSION:

- 04092 Revision of the City's Emergency Response and Recovery Plan

ORDINANCES:

**First Reading:**

- 04093        An Ordinance Relating to the Emergency Management Code, Amending Beaverton Code Section 2.01.020. (Ordinance No. 4309)

**Second Reading:**

- 04078        An Ordinance Amending Ordinance No. 4187, the Comprehensive Plan, Chapter Six Transportation Element, by Adding Provisions Relating to Transportation System Performance, CPA 2003-0015 (Ordinance No. 4301)
- 04079        An Ordinance Amending Ordinance No. 2050, the Development Code, by Amending and Adding Provisions Relating to Transportation Facilities and Performance, TA 2003-0008 (Ordinance No. 4302)
- 04080        An Ordinance Amending and Updating Ordinance 4060, Engineering Design Manual and Standard Drawings (Ordinance No. 4303)
- 04081        An Ordinance Amending Ordinance No. 4187 Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map, for Property Located at 1020 SW Cedar Hills Boulevard; CPA 2004-0002/ZMA 2004-0002 (Ordinance No. 4304)
- 04082        An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 16300 SW Nora Road; CPA 2004-0004/ZMA 2004-0004 (Ordinance No. 4305)
- 04083        An Ordinance Amending Ordinance No. 4187, Figure III-I, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 11115 SW Center Street; CPA 2004-0003/ZMA 2004-0003 (Ordinance No. 4306)
- 04084        An Ordinance Adding and Amending Certain Provisions of Chapters Five and Six of the Beaverton Code (Ordinance No. 4307)
- 04085        An Ordinance Amending Ordinance No. 4187, Figure III-I, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located on the West Side of SW Murray Boulevard North of SW Walker Road; CPA 2004-0001/ZMA 2004-0001 (Ordinance No. 4308)

**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) (f) to consider information or records that are exempt by law from public inspection and in accordance with ORS 192.660 (1)(e) to conduct deliberations with person designated by the governing body to negotiate real property transactions. 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. 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 526-2222/voice TDD.

# PROCLAMATION

OFFICE OF THE MAYOR  
CITY OF BEAVERTON



**WHEREAS,** emergency medical services is a vital public service; and

**WHEREAS,** the members of emergency medical services teams are ready to provide lifesaving care to those in need 24 hours a day, seven days a week; and

**WHEREAS,** access to quality emergency care dramatically improves the survival and recovery rate of those who experience sudden illness or injury; and

**WHEREAS,** emergency medical teams consist of emergency physicians, emergency nurses, emergency medical technicians, paramedics, firefighters, educators, administrators, and others; and

**WHEREAS,** the members of emergency medical services teams, engage in thousands of hours of specialized training and continuing education to enhance their lifesaving skills; and

**WHEREAS,** Americans benefit daily from the knowledge and skills of these highly trained individuals; and

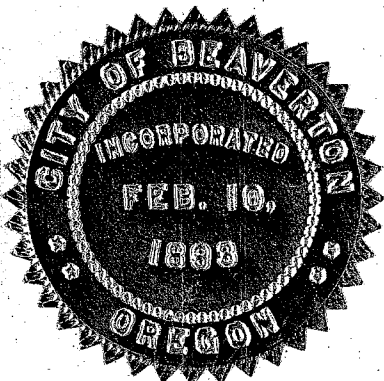
**WHEREAS,** it is appropriate to recognize the value and the accomplishments of emergency medical services providers by designating Emergency Medical Services Week; and

**WHEREAS,** injury prevention and the appropriate use of the EMS system will reduce national health care costs; and

**NOW, THEREFORE,** I, Rob Drake, Mayor of the City of Beaverton, Oregon, do hereby proclaim the week of May 16-22, 2004 as:

## EMERGENCY MEDICAL SERVICES WEEK

in the City of Beaverton and encourage the community to observe this week with appropriate programs, ceremonies and activities.



Rob Drake  
Mayor

# PROCLAMATION

OFFICE OF THE MAYOR  
CITY OF BEAVERTON



**WHEREAS,** the Congress of the United States of America has designated the week of May 15<sup>th</sup> to be dedicated as "National Police Week" and May 15<sup>th</sup> of each year to be "Peace Officers' Memorial Day " in honor of the Federal, State and Municipal Officers who have been killed or disabled in the line of duty; and

**WHEREAS,** it is known that every 57 hours an American Police Officer will be killed in the line of duty somewhere in the United States and 189 officers will be seriously assaulted in the performance of their duties; and

**WHEREAS,** law enforcement officers are our guardians of life and property, defenders of the individual right of freedom, warriors in the war against crime, and dedicated to the preservation of life, liberty and the pursuit of happiness; and

**WHEREAS,** the City of Beaverton is very proud of our law enforcement officers and wish to recognize their commitment to the public safety profession; and

**WHEREAS,** the Beaverton Police Department provides the highest quality service, preserving human rights, lives and property; and

**WHEREAS,** Beaverton Police are committed to the highest professional standards, working in partnership with our citizens, to meet the challenges of reducing crime, creating a safer environment, and improving our quality of life;


**NOW, THEREFORE,** I, ROB DRAKE, MAYOR, City of Beaverton, Oregon, do hereby proclaim May 15, 2004 as:

## PEACE OFFICERS' MEMORIAL DAY

and, the week of May 9-15, 2004 as:

## POLICE WEEK

In the City of Beaverton to call attention to the Beaverton Police for the outstanding service they provide to our community. I also call upon our citizens to express their thanks to the men and women who make it possible for us to leave our homes and family in safety each day and return to our home knowing they are protected by men and women willing to sacrifice their lives if necessary, to guard our loved ones, property, and government against all who would violate the law.

  
Rob Drake, Mayor



## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

**SUBJECT:** Presentation of Shields and Swearing In of  
Newly Appointed Captain and Lieutenant to  
the Beaverton Police Department

**FOR AGENDA OF:** 05/10/04 **BILL NO:** 04087

**MAYOR'S APPROVAL:**



**DEPARTMENT OF ORIGIN:**

Police 

**DATE SUBMITTED:**

04/27/04

**PRESENTATION:** Presentation

**EXHIBITS:**

### **BUDGET IMPACT**

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

The Beaverton Police Department is in the process of filling the third captain's position approved by Council on December 15, 2003, and one lieutenant's position which became vacant as a result of an internal promotion. As part of the hiring process, these individuals are sworn in before the City Council during a brief ceremony.

### **INFORMATION FOR CONSIDERATION:**

The department is pleased to swear in Ed Kirsch as the newly promoted captain, and Steve Stevenson as a lieutenant. Both of the officers are being promoted from within the agency.

### **RECOMMENDED ACTION:**

City Council offer their support to the captain and lieutenant through a presentation made during the City Council meeting.

**AGENDA BILL**

**Beaverton City Council  
Beaverton, Oregon**

**SUBJECT:** Tree City USA Award

**FOR AGENDA OF:** 05-10-04

**BILL NO:** 04088

**Mayor's Approval:**



**DEPARTMENT OF ORIGIN:** Operations



**DATE SUBMITTED:** 05-05-04

**CLEARANCES:**

**PROCEEDING:** Presentation

**EXHIBITS:**

**BUDGET IMPACT**

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

The City of Beaverton has been recognized as a "Tree City USA" for seven consecutive years. To qualify for this distinction, the City of Beaverton created an Urban Forestry program that fully satisfies the requirements established by the Oregon State Forester. An ordinance that became effective in August 1997 helps preserve, manage and enhance the existing tree inventory while promoting the reforestation of Beaverton for the aesthetic, environmental and economic benefits that trees provide to City residents and visitors.

**INFORMATION FOR CONSIDERATION:**

The City has met the criteria for recertification as a "Tree City USA" for 2003. This is the tenth year that the City has qualified for this recognition. A representative from the Oregon Department of Forestry will be presenting the award and flag.

**RECOMMENDED ACTION:**

Listen to the presentation and receive the award.

## AGENDA BILL


Beaverton City Council  
Beaverton, Oregon

**SUBJECT:** Update on Regional Economic  
Development Partners and Metropolitan  
Economic Policy Task Force

**FOR AGENDA OF:** 05-10-04 **BILL NO:** 04089

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Mayor's Office 

**DATE SUBMITTED:** 05-04-04 

**CLEARANCES:** None

**PROCEEDING:** PRESENTATION

**EXHIBITS:** Regional Economic Development  
Partners Six-Month Work Plan Report

A Framework for Creating Shared  
Economic Priorities for the Portland-  
Vancouver Metropolitan Area

### **BUDGET IMPACT**

EXPENDITURE REQUIRED\$-0-	AMOUNT BUDGETED\$-0-	APPROPRIATION REQUIRED \$-0-
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### **HISTORICAL PERSPECTIVE:**

In September, 2003, Council passed a resolution certifying the City's commitment to the Regional Economic Development Policy with the Regional Economic Development Partners (REDP). The REDP had existed as an informal organization since around 1990, working on business recruitment and retention. The organization was originally formed to allow the Portland Development Commission (PDC) to take a lead role in business recruitment by consolidating regional business information and allowing the participating jurisdictions to maintain close working relations to enhance business recruitment and retention. Beaverton was an early member of the organization.

With the downturn in the economy beginning in 2000, interest in economic development from both the public and private sectors was considerably heightened. There was a perceived need for a long term economic strategy for the region and for more active marketing of the region. Regional Partners applied for and received a grant to form a high level regional task force, the Metropolitan Economic Policy Task Force (MEPTF) to examine these issues.

This bi-state public-private task force, chaired by Mayor Drake, issued a report in June, 2003, which examined common themes and gaps in economic strategies in the region and looked at opportunities for moving forward. The document, called "A Framework for Creating Shared Economic Priorities for the Portland-Vancouver Metropolitan Area" is attached. At the same time, REDP presented a Six-Month Work Plan for activities to begin implementing the Framework.

REDP organized as a formal 501(c)3 organization in June, 2003. There are now 27 members of the organization.

**INFORMATION FOR CONSIDERATION:**

REDP completed its six-month work plan in January, 2004, but MEPTF was unable to convene for a meeting until April, 2004. At that time, REDP presented the results of the six-month work plan and described ongoing efforts. The results of the Six-Month Work Plan are attached.

MEPTF expressed appreciation for the REDP efforts. It is unclear if MEPTF will continue to meet as an organization to provide external guidance for the efforts of the REDP, but discussions are occurring.

The REDP recently received a grant from the Economic Development Administration (EDA) for \$75,000 to create a Comprehensive Economic Development Strategy for the Portland-Vancouver region. This is an important step which may allow the region to access certain federal dollars set aside for distressed regions. Much of the work already accomplished by MEPTF in the Framework document will be the basis for the EDA report.

**RECOMMENDED ACTION:**

Staff respectfully recommends that the City Council listen to the update on the Regional Economic Development Partners and the Metropolitan Economic Policy Task Force.



# **Regional Economic Development Partners**

## **Six-Month Work Plan Report**

### **Introduction:**

The Regional Economic Development Partnership (REDP) is a newly created non-profit organization that formalizes a ten-year working partnership between public and private sector economic development practitioners in the Portland-Vancouver Metropolitan Area. REDP's purpose is to address shared economic priorities and improve the economic climate for the region. Its long-term mission is to create a collaborative environment for business retention, growth and recruitment. The Metropolitan Economic Policy Task Force charged REDP to provide leadership on the region's Economic Development Work Plan and Framework. Efforts over the last six months set the stage for further collaborative work in the region, all designed to strategically help promote the Portland region as a desirable location for business and investment.

Activities in the Six-Month Work Plan are divided into four categories: Commitment to Regionalism, Industry Cluster Development, Industrial Area Development, and Regional Marketing. Highlights of REDP's work in each of these areas include:

### **I. Commitment to Regionalism**

In the Six-Month Work Plan, REDP laid out a number of action items that would help expand commitments from partners and others to act regionally.

#### **Soliciting Champions to Support Elements of the Economic Framework**

Within *A Framework for Creating Shared Economic Priorities for the Portland-Vancouver Metropolitan Area*, REDP proposed that key tactical areas should be "championed" by interested persons and organizations that have the resources and/or authority to shape constructive outcomes. A champion is envisioned to be an individual and/or organization who would own/co-own one of the strategies/actions called for in the Framework; marshal the participation and involvement of other organizations necessary to the achievement of the strategy; serve as the keeper and chief communicator of the achievement of the strategy; and identify and document the value to the region as a result of the efforts to date.

In the Six-Month Work Plan, REDP made commitments to begin the recruitment of Framework leaders by garnering the commitments of individuals and/or organizations to serve as the champion for eight of the strategies/action elements of the Framework.

While the concept of champions remains, it has become clear that individual strategies are very complex topics that often limit the ability of a single organization to "own". Others, such as "preserve, protect and redevelop existing industrial areas within the metropolitan area, while recognizing the changing form, functions, and site needs of industry", are efforts that will be undertaken by essentially all REDP. The integration of champions into the Framework is an effort that will take much more refinement by REDP. At present, the Portland Business Alliance has committed to lead the effort in marketing the region and the Port of Portland is leading the effort to deepen the Columbia Channel with help by REDP.

REDP will take the lead and continue the effort to identify champions, but will also explore other ways of organizing its regional efforts to ensure exemplary coordination between agencies and organizations.

## **EXPAND MEMBERSHIP IN REDP**

Since its creation as a formal organization in June of 2003, REDP has seen growth in both the number of members and the breadth of the type of organizations represented. As of December 2003, there were 27 members in good standing of the Regional Economic Development Partners, compared to the 20-member goal outlined in the Six-Month Work Plan.

Organizational interest and growth is an indication of both the need for regional collaboration on economic development issues and the credibility of REDP as an organization to help foster that environment. All previous members of REDP, except Vancouver, have joined the new organization and a number of other key agencies have joined. For instance, having Worksystems, Inc. as part of the collaboration brings the key workforce component more closely to the table in discussions of business expansion and recruitment. OHSU broadens the scope to technology commercialization and business-research collaborations. New municipal partners include Fairview, Happy Valley, Sherwood, Tigard, and Lake Oswego.

*Member organizations as of December 2003 include:*

Beaverton	Washington County
Fairview	Metro
Gresham	Oregon Economic and Community Development Department
Happy Valley	Port of Portland
Hillsboro	Columbia River Economic Development Council
Lake Oswego	Oregon Health and Science University
Milwaukie	PacifiCorp
Sherwood	Portland Ambassadors
Tigard	Portland Business Alliance
Tualatin	Portland Development Commission
Wilsonville	Portland General Electric
Clackamas County	Westside Economic Alliance
Multnomah County	Work Systems Inc.
	Clackamas County Business Alliance

## **Adoption of the REDP Six-Month Work Plan and Framework Report**

One of the deliverables in the Six-Month Work Plan was for the boards, councils, or chief executive officers of each of the members of the Regional Economic Development Partners to pass formal resolutions or draft letters endorsing the REDP Six-Month Work Plan and Economic Framework Report. These resolutions will be used as a mechanism to show formal organizational commitment to these efforts by each member organization. Some other organizations are in the process of such recognition by their boards.

Member organizations that have passed resolutions or forwarded endorsing letters as of December 2003 include: Beaverton, Fairview, Happy Valley, Hillsboro, Sherwood, Tualatin, Clackamas County, PacifiCorp, Portland Business Alliance, Portland Development Commission, Portland General Electric, Westside Economic Alliance, and Work Systems Inc.

## **EDA GRANT APPLICATION**

The application for an EDA grant to support the creation of a Consolidated Economic Development Strategy (CEDS) for the Portland-Vancouver metropolitan area was submitted on August 7, 2003. The grant application was for \$75,000 in funds from EDA, to be matched with \$95,000 in funds from REDP and PDC. Letters of support for the application from members of Oregon's Congressional Delegation were sent in October 2003. One of the elements of the CEDS work plan is an assessment of the formation of an economic development district that, in concert with an EDA approved CEDS, would provide this metropolitan area access to federal grant funds that are currently unavailable to the area. In late November, EDA's Seattle regional office forwarded the REDP CEDS application to EDA headquarters in Washington D.C. with recommendation for approval. It is anticipated that EDA will make a final approval decision in mid 2004.

## **II. Industry Cluster Development**

In the Six-Month Work Plan, REDP identified four industry clusters as the initial set upon which it would focus its collaborative efforts: silicon; micro to nanotechnology; cyber-security; and metals and transportation equipment. These are the first of numerous clusters that REDP will collaborate on over time.

Findings and action plans for each of the four clusters are outlined in the following pages.

### **A. SILICON CLUSTER STRATEGY**

The region's silicon cluster includes firms engaged in the design and manufacturing of semiconductors, including solar cells; firms that produce silicon ingots and wafers; and firms that manufacture the equipment necessary to produce silicon ingots, wafers, and semiconductors.

Due to the immediate-term risks faced by many regional firms, REDP strategies are focused on addressing short-term issues and solutions, as well as researching longer-term efforts.

#### **Top Five Issues**

1. **GLOBAL COMPETITION:** To compete, firms must stay within one generation of the most recently introduced technology. Global leaders and competitors in high tech development include: Taiwan, Texas, New York, and China. To attract and grow these industries, all four leaders are offering incentive packages that range in the multi-millions of dollars.
2. **NEW TECHNOLOGY INVESTMENT:** The effective application of nanotechnology is critical to firms desiring to remain competitive in the 21st Century. Therefore, incentives and support for research and development are crucial elements to industry retention and growth. Oregon and Washington need to develop incentives and strategies for encouraging innovations and new product development.
3. **SKILLED WORKFORCE:** Access to a technologically skilled workforce is an ongoing concern. Expanding technology education programs at Oregon and southwest Washington higher education institutions is a continuing industry priority.
4. **CLUSTER DEVELOPMENT:** To retain and expand this cluster, the region must continue to compete effectively with other areas of the world where production quality and technical expertise are increasing and operating costs are lower.
5. **VACANT/UNDERUTILIZED FACILITIES:** Identify the growing number of high-tech facilities empty or underutilized and partner with owners to better market their facilities.

#### **Retention, Expansion, Recruitment Action Plans**

- Target the solar industry, which uses wafer sizes and production equipment that are 2-4 generations behind those currently employed by the semiconductor industry (i.e. 4", 5" and 6" wafers are "current technology" in the solar industry) and leverage off the strengths of the area's semiconductor industry. Identify 2-3 primary firms to proactively target.
- Retain/capture the next generation investment (300 mm) of critical existing semiconductor firms and their suppliers/vendors.
- Assist with the marketing of existing under/unutilized facilities to target firms.
- Work to develop local solar/photovoltaic operations, including support for the conversion of currently under/unutilized facilities from semiconductor to solar industry use.

- Recruit new semiconductor investment to Portland area. Identify 2-3 firms to proactively target.
- Support industry initiatives to encourage increased state investments in new technology research and development.

### **Workforce Development and Support**

- Support the semiconductor workforce consortium as it relates to industry-education-government collaboration around core semiconductor curriculum development and training courses.
- Support the development and growth of PSU's Solar Institute with industry partnerships.
- Collaborate with regional workforce initiatives to meet the training needs of current workers. Designate cluster as a priority for the regional Workforce Response Team(s) and Workforce Systems Inc funding.
- Support the efforts of the Oregon Council for Knowledge and Economic Development.

### **Communication of Industry Issues and Needs** (target audience in parentheses)

- Ensure cluster viability – the future of the clusters in this region is shifting but far from over (general audience).
- Ensure critical linkage between the continued competitiveness of the silicon cluster, nanotechnology research and development and local, regional, and state elected officials.
- Support ongoing workforce/technical education development (education institutions, elected officials in Salem and Olympia).
- Site needs:
  - Firms in this cluster need sites sufficient for at least 2-3 phases of expansion, to accommodate at least two technology “generations” of operations/development. Without this, local firms’ operational lifespan will likely be less than ten years.
  - In order to remain competitive and continue to attract investment from expanding as well as new firms in this cluster, the region needs a continuously maintained inventory of readily available sites.
  - As per interviews, national site selectors recommend regions to have twenty sites of 10 to 15 acres; fifteen sites of 20 to 35 acres; and ten sites of 50 to 100+ acres.

## **B. MICRO TO NANOTECHNOLOGY CLUSTER STRATEGY**

Nanotechnology is the science of materials, devices, and processes at the atomic/molecular level – working at geometry of less than 100 nanometers. While not an industry itself, the application of nanotechnology is critical to the competitiveness of a number of industries that are important to the region. Supporting continued research and development to keep the use of nanotechnology at the “cutting edge” is critical to maintaining statewide competitiveness.

### **Top Five Opportunities**

1. SIGNATURE RESEARCH CENTER: A consortium of Washington and Oregon institutions: Pacific Northwest National Lab (PNNL), University of Oregon (UO), Oregon State University (OSU), and Portland State University (PSU), have created a signature research center in nanotechnology called the Multi-scale Materials and Devices Center (MMD). The Oregon Legislature approved the seed funding last session and an interim director has been hired. Hewlett Packard Corvallis has donated space for the start-up operations as the facility gets constructed.

2. **LEGISLATION:** The 21<sup>st</sup> Century Nanotechnology Research and Development Federal Act, signed into law in December 2003, was co-written by Oregon's Senator Wyden. Members of the Pacific Northwest Congressional delegation voted for this legislation and helped achieve final language that recognizes the importance of leveraging microtechnology assets as a base for the pursuit of nanotechnology.
3. **FEDERAL NANOTECHNOLOGY CENTER:** Successfully competing for and attracting one of the federal nanotechnology centers is critical to this region and will give us a competitive advantage in this field. In addition to pure scientific research, the Federal funding language also calls for at least one "center" to be working on commercially viable applications. Oregon's university system brings unique strengths to the effort: UO in materials science ("how to do it"), OSU in engineering and process science ("how to build it"), PSU in optics and testing ("how to test it"), and PNNL in basic science and energy/environmental applications.
4. **NANOTECH APPLICATION:** Examples of nanotechnology science already being applied to commercial technologies by Oregon companies include: ink jet printer technology ("micro-fluidics") at HP in Corvallis; integrated circuit design and processing at Intel in Hillsboro (the world's first 90nm/300mm factory) and at other regional chip-makers; and solid ink technology at Xerox in Wilsonville. Applications that are being worked on at UO, OSU, and elsewhere in the region include: fuel cells, including those large and powerful enough to operate vehicles; micro-reactors; water purification technologies; bio-sensors (OSU is very close to some breakthroughs on this); and heating and cooling apparatus (at human level scale [bio warfare suits] and even larger, home units).
5. **INVESTMENTS:** Oregon has already made investments in higher education institutions to support the creation of a regional "center of excellence" for nanotechnology. REDP will support industry initiatives for increased state investments to expand these initial efforts. REDP will advocate for location of a federally funded nanotechnology center in Oregon or southwest Washington.

#### **Retention, Expansion, Recruitment Action Plans**

- Development of commercial products is a longer-term proposition but there are opportunities to position the region as a "center of innovation" in this science while working to create more "indigenous success stories" through the application of nanotechnology by local industry.
- Immediate economic benefits Oregon's nanotechnology work include:
  - secure federal grants for business and academic research;
  - recruit business opportunities created in areas that are attracted to "leading edge" research by local companies such as Intel, HP, FEI, and others;
  - leverage the knowledge-based workforce and encourage entrepreneurs to take root.

#### **Workforce Development and Support**

- Support K-12 and higher educational institutions with workforce preparedness initiatives.
- Support the expansion of program funding in research and development.

#### **Communication of Industry Needs and Issues**

- Success stories in nanotechnology applications by Oregon and southwest Washington institutions and companies play an important role; "perception is reality", especially in this emerging area that has attracted much interest and many competitors worldwide.

### **C. CYBER-SECURITY CLUSTER STRATEGY**

Cyber-security relates to security of information assets. The local cluster includes companies that develop technologies with applications to the protection of physical assets, and that solve computer related crimes. Computer forensics is defined as the preservation, identification, extraction, and documentation of evidence stored on computer hard drives, floppies, and other computer storage devices.

Computer operating systems were developed for speed and convenience. They were not developed with security in mind, which is why the cyber-security cluster has such great growth potential.

REDP's strategies are primarily focused on increasing the momentum that is already started in this sector. The following is based on that feedback provided to REDP from the cyber-security cluster:

#### **Top Five Issues**

1. **RESEARCH INSTITUTION:** Absence of a large nationally recognized research institution focusing on cyber-security in the immediate region is seen as a challenge.
2. **DISTANCE FROM THE BELTWAY:** This region's distance from DC and the lack of visibility of Oregon and southwest Washington within the Beltway are challenges in competing for federal Homeland Security funds.
3. **WORKFORCE:** The presence of a skilled and technically educated workforce is an advantage to this region. The absence of large headquartered companies in the region limits the number of potential local customers.
4. **VENTURE FUNDING:** Lack of venture funding is a problem for many start up companies. However, cyber-security was criticized as being an overcrowded marketplace by one local venture capital firm.
5. **BUSINESS CLIMATE:** The local business climate is viewed as challenging with high fees and taxes. Traffic congestion was also cited as an area of concern.

#### **Retention, Expansion, Recruitment Action Plans**

- Continue to support networking opportunities for this cluster, notably through growth of industry associations: Regional Alliance for Infrastructure and Network Security (RAINS), Information Systems Security Association (ISSA), and collaborative efforts (CRIME).
- Market the regional quality of life as part of a business attraction plan for this cluster since it was cited many times as a valuable commodity.
- Leverage RAINS activities – Portland State University's recent designation as a National Security Agency (NSA) Center of Excellence and Oregon State University's Global Computer Forensics Professional Certificate program.
- Strengthen retention and expansion strategies with existing security and forensics technology companies, and support industry associations by developing strategic partnerships.
- Collaborate on grant applications, marketing of assets, promoting achievements, and lobbying for federal and state funds.
- Develop specialty services and incubation space for startup companies, and assist with technology commercialization.
- Facilitate customer base expansion for this cluster, including: large government contractors; security companies with existing ties to the Beltway; expanded headquarters/regional divisions of companies with an established regional presence; and new headquarters companies.

- Support and develop partnerships with entrepreneurial programs and associations that could assist this cluster with growth and development.

### **Workforce Development and Support**

Encourage educational institutions to:

- improve/increase their commercialization/tech transfer activities;
- create better access to equipment and learning environment through a Computer Science lab focused on cyber-security;
- foster long-term connections between OSU, PSU, and local cyber-security businesses;
- encourage collaboration among the separate academic institutions focused on security and forensics technology research.

### **D. METALS CLUSTER STRATEGY**

The Metals and Transportation Equipment cluster includes: primary metals manufacturers; secondary metal companies which shape raw material into equipment or parts of machinery; and the transportation equipment industry which manufactures machinery for transportation largely out of metal machined parts. Metals and transportation equipment industries have issues and needs in a variety of areas, all of which affect their viability as more manufacturing moves to low cost locations, primarily offshore.

### **Top Five Issues**

1. **WORKFORCE:** Obtaining and maintaining a qualified workforce is imperative, particularly employees who can provide advanced, high value-added improvements to raw materials.
2. **TRANSPORTATION:** A well-developed transportation system is crucial to assure movement of product to market quickly and efficiently.
3. **INDUSTRIAL LAND:** Protecting and redeveloping existing industrial lands and making certain that enough land is available for future growth is vital to the continued health and growth of the cluster.
4. **BUSINESS CLIMATE:** Improve the local business climate on issues such as electrical costs, employee training, and governmental regulations. Reduce or minimize tax burden, which hampers industry competitiveness both nationally and globally.
5. **SUPPLY CHAIN:** Developing synergies within the industry by networking executives and developing partnerships and other beneficial alliances. Ensure that suppliers key to the cluster have continued presence in order to keep transportation costs down.

### **Retention/Expansion, Recruitment Action Plans**

- Continue efforts underway with the Ports of Portland and Vancouver, Burlington Northern Santa Fe (BNSF), Union Pacific (UP), Oregon Department of Transportation (ODOT), and WashDOT to expand capacity to the infrastructure system.
- Continue ongoing efforts to identify land suitable for industrial development and redevelopment, and work to expand the quantity of industrial land available for manufacturing.

- **Business Climate:**
  - Identify key issues (particularly policy issues) from visits where REDP can provide assistance. Work with government, academia and industry to find solutions to issues.
  - Work with industry to scope and perform a cost factor analysis to delineate the cost of doing business in the Portland region for metals and transportation companies compared to other U.S. locations.
- Continue producing quarterly meetings that highlight issues of importance to local industries within this target cluster. Work with CEOs to make connections within the metals and transportation community to build capacity for both vendors and suppliers.
- Build capacity at the Northwest Center for Engineering, Science and Technology at Portland State University (NCEST) and create a center of excellence in metal fabrication and material science to assist business in moving into higher end and R&D type development activities.

#### **Workforce Development Support**

- Survey metals industry to determine broader workforce needs and demographics.
- Work with Work Systems Inc. (WSI), community colleges, and other workforce agencies to develop training and testing programs for employees to become certified in welding and metal working technology (National Institute for Metal Working Skills (NIMS), American Welding Society).
- Develop strong relationship with new regional workforce team to assist in developing projects for workforce training in the region.

#### **Communication of Industry Issues/Needs**

- Work with industry leaders and other groups (NAM) to develop comprehensive public relations and marketing strategies to promote manufacturing as a quality industry with a strong future (public education and elected officials and national markets).
- Improve relations with career counselors and market the new manufacturing environment as a place where creativity and flexibility are the rule instead of the perception of the assembly line that is the dominant perspective (focus on grades K-12).

#### **THEMATIC INDUSTRY CLUSTER DEVELOPMENT ISSUES**

The following is a concise list of issues identified by each industry cluster:

- Business Climate
- Workforce Development
- Research Institutions
- Investment Capital
- Cluster & Supply Chain

#### **GOVERNOR'S WORKFORCE RESPONSE TEAM – A key component to cluster development**

REDP members are participating in the formation of the Governor's Workforce Response Teams, established by Executive Order, for Regions 2 (Multnomah and Washington County) and 15 (Clackamas County). The formation of these teams, and the inclusion of economic development managers as permanent partners with private sector and workforce participants, will enhance the delivery of workforce funding to key sectors and clusters.



### **III. INDUSTRIAL AREA DEVELOPMENT**

In the Six-Month Work Plan, REDP committed to become engaged in the region's efforts to identify future industrial land within the Portland-Vancouver Metropolitan Area and recommend policy and investment priorities that meet the needs of both government and industry.

#### **Industrial Land Supply Target**

In order to be competitive in the global marketplace, the Portland-Vancouver Metropolitan Area needs a ready supply of developable industrial land in strategic urban locations. Recognizing this need, REDP committed to supporting the Metro Urban Growth Boundary (UGB) initiative as it relates to industrial land availability. REDP provided Metro leaders with an educational economic development and market impact perspective. REDP has been a strong advocate for additional UGB industrial land that meets the changing needs of business and industry.

*REDP achievements include:*

- Helped encourage Metro to add more acreage to the UGB for industrial uses.
- Metro solicited REDP input in developing criteria and analysis methods to use in considering additional land to be added to the UGB necessary to meet the remaining 2,000 net acre need.
- Economic and market factors are being considered as regional regulations are crafted to protect and preserve industrial land, while still allowing flexibility to use land as industry needs.

REDP will continue to actively participate in Metro leadership discussions.

#### **Title 4 Language**

REDP actively participated in the discussions and refinement of Metro's Title 4 language (protection of industrial lands) and the identification of areas and sites being considered for inclusion as Regionally Significant Industrial Areas (RSIA). REDP has taken no formal position on the inclusion or exclusion of specific sites, focusing instead on the criteria and decision-making process that Metro will use to determine the appropriateness of including both areas and individual sites as regionally significant.

The adoption of Title 4 language and designation of RSIA is expected in December 2003. *Adoption had not yet taken place when this report was finalized in mid-December.*

#### **Port of Vancouver Gateway Development Strategy**

The Port of Vancouver Gateway is the largest contiguous parcel of developable industrial property in the Portland-Vancouver Metropolitan Area. The Port of Vancouver is in the process of preparing a sub-area development plan for the 1,094-acre tract.

#### Status of the Development Process

The Port of Vancouver and Port of Portland recently negotiated the settlement of a longstanding lawsuit with a third party that objected to the development of Gateway and Columbia River Channel deepening. As a result, the Port of Vancouver has agreed to set aside 517 acres of Gateway for habitat mitigation. The Port of Vancouver is undertaking the preparation of a draft Environmental Impact Statement (EIS) in conformance with National Environmental Policy Act (NEPA) and has selected a preferred alternative. The final EIS is expected to be completed in 2004.

#### Role of REDP

REDP will monitor the status of the pre-development process and make timely comments to the Ports and City of Vancouver during the preparation of the draft and final EIS. The Columbia River Economic Development Council will take the lead responsibility for keeping REDP apprised of project status.

*Regional Economic Development Partners*

*Six-Month Work Plan Report- January 2004*

*Presented to Members of the Metropolitan Economic Policy Task Force*

### **Greater Metropolitan Employment Lands Study (GMELS)**

The purpose of this effort is to gain a clear understanding of the characteristics and projected demand for land in the Metro UGB portion of the region for all types of employment and to develop recommendations to ensure an adequate land supply appropriate to those employment types. *The study, supported and funded by REDP members, has a broad-based, public/private advisory committee.*

- PHASE ONE: Define the needs of different industries and sectors, thus developing a better definition and gaining a broader consensus on the true meaning of employment land versus industrial land. Eric Hovee & team have been hired as the project consultant. Work to be completed June 2004.
- PHASE TWO: Depending on Phase One results, work on Phase Two may proceed at a substantially higher financial investment. Phase Two is expected to include mapping of existing employment land use and forecasting of demand by industry/sector for twenty years. The fundraising necessary to support Phase Two will begin when Phase One work has been completed and the participants determine if proceeding is warranted.

### **Oregon Certified Sites Inventory**

A "Certified" site is a state certified industrial site that is ready for construction within six months or less after being chosen for development. The goal of REDP in this effort is to help the State of Oregon identify land in the Portland-Vancouver Metropolitan Area that is suitable for industrial development, and recommend policy investment priorities that support land development opportunities to meet business and industry needs.

- REDP helped coordinate the submittal of sites from the jurisdictions within the region. The State, through the Oregon Economic and Community Development Department, is expected to verify which of the submitted sites will be accepted in early 2004.
- It is anticipated that a second tier of submissions (smaller sites) will be made by mid-2004.

### **Oregon Opportunity Sites Inventory**

The Industrial Land Advisory Committee, appointed by the Governor's Office, identified and prioritized 25 sites for "statewide significance for job creation." The designation of these 25 sites was a one-time exercise. It represents but one piece of a much larger process to increase Oregon's supply of "certified" industrial sites. Although the Committee selected the following five Portland-Vancouver Metropolitan Area sites, the industrial land supply in the Metro region remains critically low. Identifying five sites is only a first step. More industrial sites, especially those that could accommodate a large employer, are needed.

*The five Metro sites chosen include:*

1. Canby - Pioneer Industrial Park (200+ acres)
2. Fairview - Townsend Industrial Park (111 acres)
3. Hillsboro - Shute Road (201 acres)
4. Hillsboro - Nike/Shute Road (72+ acres)
5. Portland - North Lombard/Rivergate (113 acres)

### **Develop mechanisms to support ongoing 5-year industrial land supply**

Work with Metro, the State of Oregon, the State of Washington, Port authorities, local jurisdictions, and private development community in the region to identify and create the necessary financial tools, technical assistance, and policy mechanisms to ensure a rolling five-year supply of project-ready industrial sites. There are already many mechanisms in place, both private and public, to ensure we have an adequate amount of five-year industrial land.

*Regional Economic Development Partners*

*Six-Month Work Plan Report- January 2004*

*Presented to Members of the Metropolitan Economic Policy Task Force*

#### **IV. Regional Marketing**

In the Six-Month Work Plan, REDP committed to secure funding to implement a collaborative, private sector led marketing campaign to promote the Portland-Vancouver Metropolitan Area as a desirable location for business and investment.

##### **The Regional Campaign**

The campaign is a collaborative five-year economic development marketing initiative to be led by private and public sector leaders. The campaign's mission is to market the business benefits of locating in the Portland-Vancouver Metropolitan Area. Core marketing goals include:

- Promote the region through a five-year, \$5 million marketing program, to targeted business decision makers throughout the nation and world.
- Increase growth in both living wage jobs and capital investment throughout the region.
- Establish relationships with key decision makers of core target clusters.
- Coordinate with and leverage the parallel statewide marketing efforts being led through the Brand Oregon messaging and the Oregon Economic Development Association.
- Create 35,000 new jobs over the next five years.
- Develop a positive community identity and economic development message that will help differentiate this region from other Metropolitan regions.

##### **Campaign Commitments**

- The Portland Business Alliance, as the champion of this effort, has sought corporate support to develop and implement the campaign, as well as secured volunteer time from senior decision makers to participate in targeted recruitment efforts. This is a five-year commitment.
- The largest private employers and property owners in the region have been targeted and are being approached to fund and participate in the campaign.
- The dollar amounts requested range from ten thousand to twenty-five thousand dollars per year for five years, and in a few cases, in excess of twenty-five thousand dollars.

##### **Campaign Timeline**

- EARLY 2004: Finalize corporate support and CEO time commitments necessary.
- SECOND QUARTER 2004: Joint announcement with Governor Kulongoski.
- MID-YEAR 2004: Marketing plan complete.
- MID-YEAR 2004: Campaign launch.
- ON-GOING 2004-2009: Monitor, report, and measure campaign results.

##### **Campaign Proposed Initial Industry Sectors**

The initial industry sectors that may be targeted through the campaign include:

- High Tech
- Bioscience
- Metals/Transportation Equipment
- Distribution and Logistics
- Sports Apparel
- Nursery Products and Food Processing

**Campaign Objectives**

The objectives and desired outcomes of the campaign include:

- Advance and support the regional economic development strategies and efforts.
- Attract family-wage jobs and increase the region's rate of growth in living wage jobs.
- Increase the region's growth rate for new capital investments.
- Expand the regional tax base.
- Enhance the region's identity as a great place to conduct business.

**Six-Month Report Summary:**

Collaboration in this region to improve the local economy has been cemented over this last six months with the formal creation of the Regional Economic Development Partners. The organization is poised to continue work on the important efforts described above, in addition to other aspects described in the Framework. The specific elements of future work plans will evolve as the global economy changes, as opportunities arise, and as the region accomplishes certain objectives. To be successful, REDP must strive to keep the needs of the entire region uppermost in the minds of all decision makers in the area. We are competing against the world, not against each other. This is not an easy task, but one that can be instrumental in this region developing a strong, sustainable local economy.

Attachment A  
to:  
Regional Partners Six-Month Work Plan Toward Creating a Vital and  
Sustainable Regional Economy

**A Framework  
for  
Creating Shared Economic Priorities  
for the  
Portland –Vancouver Metropolitan Area**

**Presented to:  
The Metropolitan Economic Policy Task Force**

**Presented by:  
The Regional Economic Development Partners**

**June 10, 2003**

## Attachment A

### **A Framework for Creating Shared Economic Priorities for the Portland –Vancouver Metropolitan Area**

This report identifies six areas of focus for a long term economic strategy. These focus areas represent the findings and conclusions of the Metropolitan Economic Policy Task Force and Regional Economic Development Partners on common themes (those areas where the jurisdictions throughout the region, through prior public processes and formal adoption, have identified and committed to economic strategies that are consistent, similar or supportive of one another); as well as conflicts or gaps (where there is a lack of agreement on solutions, or lack of existing collaborative effort). This framework provides a mechanism to better coordinate the region's economic development objectives with its land use and transportation planning and implementing actions and investments.

This framework identifies and recommends six areas of economic focus:

- |                                     |               |                           |
|-------------------------------------|---------------|---------------------------|
| 1) Innovation and Industry Clusters | 3) Talent     | 5) Marketing              |
| 2) Physical Infrastructure          | 4) Livability | 6) Regional Collaboration |

The first four of these are foundation issues of importance to the effective functioning of the region's economy. The importance of these four issues is interrelated and interdependent. Their ordering in this report is not meant to imply any priorities among or between them. The fifth is important in order to position this region within a competitive global environment, and the sixth is important as a mechanism for those of us in this region to more efficiently address the first five issues – and thereby more effectively compete nationally and internationally as an economic region.

The discussion below identifies policies, strategies or actions within each of these six areas and discusses why and how each is important to the area's economy. Economic strategy is about 1) making sure that we provide essential resources and services that enable businesses to succeed, and 2) focusing on those things that differentiate this region from other, competing regions – where we have strengths or relationships that provide economic advantages. The first four areas of focus discussed below are important elements in differentiating the Portland–Vancouver region's economic advantages from those of other regions – how this region decides to address each of these elements, where priorities are placed, and what implementation decisions are made is critical to this differentiation.

The six focus areas provide the framework for **WHAT** should be addressed within a regional economic strategy for this metropolitan area – most of which are presented in broad terms. Some areas include a specific approach, or suggested actions, on **HOW** these strategies should be implemented or carried out. The intent of this document is to provide a foundation for ongoing collaboration among the institutions and organizations throughout the metropolitan area to support the continual refinement of both **WHAT** this region's economic strategies should be and **HOW** to approach their implementation.

## Background

The Portland–Vancouver region faces a number of economic forces that will shape its future.

- The evolution of a knowledge-based economy in which intellectual assets, rather than physical ones, are key to long term economic success.
- An increasing use of technology throughout both traditional and new economy industries.
- A shift overseas of many traditional as well as new economy jobs, facilitated by improved global transportation and communications and by lower wages overseas.
- A shift from a local economic base, measured by political boundaries, to a highly integrated regional economy.
- The development and emergence of industry clusters – concentrations of interrelated, globally competitive firms within related industries—unique to specific metropolitan areas.
- Increasing competition from other regions within the United States, because of reduced transportation and communication costs, and economic inducements provided by local, regional and state governments.
- Shorter product and service life cycles, requiring much greater agility and speed by businesses in retooling to stay competitive.
- The evolution of transportation and distribution systems to more efficiently move products and information.
- Across the world, business and governments are mobilizing to reduce the effects of the recession and position themselves to take advantage of the economic restructuring that is underway.

Due to an unprecedented period of economic growth in the 1990s, some people assumed that this region's positive economic future was a given. We know that this is not true—we must be proactive to be competitive.

The challenge before us is how does this region position itself to effectively compete for the economic opportunities that will be presented in the global marketplace during the coming decade—by taking into account and balancing both what we desire as a community and what employers desire as a business location.

## Framework Elements – Lead/Involved Organizations

The recommendations outlined below are presented as the starting point for a regional action plan that will require focused, intense, commitment from both the business community and local/regional governments to be successfully completed and implemented. A critical element of that commitment includes organizations taking responsibility for leading the implementation of each of these recommended actions – a “champion” for that item.

For each strategy or action item below, the set of organizations that should be involved in further discussion and/or implementation are shown. As with the recommended actions themselves, this list of involved organizations is presented as a starting point for discussion and further refinement.

For those items where the Regional Partners are committed to be the organization responsible for implementation they are shown as the Lead. For those items where the Regional Partners are NOT the organization responsible to lead implementation they are shown as the Advocate for this item – unless an appropriate organization has already committed to serve as the Lead organization for implementation. The Regional Partners role as advocate is to recruit a champion to lead.

## I. Innovation and Industry Clusters

### A. Build on the region's existing and emerging industry sector strengths through cluster-focused public policy and program support and through resource allocation.

All types of business activity and industries contribute to the region's economy. However, in the world's more successful metropolitan areas, a small number of industry clusters serve as the primary drivers of the regional economy.

A cluster is a group of firms that, through their interactions with each other and with their customers and suppliers, develop innovative, cutting-edge products and processes that distinguish them in the market place from firms in the same industry found elsewhere. The competitiveness of an industry cluster is determined by the presence of highly specialized pools of skills, technology and infrastructure tailored to the needs of the cluster firms. The presence of sophisticated and demanding customers in a cluster pressures firms to innovate on a continuous basis.

A cluster is not simply the result of the presence of a large firm, or of a concentration of firms in the same industry. Identifying the presence of a cluster in a community refers specifically to the ability of the firms in an industry to interact in ways that create competitive advantages through the creation and incorporation of new knowledge into products and the processes that produce them.

Therefore, cluster strategies focus on the relationships between firms, not on individual firms. A cluster strategy is based on the assumption that creating new knowledge in a place confers advantages on all firms in that industry in that place, even if those firms are, in fact, competitors within their industries.

Those industry clusters that compete nationally and internationally are the core of this region's economy and what distinguishes it from other regions. The industry clusters that exist and that are emerging in the metropolitan area are built on the distinctive knowledge competencies of the region, and the strengths that currently enable the region to compete globally for economic activity and investment. Additionally, industries that sell their products and services nationally and internationally have greater long-term growth potential since their opportunities for growth are not constrained by the size of this region's market. For these reasons, focusing on industry clusters is both a more efficient and effective use of this region's efforts and resources.

Established regional industry clusters include:

- High Tech (*Semiconductors/Silicon, Imaging & Display Technology*)
- Metals, Machinery, Transportation Equipment
- Nursery Products
- Specialty Foods and Food Processing
- Lumber and Wood Products

Emerging regional Industry clusters include:

- High Tech (*Nano & Micro Technology, Cyber-Security, Health/Medical Information Technology*)
- Creative Services (*Advertising, Public Relations, Film & Video, Web/Internet Content & Design*)
- Sports Apparel/Recreation-Related Products

There are also industry clusters that this region aspires to create and establish. Given the definition and discussion of industry clusters, above, these would more appropriately be called targeted industries. In addition, there are industries that, while neither industry clusters nor targeted industries, are essential support industries within the region. Targeted and Support industries include:

- Biotech/Bioscience  
(*Medical Devices, Bioinformatics, Pharmaceuticals, Genomics, Anti-Virals*)
- Sustainable Industries  
(*Renewable Energy, Resource Efficiency Technologies, Sustainable Building Materials, Green Chemistry*)
- Professional Services  
(*Architecture, Engineering, Legal and Financial Services, etc.*)
- Distribution & Logistics



The components of a cluster-based strategy should include:

**A1. Increase support and commitment to the retention and expansion of existing business and attraction of new businesses.**

Lead/Involved Organizations: Regional Partners: Portland State University, Oregon University System, Oregon Health and Science University, area Community Colleges, Industry Associations.

Economic development needs to be an ongoing priority of the region, not a goal that applies only during economic downturns. Through the Regional Partners, the region will expand the community's awareness of and support for business retention, expansion and recruitment efforts as ongoing elements of the region's economic development efforts. The strategies and programs established to execute expanded business retention, expansion and recruitment efforts will be developed through the involvement of industry associations and firms in the cluster, education institutions and workforce training organizations, and other the organizations in the region that are responsible for the delivery of infrastructure and services necessary to support the continuing growth and development of the cluster.

While supporting and growing industry clusters will be the focus of the region's strategic economic development efforts, these strategies should remain flexible and adaptable to changing conditions and opportunities. Companies and industries are continually adjusting to shifts in market forces and circumstances. The region will approach its economic development focus and plans with the same agility.

**A2. Proactively and cooperatively market and promote the metropolitan area as a positive business location for specific industry clusters.**

Advocate /Involved Organizations: Regional Partners: Portland Business Alliance, Portland Oregon Visitors Association, Oregon Economic Development Association, Port of Portland, Port of Vancouver, Industry Associations.

In addition to "branding" and marketing the region broadly as a business location, the region will also develop marketing messages and methods targeted at the specific industry clusters it is pursuing.

**A3. Track, monitor and communicate information on cluster trends and needs with organizations that play a role in providing necessary business "infrastructure" and services.**

Lead/Involved Organizations: Regional Partners: Industry Associations.

The Regional Partners, through ongoing research as well as their direct interactions with industry groups and individual firms, develop information and insight on the needs of industry clusters. This knowledge will be communicated and shared with the organizations in the region that are responsible for the delivery of physical infrastructure, workforce training, capital and a variety of services necessary to support the continuing growth and development of the cluster.

**B. The region needs to identify and create additional capital resource tools to support business creation and expansion.**

Advocate /Involved Organizations: Regional Partners: Commercial Banking Community.

The Portland-Vancouver region must enhance its support for a highly entrepreneurial environment, so a larger number of locally grown ideas grow and prosper here:

- The growth of the regional venture capital community needs be better supported, as it is small relative to other metropolitan areas.
- There are limited resources for non-standard debt financing; area financial institutions will be encouraged to examine and develop new and alternative mechanisms.
- The region needs to provide additional, more coordinated organizational and information support for entrepreneurs.

C. The region must invest in area educational institutions with a focus on commercialization.

Advocate /Involved Organizations: Regional Partners: Portland State University, Oregon Health and Science University, Industry Associations

The region must assist in the development and financing of incubator, accelerator, laboratory or other space needs to support commercialization of technology and the growth of emerging industries.

## II. Physical Infrastructure

Businesses require a number of services and resources in order to successfully operate and compete in both today's and tomorrow's economy. Those services and resources comprise the region's physical infrastructure. The infrastructure elements that this region can proactively provide are identified and discussed below. How this region chooses to provide this infrastructure will determine how successfully it will compete as a location for new and expanding business. In all areas discussed below, additional financial resources need to be found or created in order to fund the infrastructure improvements essential to a strong regional economy.

A. Insure an Adequate and Available Supply of Land and Buildings that Meet Industry Needs.

To be economically competitive, communities must have an available supply of development-ready land and existing buildings to accommodate the needs of business and industry. Available land must be appropriately zoned, have adequate utilities and services and meet the location, size and other characteristics required by industry. The land resources in the region need to be competitive with other western US metropolitan areas.

In addition to available land, the regulatory climate needs to be timely and provide certainty of development.

Land requirements depend on industry and firm type. Research and development firms often want suburban campus locations where their development and production functions can take place interactively. Manufacturing and distribution firms need to be close to major interstate highways. High-tech manufacturing firms are more likely to be found in suburban industrial parks than in the central city. Firms involved in heavier manufacturing industries tend to be located in the older, established industrial areas of the central portions of the region rather than in the suburban industrial parks developed over the last three decades.

The elements of insuring an adequate and appropriate supply of land and buildings should include:

A1. Preserve, protect and redevelop existing industrial areas within the metropolitan area, while recognizing the changing form, functions and site needs of "industry".

Advocate /Involved Organizations: Regional Partners: Local Jurisdictions, Metro, Industry Associations, Commercial Development Community.

With changes in how businesses are organizing their operations and functions to effectively compete in a dynamic global economy, the region must re-examine, update and redefine the concept of "industrial" to recognize and include "industrial office" – non-manufacturing uses that are integral parts of industrial sectors (such as software development, R&D and fab-less semiconductor operations within the high tech sector) – but which would limit "commercial office" uses (such as professional services firms, call centers, insurance, medical or other personal services uses).

As part of the identification and regulation of regionally significantly industrial land, the region needs take into account and address the changing form, functions and site needs of industry and particular industry clusters. Definitions and regulations should be adjusted to respond to these new realities.

A2. The region needs to develop tools, processes and public incentives to encourage the redevelopment of industrial sites and buildings in established industrial areas to maximize past public investment in infrastructure and to create and maintain jobs in established communities.

Advocate/Involved Organizations: Regional Partners: Local Jurisdictions, Metro, OECDD, Commercial Development Community, State Senators and Representatives from the Metro area.

Throughout the region there are significant numbers of previously developed industrial sites that have antiquated facilities or contamination problems. The cost of redevelopment can be high: brownfield sites may require environmental remediation; historic buildings require seismic upgrades. In order to preserve and maintain the land resources in existing industrial areas, the region needs to create and employ public financial incentives and other mechanisms necessary to encourage and make financially feasible the redevelopment of existing industrial sites and buildings. Without the commitment and investment necessary to redevelop and reutilize older industrial sites for new industrial uses, the need to expand the urban growth boundary and urban development into greenfields will be even greater.

A3. Through periodic additions to Urban Growth Boundaries, maintain an adequate supply of developable vacant industrial land, appropriately sized and located throughout the region, to meet the needs of industry growth forecasted by Metro, other jurisdictions and clusters identified in this report.

Advocate /Involved Organizations: Regional Partners: Metro, Local Jurisdictions, Commercial Development Community.

The Metro Council, in collaboration with the cities and counties throughout the region – including those located outside of Metro’s regulatory authority – must take a strong leadership role in actively supporting the periodic expansion of their urban growth boundaries (UGB) to address the current industrial land shortage and future industrial land needs. Land must be added in appropriate parcel sizes and locations that are responsive to the needs of industry clusters throughout the Region. Industrial land added to UGBs needs to be protected through appropriate mechanisms to ensure its use for industrial purposes, taking into account the changing form, functions and site needs of industry.

A4. Create and maintain a business-supportive regulatory and development permit climate.

Advocate/Involved Organizations: Regional Partners: Local Jurisdictions; Regulatory Streamlining Manager, Oregon Department of Consumer and Business Services; Commercial Development Community.

Regulations exist to maintain the health, welfare, and safety of a community. They are designed to make buildings safer, the air cleaner, and provide a variety of other protections. However, firms must work with local bureaucracies to meet regulatory requirements, and some regulations and processes can be quite onerous.

Shorter product life cycles have put pressure on companies to bring new products to market quickly. Simplified bureaucracies and a short and predictable permitting process can help firms react quickly in a competitive marketplace—a factor of particular significance between municipalities within a metropolitan area.

The attitude behind the implementation of the local regulatory and permit system is equally important. Locations that work to assist development within the context of meeting the community’s regulatory mandates fare better than locations that use their regulatory and permit system to “keep undesired things from happening” – the difference between viewing businesses as part of the community or an adversary to protect the community from.

Regulatory and permit systems have traditionally been wholly local in nature and scope – leading to significant differences among and across the jurisdictions in the region. While acknowledging the need to preserve local preferences and control, it is recommended that the jurisdictions in the metropolitan area move towards the development and implementation of a “smart permit system” – see recommendation “B”, under section VI. Regional Collaboration, below.

**B. Maintain and strengthen the transportation and other infrastructure systems serving the Metropolitan area.**

To stay competitive, cities must have modern and efficient physical infrastructure, including roads, bridges, water and sewer systems, airport and cargo facilities, energy systems, and telecommunications. The availability of fiber optic and other high capacity telecommunications systems are growing in importance.

An important role of government is to increase economic capacity by improving quality and efficiency of public infrastructure and utilities necessary to business operation. While businesses prefer localities that offer low tax rates, they will be less likely to choose an area if low taxes are reflected in poorly-maintained infrastructure, low-quality schools, and a substandard communications network. Locations with relatively higher taxes but with infrastructure and public services levels comparable to low tax locations are even less attractive to businesses.

In order to remain competitive, the Portland–Vancouver region should maintain and strengthen the following transportation systems:

**B1. Air Service: Strengthen Portland International Airport's national and international role.**

Lead/Involved Organizations:      Port of Portland: Regional Partners, Local Jurisdictions.

The region must actively support the Port of Portland's efforts to expand the airport and develop increased domestic and international passenger and cargo service, including connections to Asia, Europe and Mexico.

**B2. Roads & Highways: Maintain and strengthen connections from key commercial and industrial areas to necessary transportation systems (highway, train, airport, marine terminals).**

Advocate/Involved Organizations:      Regional Partners: Oregon Department of Transportation, Washington Department of Transportation, Port of Portland, Port of Vancouver, Metro, Local Transportation Offices and Departments.

The region needs to address the relationship, conflicts, and needs for freight movement in and between industrial areas, inter-modal and terminal facilities, and for local delivery of goods to 2040 regional centers, main streets, and at the interface of residential neighborhoods and freight districts and corridors.

**B3. Transit: Maintain and expand the region's transit system in order to provide transportation choices and increased mobility and access.**

Advocate /Involved Organizations:      Regional Partners: TriMet, Ctrans, Metro, Local Transportation Offices and Departments.

This region's system of light rail, bus and streetcar provide transportation mode and cost choices necessary to meet the needs of residents and employees. In addition to helping the community to meet its energy and environmental objectives, the transit system also increases the region's overall transportation capacity, providing increased mobility and access important to residents and businesses. The region must support expansions of the system to Milwaukie and along I-205 to the Clackamas Town Center area in the short term and to Wilsonville and Vancouver in the longer term.

**B4. Rail: Promote the upgrade and maintenance of rail infrastructure.**

Advocate /Involved Organizations: Regional Partners: Oregon Department of Transportation, Washington Department of Transportation, Port of Portland, Port of Vancouver, Union Pacific Rail Road, Burlington Northern Santa Fe Rail Road, Metro, Local Transportation Offices and Departments.

Many important rail lines are in need of upgrade, repair and possible reconfiguration or re-alignment. Current facilities will not be adequate to meet the needs of the future. To reduce congestion and expedite access, the region should support additional rail access points to the system such as the new Amtrak station being developed in Oregon City and improved facilities such as a new rail bridge across the Columbia River.

**B5. Marine: Support deepening of the Columbia River Navigation Channel (subject to environmental approvals).**

Advocate /Involved Organizations: Regional Partners: Port of Portland, Port of Vancouver, Army Corp of Engineers: US Department of Fish and Wildlife, Oregon Department of Transportation, Washington Department of Transportation.

The region must strongly support deepening and maintaining the Columbia River navigation channel to 43 feet – necessary to maintain the region's role in meeting the marine freight needs of Oregon and portions of the Mid and Western US.

**B6. Telecommunications: Support and promote the continued expansion of state-of-the-art communications technology necessary for area businesses to effectively compete.**

Advocate /Involved Organizations: Regional Partners: Portland Office of Cable Communications and Franchise Management: area Cable and Communications Commissions, area Telecommunications Utilities and Companies.

The region needs to work with companies providing communications services to enhance the connectivity and bandwidth for businesses and residents within the metropolitan area.

### **III. Talent**

**A. Build stronger education and training programs and their linkage to workforce requirements.**

Advocate /Involved Organizations: Regional Partners: Portland State University, Oregon Health and Science University, area Community Colleges, local School Districts, Private Foundations, Oregon and Washington Employment Departments, Oregon and Washington Governor's Education Offices, Worksystems, Inc., area One Stops, Industry Associations.

The single most important factor for most companies is labor—its cost and its quality. For most firms, labor is the largest operating cost, and access to a talented, well-trained work force will be a deciding factor in the company's competitiveness. Computers and other high-tech equipment have brought about a shift in occupations across the country and a change in the workforce skill requirements of all industries, including heavy manufacturing.

As the U.S. evolves into a more knowledge-based economy, virtually every company requires technical literacy at all skill levels. An educated workforce has become the primary factor for growing companies. New plants are more likely to select from sites where a skilled workforce exists, and then compare wage rates among those locations. As more routine production functions are shifted to lower cost locations (increasingly offshore), continual increases in the skill and education levels of their labor force will allow regions to remain a competitive location for growing firms.

A1. Ensure coordination between the region's workforce delivery system (Oregon Employment Department; Worksystems, Inc.; and area "One Stops") and the region's economic development efforts.

Advocate/Involved Organizations: Regional Partners: Oregon and Washington Employment Departments, Oregon and Washington Governor's Education Offices, Worksystems, Inc., area One Stops, Industry Associations.

Businesses that are locating or expanding in the region need a coordinated workforce delivery system to recruit, screen and hire local workers. The region must support expanded funding for the workforce delivery system and insure that its focus and services are coordinated with the region's business retention, expansion and recruitment efforts.

A2. Make a strong commitment to the workforce training and development system.

Advocate /Involved Organizations: Regional Partners: Worksystems, Inc., Oregon and Washington Employment Departments: Portland State University, Oregon Health and Science University, area Community Colleges, local School Districts, Private Foundations, Oregon and Washington Governor's Education Offices, area One Stops, Industry Associations.

In order to insure the long-term competitiveness of the workforce, the region must actively support efforts to establish a statewide Workforce Training Fund, as most states do, using a portion of Unemployment Insurance or other resources and expand trades training and vocational education for high-demand occupations.

A3. Support the development of a stable funding source for Oregon's K-12 education system.

Advocate /Involved Organizations: Regional Partners: Oregon Governor's Education Office, local School Districts, Local Jurisdictions.

The region needs to take a leadership role in supporting the creation of a stable funding basis for Oregon's education system. If the education system on the Oregon side of the metropolitan area erodes, it will place the entire region at a significant disadvantage as a business location. Governments and businesses throughout the region, those in Washington as well as Oregon, have a vested interest in insuring the long-term stability and competitiveness of the education system.

B. Investigate and identify the region's strengths in attracting high-skilled or "knowledge" workers as well as strategies and systems to augment their skills on an ongoing basis.

Advocate /Involved Organizations: Regional Partners: Portland State University, Worksystems, Inc., area Community Colleges, Oregon Health and Science University, local School Districts, Oregon and Washington Governor's Education Offices, Industry Associations.

In addition to maintaining its ability to attract new, high-skilled or "knowledge" workers, the region needs to develop and support educational and workforce training strategies and systems to enhance and augment people's skills on an ongoing, continuous basis. If we do not provide mechanisms to allow people, once they join our community, to maintain their skills at a competitive level, we will not be able to retain them.

#### IV. Livability

- A. The region's livability is one of its strategic economic advantages. The region should maintain a strong commitment to the elements of the region's livability that are essential to its economic competitiveness.

Advocate /Involved Organizations: Regional Partners: Local Jurisdictions, Metro: 1000 Friends of Oregon, Regional Arts and Culture Commission, Industry Associations.

The Portland–Vancouver region's livability provides it a competitive economic advantage, particularly for high-skilled or "knowledge" workers. Households are attracted to regions by amenities that wages alone cannot provide. Many high-skilled or knowledge workers can choose where they want to live and they can apply their skills to a variety of industries. Because they can pick and choose their locations, they choose locations with the combination of amenities they value.

Unfortunately, in many public discussions there is the implication that the region must make choices between a positive business climate and healthy economy on one hand, and quality of life and livability issues on the other – an all or nothing choice. The region's economy and livability are not independent, but are interdependent. While not involving all or nothing choices, interdependent relationships still involve interactions among and between the interdependent elements – both positive and negative tradeoffs.

The region's livability is made up of a variety of separate elements – some of which many people cannot articulate or describe. The importance of those separate elements varies from person to person, based on the person's beliefs, values and current economic situation. Without a clearer articulation of which livability issues provide strategic economic advantages, everything is equally important – and we are back to all or nothing choices. Therefore, a critical first step in retaining and promoting the region's quality of life while spurring economic success is to define the elements of livability that strategically support its economic health and competitiveness.

#### V. Marketing

- A. Proactively and cooperatively market and promote the metropolitan area as a positive business location.

Advocate /Involved Organizations: Regional Partners: Portland Business Alliance, Portland Oregon Visitors Association, Oregon Economic Development Association, Port of Portland, Port of Vancouver, Industry Associations.

The Portland Region lacks an identifiable, dynamic and consistent marketing message for national and international business attraction. To effectively market the region a clear articulation of its "brand" and a "brand manager" are necessary – an entity that consistently shapes, refines and stewards the brand for this region. The focus of the brand manager and the marketing efforts should be on developing consistency in the message, as well as marketing sites, industrial sector strengths, quality of workforce, and exceptional livability factors. The region's marketing efforts and messages must be coordinated with and leverage the parallel statewide marketing efforts.

## VI. Regional Collaboration

### A. Encourage collaborative problem-solving and implementation of economic policy and strategy.

Lead/Involved Organizations: Regional Partners: Governor's Community Solutions Team, Local Jurisdictions, Metro.

The Portland–Vancouver region has a long and established reputation for regional collaboration. The region is frequently held up as a model of regionalism – particularly for land use and transportation planning. The region's collaboration on economic development issues and efforts is less well known. The general awareness of the existing level of economic development coordination throughout the region needs to be raised, along with ongoing increases in that level of coordination and collaboration.

As noted earlier, metropolitan regions are the building blocks of economic activities and functions. In order for this region to be economically competitive, a more collaborative culture as well as the systems and mechanisms to support it need to be expanded and developed.

### B. The jurisdictions in the metropolitan area needs to move towards the development and implementation of a "smart permit and fee system" throughout the region.

Advocate/Involved Organizations: Regional Partners: Local Jurisdictions, Commercial Development Community, Metro.

A "smart permit and fee system" is one that would utilize similar application forms and user interface across all of the jurisdictions in the region. It would also insure consistent (e.g. 90 day) timeframe for permit review and approval. Building a single, regional permit system is a long-term goal, one with both technical and political difficulties. However, as an initiative to build this region's economic competitiveness, this region needs to find ways to make the regulatory, permit and fee system across jurisdictions more consistent to the "customer". This would also be a powerful, positive way of distinguishing the region.

### C. The jurisdictions across the metropolitan area should investigate the development and implementation of a tax system that is supportive of regional cooperation.

Advocate /Involved Organizations: Regional Partners: Local Jurisdictions, Commercial Development Community, Metro.

Oregon's land use planning system is based on the presumption that each city and county must plan for the complete spectrum of commercial, industrial and residential development opportunities and provide the public facilities and services necessary to support them – as if each jurisdiction existed independently, both geographically and economically. However, not every jurisdiction has the physical size, breadth of existing development or development opportunities necessary to create the tax base sufficient to support the necessary public services. Oregon's tax structure serves as a disincentive to regional economic cooperation and coordination. The jurisdictions across the region should explore the issue of how to effectively address the long-term resource needs and capacity of this metropolitan area, as well as the individual jurisdictions that are part of it.

### D. The metropolitan area needs to investigate the development and implementation of a regional economic database and forecasting system that allows it to benchmark and track its progress on economic strategies and initiatives, as well as identifying economic and business trends.

Advocate /Involved Organizations: Regional Partners: Portland State University, Metro, Local Jurisdictions, Commercial Development Community, Industry Associations.

The metropolitan area needs to identify indicators of successful regional economic development, tracking mechanisms to inform us if we are successful in implementing agreed upon strategies and initiatives, and information on changes in the make-up of our regional economic drivers.



## Members of the Metropolitan Economic Policy Task Force

- Rob Drake (Chair), Mayor, City of Beaverton
- David Bragdon, President, Metro
- Jess Carreon, President, Portland Community College
- John Castles, Trustee, Murdock Charitable Trust
- Steve Clark, Publisher, Beaverton Valley Times
- Eric Hovee, Principle, ED Hovee Company
- Ron Johnson, VP Resource Development, Portland General Electric
- Michael Jordan, Commissioner, Clackamas County
- Vera Katz, Mayor, City of Portland
- Kim Kimbrough, President/CEO, Portland Business Alliance
- Kathy Long Holland, Long/Sherpa Eco-D
- Donald Mazziotti, Executive Director, Portland Development Commission
- Craig Pridemore, Commissioner, Clark County
- Carl Talton, VP Community and Business Development, Portland General Electric
- Bob Terry, Owner, Fisher Farms
- Jose Ternero, Oregon Assoc. of Minority Entrepreneurs
- Diane Vines, Vice Chancellor, Oregon University System
- Rick Williams, Project Consultant, Melvin Mark Dev. Co.
- William Wyatt, Executive Director, Port of Portland

Staff: Ethan Seltzer, Director, Institute of Portland Metropolitan Studies, Portland State University  
Heike Mayer, Research Assistant  
John Provo, Graduate Research Assistant  
Joe Cortright, Impresa Inc.

## Regional Economic Development Partners

The Regional Partners are a private non-profit organization. An association of public and private sector economic development professionals, representing agencies and organizations throughout the Portland-Vancouver region. The member organizations are listed below, including, the Regional Partners contact person(s):

- The City of Beaverton (*Janet Young*)
- The City of Gresham (*Max Talbot, Shelly Parini*)
- The City of Hillsboro (*David Lawrence, Larry Pederson*)
- The City of Tualatin (*Doug Rux*)
- The City of Vancouver (*Gerald Baugh*)
- Clackamas County (*Greg Jenks, Renate Mengelberg*)
- Multnomah County (*Duke Shepard*)
- Washington County (*Dennis Mulvihill*)
- Metro (*Andy Cotugno, Lydia Neill*)
- Port of Portland (*Bill Wyatt, Lise Glancy*)
- Portland Development Commission (*Don Mazziotti, Marty Harris, Michael Ogan*)
- Columbia River Economic Development Council (*Bart Phillips, Pam Neal*)
- Oregon Economic and Community Development Department (*Ron Fox, Joan Rutledge, Marcy Jacobs, Carolyn Sanco*)
- Portland Ambassadors (*Randy Miller*)
- Portland Business Alliance (*Kim Kimbrough, Scenna Shipley, John Rakowitz*)
- Westside Economic Alliance (*Betty Atteberry*)
- Pacific Power & Light (*Tim McCabe*)
- Portland General Electric (*Charlie Allcock*)

## **I. Innovation and industry Clusters**

A. Build on the region's existing and emerging industry sector strengths through cluster-focused public policy and program support and through resource allocation.

A1. Increase support and commitment to the retention and expansion of existing business and attraction of new businesses.

A2. Proactively and cooperatively market and promote the metropolitan area as a positive business location for specific industry clusters.

A3. Track, monitor and communicate information on cluster trends and needs with organizations that play a role in providing necessary business "infrastructure" and services.

B. The region needs to identify and create additional capital resource tools to support business creation and expansion.

C. The region must invest in area educational institutions with a focus on commercialization.

## **II. Physical Infrastructure**

A. Insure an Adequate and Available Supply of Land and Buildings that Meet Industry Needs.

A1. Preserve, protect and redevelop existing industrial areas within the metropolitan area, while recognizing the changing form, functions and site needs of "industry".

A2. The region needs to develop tools, processes and public incentives to encourage the redevelopment of industrial sites and buildings in established industrial areas to maximize past public investment in infrastructure and to create and maintain jobs in established communities.

A3. Through periodic additions to Urban Growth Boundaries, maintain an adequate supply of developable vacant industrial land, appropriately sized and located throughout the region, to meet the needs of industry growth forecasted by Metro, other jurisdictions and clusters identified in this report.

A4. Create and maintain a business-supportive regulatory and development permit climate.

B. Maintain and strengthen the transportation and other infrastructure systems serving the Metropolitan area.

B1. Air Service: Strengthen Portland International Airport's national and international role.

B2. Roads & Highways: Maintain and strengthen connections from key commercial and industrial areas to necessary transportation systems (highway, train, airport, marine terminals).

B3. Transit: Maintain and expand the region's transit system in order to provide transportation choices and increased mobility and access.

B4. Rail: Promote the upgrade and maintenance of rail infrastructure.

B5. Marine: Support deepening of the Columbia River Navigation Channel (subject to environmental approvals).

B6. Telecommunications: Support and promote the continued expansion of state-of-the-art communications technology necessary for area businesses to effectively compete.

## **III. Talent**

A. Build stronger education and training programs and their linkage to workforce requirements.

- A1. Ensure coordination between the region's workforce delivery system (Oregon Employment Department; Worksystems, Inc.; and area "One Stops") and the region's economic development efforts.
- A2. Make a strong commitment to the workforce training and development system.
- A3. Support the development of a stable funding source for Oregon's K-12 education system.
- B. Investigate and identify the region's strengths in attracting high-skilled or "knowledge" workers as well as strategies and systems to augment their skills on an ongoing basis.

#### **IV. Livability**

- A. The region's livability is one of its strategic economic advantages. The region should maintain a strong commitment to the elements of the region's livability that are essential to its economic competitiveness.

#### **V. Marketing**

- A. Proactively and cooperatively market and promote the metropolitan area as a positive business location.

#### **VI. Regional Collaboration**

- A. Encourage collaborative problem-solving and implementation of economic policy and strategy.
- B. The jurisdictions in the metropolitan area needs to move towards the development and implementation of a "smart permit and fee system" throughout the region.
- C. The jurisdictions across the metropolitan area should investigate the development and implementation of a tax system that is supportive of regional cooperation.
- D. The metropolitan area needs to investigate the development and implementation of a regional economic database and forecasting system that allows it to benchmark and track its progress on economic strategies and initiatives, as well as identifying economic and business trends.

## **DRAFT**

BEAVERTON CITY COUNCIL  
REGULAR MEETING  
MAY 3, 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, May 3, 2004, at 6:37 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, Finance Director Patrick O'Claire, Engineering Director Tom Ramisch, Operations/Maintenance Director Gary Brentano, Library Director Ed House, Human Resources Director Nancy Bates, Police Chief David Bishop and Deputy City Recorder Catherine Jansen.

### **PROCLAMATIONS:**

Mayor Drake proclaimed May 2-8, 2004 as Mental Health Counselors Week and Municipal Clerks Week.

### **CITIZEN COMMUNICATIONS:**

Henry Kane, Beaverton, said the Tualatin Hills Park & Recreation District was meeting at 7:00 p.m. at the Elsie Stuhr Center to discuss whether or not to proceed with its proposed annexation proposal. He said he heard the District would not proceed with the proposal because the City of Beaverton had not approved the process. He commended the Mayor and Council for taking a stand that complied with the law and the state and federal constitutions. He said he would continue to work on this issue.

### **COUNCIL ITEMS:**

There were none.

### **STAFF ITEMS:**

Finance Director Patrick O'Claire said the Council the Budget Document would be distributed Friday, May 7, 2004.

**CONSENT AGENDA:**

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

Minutes of the Regular Meeting of April 19, 2004

- 04073 Liquor License Application: Greater Privilege – Jin Wah Restaurant
- 04074 Boards and Commissions Appointment - Dennis Collins - Board of Design Review
- 04075 Boards and Commissions Appointment - Channah Pastorius - Citizens with Disabilities Advisory Committee
- 04076 CPA 2003-0015 and TA 2003-0008 Amending Portions of the Comprehensive Plan and the Development Code Related to Transportation
- 04077 Traffic Commission Issue TC 547

Couns. Bode and Stanton said they would abstain from voting on the April 19, 2004 Minutes as they were not present at that meeting.

Question called on the motion. Couns. Bode, Doyle, Ruby, Soth and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0) Couns. Bode and Stanton abstained on the April 19, 2004 Minutes as they were not present at that meeting.

**ORDINANCES:**

**Suspend Rules:**

Coun. Soth MOVED, SECONDED by Coun. Ruby, that the rules be suspended, and that the ordinances embodied in Agenda Bills 04078, 04079, 04080, 04081, 04082, 04083, 04084 and 04085 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:

- 04078 An Ordinance Amending Ordinance No. 4187, the Comprehensive Plan, Chapter Six Transportation Element, by Adding Provisions Relating to Transportation System Performance, CPA 2003-0015 (Ordinance No. 4301)
- 04079 An Ordinance Amending Ordinance No. 2050, the Development Code, by Amending and Adding Provisions Relating to Transportation Facilities and Performance, TA 2003-0008 (Ordinance No. 4302)

- 04080 An Ordinance Amending and Updating Ordinance 4060, Engineering Design Manual and Standard Drawings (Ordinance No. 4303)

Rappleyea explained there were minor but substantive changes to Ordinance 4303 (Page II-26, Section C.4.) and he read the revised section in total (in record).

- 04081 An Ordinance Amending Ordinance No. 4187 Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map, for Property Located at 1020 SW Cedar Hills Boulevard; CPA 2004-0002/ZMA 2004-0002 (Ordinance No. 4304)
- 04082 An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 16300 SW Nora Road; CPA 2004-0004/ZMA 2004-0004 (Ordinance No. 4305)
- 04083 An Ordinance Amending Ordinance No. 4187, Figure III-I, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 11115 SW Center Street; CPA 2004-0003/ZMA 2004-0003 (Ordinance No. 4306)
- 04084 An Ordinance Adding and Amending Certain Provisions of Chapters Five and Six of the Beaverton Code (Ordinance No. 4307)
- 04085 An Ordinance Amending Ordinance No. 4187, Figure III-I, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located on the West Side of SW Murray Boulevard North of SW Walker Road; CPA 2004-0001/ZMA 2004-0001 (Ordinance No. 4308)

Second Reading:

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

- 04068 An Ordinance Annexing Property Generally Located on the West Side of SW Murray Boulevard North of SW Walker Road to the City of Beaverton: Expedited Annexation 2004-0001 (Ordinance No. 4297)
- 04069 An Ordinance Annexing Property Generally Located at 1020 SW Cedar Hills Boulevard to the City of Beaverton: Expedited Annexation 2004-0002 (Ordinance No. 4298)
- 04070 An Ordinance Annexing Property Generally Located at 11115 SW Center Street to the City of Beaverton: Expedited Annexation 2004-0003 (Ordinance No. 4299)
- 04071 An Ordinance Annexing Property Generally Located at 16300 SW Nora Road to the City of Beaverton: Expedited Annexation 2004-0004 (Ordinance No. 4300)

Coun. Soth MOVED, SECONDED by Coun. Doyle, that the ordinances embodied in Agenda Bills 04068, 04069, 04070 and 04071, 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 6:50 p.m.

\_\_\_\_\_  
Catherine Jansen, Deputy City Recorder

APPROVAL:

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
Rob Drake, Mayor

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

SUBJECT: LIQUOR LICENSE

FOR AGENDA OF: 05/10/04 BILL NO: 04090

**NEW OUTLET**

Mayuri Indian Cuisine  
16175 SW Walker Road  
Beaverton, OR 97006

MAYOR'S APPROVAL: 

DEPARTMENT OF ORIGIN: Police 

DATE SUBMITTED:

04/27/04

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 has met 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:**

Gayatri International LLC is opening a new establishment and has made application for a Limited On-Premises Sales License under the trade name of Mayuri Indian Cuisine. The establishment will serve Indian food. It will operate seven days a week, serving lunch from 11:30 a.m. to 2:30 p.m., and dinner from 5:30 p.m. to 9:30 p.m. There will be no entertainment offered. A Limited On-Premises Sales license allows the sale of malt beverages, wine, and cider for consumption at the licensed business, and the sale of kegs of malt beverages to go.

### **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:** Contract Award – Stormwater Improvement  
Services for Beaverton Creek (CIP Project  
8022)

**FOR AGENDA OF:** 5/10/04 **BILL NO:** 04091

**Mayor's Approval:** *[Signature]*

**DEPARTMENT OF ORIGIN:** Engineering *[Signature]*

**DATE SUBMITTED:** 04/30/04

**CLEARANCES:** Purchasing *[Signature]*  
Finance *[Signature]*  
City Attorney *[Signature]*  
Capital Proj. *[Signature]*

**PROCEEDING:** Consent Agenda  
(Contract Review Board)

**EXHIBITS:** 1. Map/Project Data Sheet  
2. Fee Proposal  
3. Scope of Work/Project Tasks

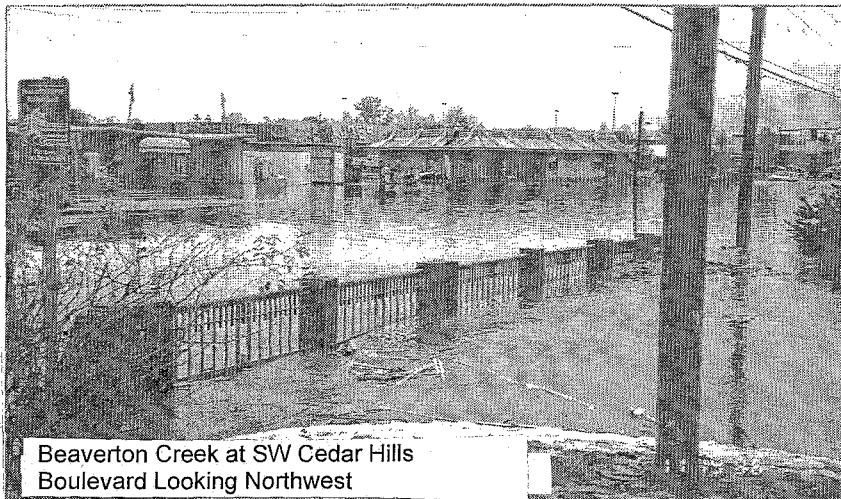
### **BUDGET IMPACT**

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$263,438	BUDGETED \$120,000*	REQUIRED \$143,148*

\* Account Number 513-75-3915-683 Storm Drain Fund - Miscellaneous Conveyance SDC Projects - Construction Design and Engineering Account. The adopted budget for account 683 totaled \$248,000 of which \$120,000 represented the estimated cost for this project. However, as explained below, the scope of the project has increased. The additional appropriation is available from remaining unused funds from other projects in account 683 in the amount of \$58,927 and from remaining funds in account 682 (construction) in the amount of \$84,511.

### **HISTORICAL PERSPECTIVE:**

The Hocken Bridge and Beaverton Creek Channel Enhancements project (CIP Project No. 8022) was first programmed in FY2002/03 in the Storm Drainage section of the Capital Improvement Program. The project was one of the results of coordination among the City of Beaverton, property owners, Washington County, and Clean Water Services concerning the need to reduce the frequency and impact of flooding in the downtown area in the vicinity of Beaverton Creek and Cedar Hills Boulevard.



In 2002 Washington County completed a preliminary design for a bridge to replace the existing culverts. The two 7-foot diameter culverts contribute to the flooding problem on Cedar Hills Boulevard because of their insufficient capacity.

In 2003 the Owners of the Cedar Hills Crossing Mall (CE John Company) and the underlying property owner (Bernard Properties Partnership) granted the City of Beaverton a surface storm drainage easement and a wall easement along the north edge of the mall property adjacent to Beaverton Creek. The purpose of both easements was to facilitate additional channel capacity in conjunction with vegetative enhancements.

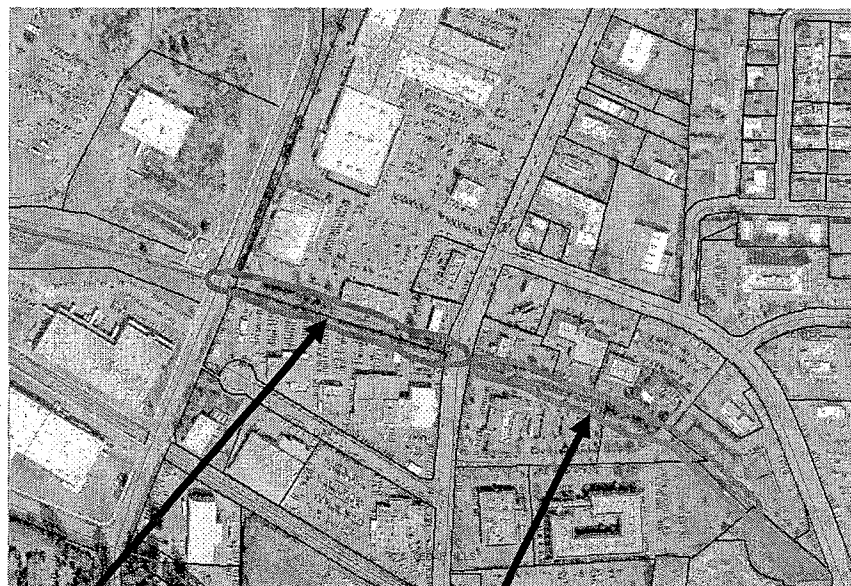
Over the past two years the City of Beaverton has worked with Verizon at Verizon's expense to relocate the two concrete encased duct banks that cross Beaverton Creek just west of the Cedar Hills Boulevard bridge. Verizon began relocation work in April 2004 and expects to be complete by June 2005.

#### **INFORMATION FOR CONSIDERATION:**

WRG Design is on the approved list of firms for utility infrastructure improvement (wastewater and stormwater improvements) services and has signed a Professional Service Retainer Agreement as required by the City. Staff has interviewed the firm and finds that the firm has the appropriate experience and number of employees to complete this project successfully.

Staff solicited a proposal from WRG Design to provide engineering services to complete the design of bridge and channel improvements. WRG Design provided a not-to-exceed fee proposal (Exhibit 3) that totals \$263,437.70. The scope of work (Exhibit 4) includes seven (7) engineering tasks and multiple subtasks that culminate in a design for the Hocken Avenue bridge and channel improvements along Beaverton Creek from Hocken Avenue to just east of Westgate Drive. City staff will use the completed design to seek funding for construction of the improvements.

The estimated cost of the bridge and creek channel enhancements doubled from the original estimate of \$120,000 as shown in Exhibit 1 because the length of the proposed improvements also doubled from 900 feet (Hocken Avenue to Cedar Hills Boulevard) to 1900 feet (Hocken Avenue to 350 feet east of Westgate Drive). The increase occurred in order to allow for coordination with private development plans and the proposed extension of Rose Biggi Avenue from the Light Rail tracks to Crescent Drive. The additional funding of \$143,148 is available from unexpended funds in Project 3915 (Miscellaneous Conveyance SDC Projects) in account 683 in the amount of \$58,927 and in account 682 in the amount of \$84,511.



Original Scope

Added Scope - 1000 feet

The overall goal of the storm improvements east of Hocken Avenue is to reduce the annual statistical probability of flooding that makes Cedar Hills Boulevard impassable from approximately 50% to less than 10% as well as to provide a passable north-south emergency route along Hocken Avenue during nearly any possible flood event. While not studied yet, this project may result in lowering the floodplain elevations in the area of the Beaverton Round.

**RECOMMENDED ACTION:**

Council, acting as Contract Review Board, award a contract to WRG Design, Incorporated, for an amount not to exceed \$263,437.70 to provide engineering design services for CIP Project 8022 under the provisions of the Professional Retainer Services Agreement and in a form approved by the City Attorney.

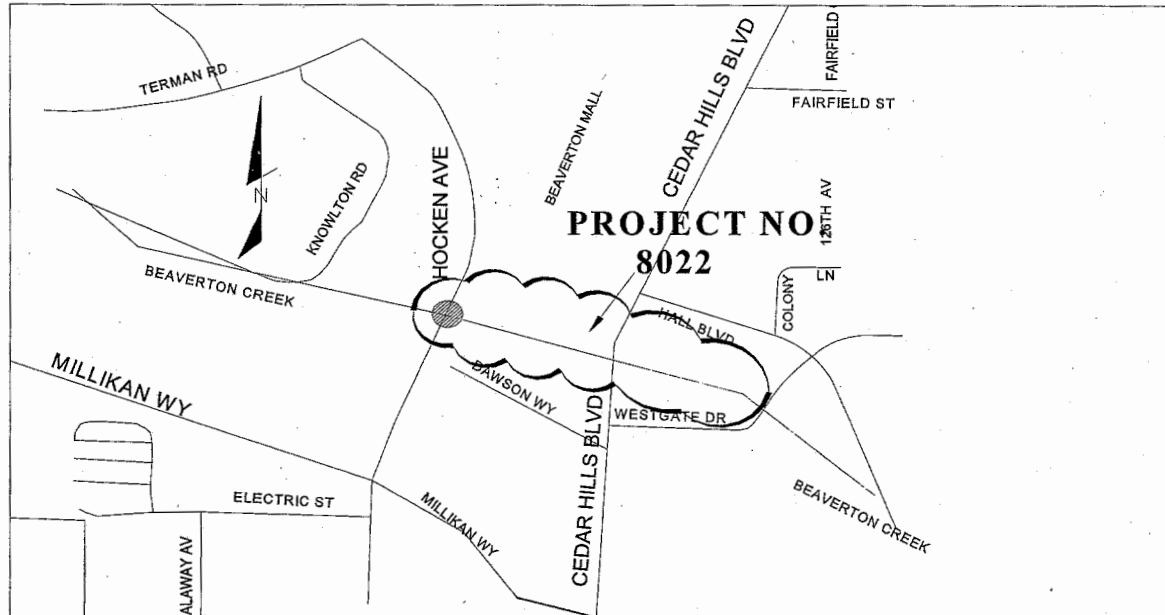
**Project Data**

**EXHIBIT 1**

Storm

**Project Number:** 8022  
**Project Name:** Hocken Bridge and Beaverton Creek Channel Enhancements  
**Project Description:** Replacement of the culvert crossing of Beaverton Creek by Hocken Avenue with a bridge and enhancement of the Beaverton Creek channel between Hocken Avenue and Westgate Dr.

**Map:**



**Project Justification:** Replacement of the Hocken Avenue culverts and enhancement of the creek channel are needed to reduce the frequency of flooding from the 20-percent-annual-chance storm through the 2-percent-annual-chance storm (5 year through 50 year flood events). These storm drainage improvements will facilitate redevelopment in the Downtown area vicinity The Round. Improvements will be coordinated with current redevelopment proposals as well as Clean Water Services standards for Water Quality Sensitive Areas and Vegetated Corridors.

**Project Status:** FY 03/04: Ground survey and project development. FY 04/05: Project design and public involvement. Plan preparation to the permit review and approval level. Find funding partners for construction of the bridge. FY 05/06: Permitting with state resource agencies and local land use agencies. Preparation of final construction documents. Construction funding and schedule are to be determined.

**Estimated Date of Completion:** Fall 2006

**Estimated Project Cost:** \$1,415,000

**First Year Budgeted:** FY02/03

**Funding Data:**

<u>Project No.</u>	<u>Fund No.</u>	<u>Fund Name</u>	<u>Amount</u>	<u>FY</u>
8022	3915	Storm SDC Conveyance	\$120,000	FY2003/04
<b><u>Total for FY:</u></b>			\$120,000	

		HOCKEN BRIDGE AND BEAVERTON CREEK CHANNEL ENHANCEMENTS (#8022)												WRG DESIGN, INC		PACIFIC HABITAT SERVICES	MILLER CONSULTING ENGINEERS	GEO-DESIGN	
		Beaverton, Oregon												WRG DESIGN, INC		See attached breakdown	See attached breakdown	See attached breakdown	
		PROFESSIONAL SERVICES - HOURLY BREAKDOWN												WRG DESIGN, INC		See attached breakdown	See attached breakdown	See attached breakdown	
		April 16, 2004 (updated from April 6, 2004, March 4, 2004, and September 22, 2003)												WRG DESIGN, INC		See attached breakdown	See attached breakdown	See attached breakdown	
		WRG Design, Inc												WRG DESIGN, INC		See attached breakdown	See attached breakdown	See attached breakdown	
Rate	WRG Activity Code	\$125.00	\$75.00	\$57.00	\$76.00	\$73.00	\$73.00	\$73.00	\$31.00	\$91.00	\$58.00	\$55.00	WRG DESIGN, INC	PACIFIC HABITAT SERVICES	MILLER CONSULTING ENGINEERS	GEO-DESIGN			
Task	Principal	Drainage Project Engineer	Drainage Proj. Designer	Project Engineer	Sr. Proj. Surveyor	Project Surveyor	Survey Crew Chief	Survey Crew Member	Sr. Landscape Architect	Landscape Architect	Senior Project Assistant	WRG DESIGN, INC	See attached breakdown	See attached breakdown	See attached breakdown				
	Jon Reimann	Cedimir Jesic	Kathleen Freeman	Tony Ross	Ted Kalso	Eric Lynch	Shane Davis		Mike Andrews	Earl Christian	Kristi Crippen	TOTALS							
1.0 Project Management																			
1.1	Project Management	801	24.00	80.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	3.00	\$ 9,543.00	\$ -	\$ -	\$ -	\$ 9,543.00		
1.2	Project Coordination	802	50.00	250.00	42.00	12.00	2.00	0.00	0.00	24.00	24.00	14.00	\$ 33,048.00	\$ -	\$ -	\$ -	\$ 33,048.00		
1.3	Project Scheduling	803	6.00	24.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	\$ 2,684.00	\$ -	\$ -	\$ -	\$ 2,684.00		
	Total Hours		80.00	354.00	42.00	12.00	2.00	0.00	0.00	26.00	26.00	19.00	561.00				561.00		
	Labor Cost		\$10,000.00	\$25,904.00	\$2,394.00	\$912.00	\$146.00	\$0.00	\$0.00	\$2,106.00	\$1,768.00	\$1,045.00	\$ 45,275.00	\$ -	\$ -	\$ -	\$ 45,275.00		
	Total Cost This Task												\$ 45,275.00				\$ 45,275.00		
2.0 Survey and Data Collection																			
2.1	Data collection	940	0.00	0.00	0.00	8.00	4.00	0.00	0.00	0.00	0.00	16.00	\$ 1,700.00	\$ -	\$ -	\$ -	\$ 1,700.00		
2.2	Topographic Survey	944	1.00	1.00	0.00	1.00	15.00	90.00	100.00	100.00	0.00	1.00	\$ 17,740.00	\$ -	\$ -	\$ -	\$ 17,740.00		
2.3	Right-of-Way Survey, Mapping, and Descriptions	945	1.00	0.00	0.00	1.00	24.00	76.00	40.00	40.00	0.00	2.00	\$ 11,771.00	\$ -	\$ -	\$ -	\$ 11,771.00		
2.4	Geotechnical Investigation	851	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	\$ 55.00	\$ -	\$ -	\$ 10,228.20	\$ 10,283.20		
2.5	Utility Coordination and Survey	850	3.00	10.00	0.00	56.00	4.00	0.00	15.00	15.00	0.00	4.00	\$ 7,567.00	\$ -	\$ -	\$ -	\$ 7,567.00		
	Total Hours		5.00	11.00	0.00	66.00	46.00	156.00	156.00	156.00	0.00	24.00	622.00				622.00		
	Labor Cost		\$625.00	\$836.00	\$0.00	\$5,016.00	\$3,504.00	\$11,398.00	\$11,398.00	\$4,836.00	\$0.00	\$1,320.00	\$ 38,913.00	\$ -	\$ -	\$ 10,228.20	\$ 49,141.20		
	Total Cost This Task												\$ 38,913.00				\$ 49,141.20		
3.0 Wetland Delineation and Report																			
3.1	Wetland Delineation and end Natural Resource Assessment Field Work	853	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ -	\$ 1,169.00	\$ -	\$ -	\$ 1,169.00		
3.2	Prepare Wetland Delineation Report and Natural Resource Assessment, Obtain Service Provider Letter	850	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ -	\$ 1,671.00	\$ -	\$ -	\$ 1,671.00		
3.3	Provide Technical Input on Bridge and Channel Enhancement Design	805	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ -	\$ 4,432.00	\$ -	\$ -	\$ 4,432.00		
3.4	Prepare Joint Permit Application; submit to agencies	820	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ -	\$ 4,026.00	\$ -	\$ -	\$ 4,026.00		
3.5	Preparation of Biological Assessment (if necessary)	874	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ -	\$ 3,922.00	\$ -	\$ -	\$ 3,922.00		
	Total Hours		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	\$ 3,922.00	\$ -	\$ -	-		
	Labor Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ -	\$ 15,219.00	\$ -	\$ -	\$ 15,219.00		
	Total Cost This Task												\$ -	\$ 15,219.00			\$ 15,219.00		
4.0 Baseline Hydraulic Model																			
4.1	Existing Beaverton Creek Conveyance System	952	2.00	16.00	28.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 3,062.00	\$ -	\$ -	\$ -	\$ 3,062.00		
	Total Hours		2.00	16.00	28.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.00				46.00		
	Labor Cost		\$250.00	\$1,216.00	\$1,696.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ 3,062.00	\$ -	\$ -	\$ -	\$ 3,062.00		
	Total Cost This Task												\$ 3,062.00				\$ 3,062.00		
5.0 Alternative Evaluation																			
5.1	Alternative Evaluation	975	4.00	50.00	152.00	32.00	0.00	0.00	0.00	24.00	30.00	4.00	\$ 19,600.00	\$ -	\$ 4,896.00	\$ -	\$ 24,496.00		
5.2	Alternative Cost Estimates	876	2.00	24.00	48.00	6.00	0.00	0.00	0.00	0.00	20.00	6.00	\$ 6,956.00	\$ -	\$ -	\$ -	\$ 6,956.00		
	Total Hours		6.00	74.00	200.00	38.00	0.00	0.00	0.00	24.00	50.00	10.00	402.00				402.00		
	Labor Cost		\$750.00	\$5,624.00	\$11,400.00	\$2,989.00	\$0.00	\$0.00	\$0.00	\$1,944.00	\$3,400.00	\$550.00	\$ 26,556.00	\$ -	\$ 4,896.00	\$ -	\$ 31,452.00		
	Total Cost This Task												\$ 26,556.00		\$ 4,896.00		\$ 31,452.00		
6.0 Final Design, Specifications, and Cost Estimates (50%, 90%, 100%)																			
6.1	Final Plans (includes retaining wall design)	923	10.00	105.00	265.00	90.00	0.00	0.00	0.00	32.00	80.00	\$0.00	\$ 40,917.00	\$ -	\$ -	\$ -	\$ 40,917.00		
6.2	Final Bridge/Culvert Design and Specifications	924	0.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	\$0.00	\$ 608.00	\$ -	\$ 17,332.00	\$ -	\$ 17,940.00		
6.3	Construction Specifications and Estimates	936	4.00	16.00	8.00	52.00	0.00	0.00	0.00	16.00	0.00	\$0.00	\$ 7,420.00	\$ -	\$ -	\$ -	\$ 7,420.00		
	Total Hours		14.00	121.00	303.00	150.00	0.00	0.00	0.00	48.00	80.00	0.00	716.00				716.00		
	Labor Cost		\$1,750.00	\$9,196.00	\$17,271.00	\$11,400.00	\$0.00	\$0.00	\$0.00	\$3,699.00	\$5,440.00	\$0.00	\$ 48,945.00	\$ -	\$ 17,332.00	\$ -	\$ 66,277.00		
	Total Cost This Task												\$ 48,945.00		\$ 17,332.00		\$ 66,277.00		
8.0 Extra Work as Authorized																			
8.1	Extra Work as Authorized											\$25,000.00	\$ 25,000.00		\$ -	\$ -	\$ 25,000.00		
PROJECT SUMMARY																			
	Total Project Hours		107.0	576.0	573.0	286.0	50.0	156.0	156.0	156.0	99.0	156.0	53.0	2,347.00			2,347.00		
	Total Salary Cost		\$13,375.00	\$43,776.00	\$32,681.00	\$20,216.00	\$3,650.00	\$11,398.00	\$11,398.00	\$4,836.00	\$7,938.00	\$10,608.00	\$2,915.00	\$ 162,751.00	\$ 15,219.00	\$ 22,228.00	\$ 10,228.20	\$ 235,426.20	
	Reimbursables		\$5,000.00											\$ 5,000.00	\$ 305.00	\$ 2,694.50	\$ 9,485.95	\$ 18,476.46	
	Sub-Consultant Markup (10%)														\$ 1,521.00	\$ 2,222.80	\$ 1,022.82	\$ 4,767.52	
PROJECT TOTAL																			
																		\$ 263,437.70	

## **Hocken Bridge and Beaverton Creek Channel Enhancements**

### **City of Beaverton CIP Project #8022**

**4/16/04 (updated from 4/12/04, 3/4/04 and 9/15/03)**

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#### **PROJECT UNDERSTANDING**

The City of Beaverton (City) has requested a detailed Scope of Work from WRG Design, Inc. (WRG) to address possible solutions to periodic flooding problems that exist at the intersection of Cedar Hills Boulevard and Hall Boulevard, the most significant being the flooding that occurred in February, 1996. This area drains west to Beaverton Creek, which eventually flows under SW Hocken Street.

WRG has been working with CEJohn on the redevelopment of Bernards Beaverton Mall and has worked with the City in an attempt to address this flooding issue as a part of the Mall redevelopment. A Stormwater Maintenance Easement was granted to the City of Beaverton in 2003 that included additional area north of the existing pavement on the Beaverton Mall side of the project (north side). The Mall redevelopment also has granted a 5' wide wall easement north of the Stormwater Maintenance Easement to the City that could be used to both support the parking lot for the Mall Redevelopment and provide additional channel capacity.

In November, 2002 Beaverton completed hydraulic modeling of this area to determine the extents of flooding that can be expected during the 100 year storm.

In a continuation of the systematic effort to address flooding problems along the City's drainage ways, and in an effort to partner with the work that CEJohn is currently completing for the Mall Redevelopment, the City of Beaverton has requested a preliminary study be conducted and alternative solutions prepared to look at creek channel improvements, as well as improvements to the Hocken Bridge cross section.

In addition to the preliminary study, The City has requested WRG to prepare a scope of work to complete the final plans based on the preferred alternative.

The following scope of services is based on the above project understanding.

#### **PROJECT APPROACH (SPECIFIC SCOPE OF SERVICES)**

We have formulated a design team that best fits the nature of this project. We will carry this design team throughout the course of the project, as appropriate, in order to maintain continuity, responsibility and accountability of work. Jon P. Reimann will be the Consultant Principal-in-Charge. Cedmir Jesic, P.E. will be the lead project engineer and will work with other staff and team members as required to complete the tasks defined below. Other team members are as shown in the attached Professional Services Hourly Breakdown and include:

- ☐ Geo-Design – Soils analysis for proposed bridge replacement at Hocken Street and retaining walls structural calculations for stream enhancement.
- ☐ Pacific Habitat Services – Wetland delineation/natural resource assessment and channel enhancement design input.
- ☐ Miller Consulting Engineering – Preliminary and final bridge design at Hocken Street as well as the preliminary and final retaining wall structural design and calculations.

WRG Design will provide project management, field survey, civil engineering, landscape architecture, and land use planning for the projects.

The following is the list of proposed tasks to be completed for this project.

Task 1	Project Management
Task 2	Survey and Data Collection
Task 3	Wetland Delineation and Report
Task 4	Baseline Hydraulic Model
Task 5	Alternative Evaluation
Task 6	Final Design, Specifications, and Cost Estimates (50%, 75%, 90%, 100%)
Task 7	Extra Work as Authorized

## **CONSULTANT RESPONSIBILITIES**

### **Task 1.0 Management and Administration**

#### **1.1 Project Management**

- 1.1.1 This activity is continuous throughout the project and includes project coordination, contract administration, and quality management.
- 1.1.2 Prepare monthly status reports and invoices.

#### **1.2 Project Coordination**

- 1.2.1 The proposed approach to project coordination during design (preliminary and final) is to hold project meetings with key project team members and representatives from the City of Beaverton and others as needed. These meetings will have a specific agenda addressing and resolving project issues as they are encountered. It is assumed that 26 coordination meetings will be held during the design phase of the project (one year time frame estimated at 3 hours each).
- 1.2.1 Coordinate project activities with other agencies such as Clean Water Services, including design reviews as necessary and appropriate. For the purpose of this scope, it is assumed that a formal design review will be conducted after the Alternative Evaluation Phase and will be reviewed at preliminary design (50%), and the final design phases (75%, 90%, and 100%).
- 1.2.2 Provide leadership, direction and control of the project including coordinating the efforts of subconsultants, project activities, and team meetings.
- 1.2.2 Supervise the project work and maintain a quality management process to ensure that reports, maps, drawings, etc. are of high quality.
- 1.2.3 Coordinate with private utilities including power, phone, cable and gas companies.
- 1.2.4 Coordinate with stakeholders in the project area (Kuni Cadillac, CWS, CEJohn, Car wash owners, Biggi's, etc.) affected by the project. Attend one-on-one meetings with the property owners as needed and appropriate to help them understand the project and answer any questions or concerns they may have. We have budgeted 50 hours for this task.
- 1.2.5 Prepare for and attend a City Council presentation of the proposed project.

### **1.3 Project Scheduling**

- 1.3.1 Prepare and submit a detailed activities list and schedule to the City of Beaverton immediately following the notice-to-proceed. The schedule will show appropriate milestones for the project including intermediate and final submittal dates for design documents, and key decision points.
- 1.3.2 Revise project schedule to reflect changes in the project.

*Deliverables: Meeting Records, project schedule (MS Project format), Monthly Invoices*

## **Task 2.0 Data Collection**

### **2.1 Data Collection**

- 2.1.1 Collect all background information including tax lot maps, as-built plans, property deeds, right-of-way records, record surveys from the City and County Surveyor's and Recorder's offices. Obtain existing utility information through the "one call" system prior to the survey and geotech drilling.

### **2.2 Topographic Survey**

- 2.2.1 Update the existing topographic survey completed by WRG for the Cedar Hill Crossing project. This will include:
  - ☐ Incorporate the recently completed site and utility improvements along Cedar Hills Crossing's frontage to Beaverton Creek.
  - ☐ Incorporate the Cedar Hills Boulevard crossing plus a section the section of Beaverton Creek between Cedar Hills Boulevard and Westgate Drive into the survey base map (top of bank plus 25'), and 500' of Beaverton Creek West of Hocken Street (incorporating the old sewage treatment lagoon and a swath 200' wide. Include in this survey that portion of Beaverton Creek east of Westgate Drive to the beginning of the pond along Beaverton Creek (approximately 350' east of Westgate Drive).
  - ☐ Incorporate Hocken Street crossing and Hocken Street 300' north and south to a point 300' south of the Proposed Dawson Way extension. (future right-of-way plus 50').
  - ☐ Incorporate Dawson Way from Hocken Street east to the west edge of Cedar Hills Boulevard picking all topographic data from fence line to fence line. Centerline and/or right-of-way establishment will not be required for Dawson Way but will be incorporated into the survey of Beaverton Creek east of Cedar Hills Boulevard.
- 2.2.2 Features to be tied and included in the base map will include trees 6 inches or more in diameter (dbh), utilities, fences, area lights, culverts, bridges, wetland flagging, driveways, walks, traffic and other permanent signs, and structures as accessible. Underground features such as utility line sizes and invert elevations, fuel tanks, wells, septic tanks, and drain fields will be shown as indicated by surface features and other information including as-built drawings and utility company data. Existing striping will be located where needed to design the project striping. The survey will be prepared using English units.



- 2.2.3 All surveys and maps will be prepared on a coordinate system consistent with Section 140.5 of the City of Beaverton engineering Design Manual and Standard Drawings (10/2003 version).

### **2.3 Right-of-Way Survey, Mapping, and Descriptions**

- 2.3.1 Complete right-of-way research (surveys, plats, deeds, etc.) as needed to locate existing monuments that may be disturbed or destroyed by the project, or as needed to resolve existing roadway centerlines and right-of-way lines for Hall Boulevard, Hocken Street, and Dawson Way.
- 2.3.2 Field search and tie existing monuments from the project control network. Project Control Network shall meet City standards. This network shall include vertical control. Utilize search coordinates and additional measurements as needed to pinpoint field search locations and verify that monuments not found have been destroyed.
- 2.3.3 Resolve existing centerlines and right-of-way lines from the research and field information.
- 2.3.4 Prepare and file a pre-construction record of survey to perpetuate monument locations as required under ORS 209.155. Show the project centerline and existing centerlines, property owner's name and existing right-of-way lines. Scale for survey map will be 1"=40', or as approved.

*Task 2.0 Deliverables: Updated Topographic and Boundary Survey of project area at 1" = 20'. Pre-construction record of survey. All products will be provided to the City as an AutoCAD version 2000 and associated LDD files, \*.DWG file including all support files.*

### **2.4 Geotechnical Investigation**

The purpose of our geotechnical engineering services is to provide geotechnical engineering services for the proposed Hocken Bridge and Beaverton Creek Channel Enhancement Project. We propose to provide geotechnical services as delineated in the attached GeoDesign subconsultant scope of services. WRG will review the subconsultant reports and provide technical support for GeoDesign. This Task includes appropriate budget for project coordination by Geo-Design.

### **2.5 Utility Coordination and Survey**

Field marking and record maps will be requested from utility companies under the base mapping work task. This information will be combined with field ties to visible structures in order to map utilities, including manholes, catch basins, valves, culverts, utility poles, and utility lines (alignment, size, invert elevation and depth).

- 2.4.1 Provide a spreadsheet of centerline reference points and elevations to utility companies for use in excavating existing utilities ("potholing") at points of potential conflict.
- 2.4.2 Stake proposed wall location and bridge abutments.
- 2.4.3 Add "potholing" data when available to the project base map.
- 2.4.4 Assist utilities in gathering pothole data. Provide survey crew to tie potholed utilities when requested. Sixteen (16) two-person crew hours are assumed.

- 2.4.5 Provide on-going coordination with effected utilities throughout the preliminary and final design phases. We have budgeted 2 utility coordination meetings to present the 50% and 90% plans. The utility companies will be requested to perform potholing between the 50% plans and the 90% plans. WRG will incorporate this data into the base map and 90% design.

### **Task 3.0 Wetland Delineation and Report**

The purpose of our wetland delineation and mitigation services is to delineate existing wetlands and vegetated corridors, identify project impacts to the delineated areas, obtain applicable environmental permits, and design appropriate mitigation. We propose to provide wetland delineation and mitigation services as delineated in the attached Pacific Habitat Services subconsultant scope of services. WRG will review the subconsultant reports and provide technical support for Pacific Habitat Services. This Task includes appropriate budget for project coordination by PHS.

### **Task 4.0 Baseline Hydraulic Model**

#### **4.1 Existing Beaverton Creek Conveyance System**

- 4.1.1 Compile All Available Data (GIS and Drainage Reports) and incorporate topographic survey data to update an existing conditions baseline hydraulic model (HEC-RAS) for Beaverton Creek from Cedar Hills Bridge to Hocken Bridge.
- 4.1.2 Develop Current Beaverton Creek Flow based on the current study by Pacific Water Resources, dated November 2002.
- 4.1.3 Meet with City to present and review findings.

*Task 4.0 Deliverables: Technical Memorandum of findings. Electronic copy of the model files.*

### **Task 5.0 Alternative Evaluation**

#### **5.1 Alternative Evaluation**

- 5.1.1 WRG understands the City of Beaverton is requesting one Beaverton Creek cross section alternative, and one Hocken Bridge cross section alternative (a bridge span).
- 5.1.2 WRG will develop two HEC-RAS alternatives for the bridge crossing. The purpose of the analysis will be to identify methods to decrease flooding frequency in Beaverton Creek at the Cedar Hills Blvd / Hall Blvd intersection during different frequency storm events.
- 5.1.3 WRG understands the City of Beaverton requires minimal-to-no impact to the low flow channel of the creek. WRG understands that Tualatin Valley Water District (TVWD) has existing waterlines in the low flow areas and requires minimal-to-no relocation impact.
- 5.1.4 WRG will analyze the proposed Beaverton Creek cross-section modification alternative. WRG will develop revised water surface profile for each alternative during 2, 5, 10, 25, 50, and 100-year frequency storm event. WRG will also determine which storm event frequency will cause flooding at the Cedar Hills Blvd./Hall Blvd.
- 5.1.5 The Alternatives Evaluation shall include plan, section, and profile schematic drawings for a minimum of two channel enhancement options.
- 5.1.6 Calculate scour depths for all storm events to determine wall and bridge footing depth requirements.

- 5.1.7 The preliminary plan drawings shall be created in a planimetric mapping format. Each plan view schematic shall include, but not be limited to, existing lot lines and topography; existing and proposed right-of-way lines and dimensions; proposed removal of vegetation and demolition of any structure(s); schematic contouring, retaining walls, landscaping (tree locations); proposed slope easements; and area of each easement, (both permanent and temporary) in square feet.
- 5.1.8 The alternative schematics shall be prepared using AutoCAD 2000 and LDD (version 1.0) or newer and a legend of symbols approved by the City. The schematics shall be prepared in a strip format at a scale of 1 inch = 20 feet. In addition to the plan information described above, the Consultant shall include creek cross section information for each alternative. The cross section information shall be prepared at a scale of 1 inch = 20 feet horizontal and 1 inch = 10 feet vertical
- 5.1.9 Prepare design cross-sections at 25-foot intervals as needed to review the Beaverton Creek channel and adjacent property impacts for design purposes.
- 5.1.10 Complete preliminary design calculations and analysis of the proposed retaining walls.
- 5.1.11 WRG will provide copies of all alternatives and analysis to the City.

## **5.2 Cost Estimates**

- 5.2.1 The Consultant shall prepare two preliminary project cost estimates to support the proposed alternatives. Each project cost estimate shall include the estimated cost of construction, easements, demolition, relocation, testing, site restoration, wetland mitigation, all consulting services associated with the project, permits, engineering (including design and project management), and any additional project costs specified by the City that can reasonably be determined by the Consultant during this phase without additional field investigations, testing or analysis. The consultant will use the City of Beaverton's format for the cost estimating and available City bid tabulation records. Other unit prices not available will be from recent bid tabulations on similar projects completed by WRG or ODOT bid tabs. A cost benefit analysis between the two alternatives is not included at this time but can be provided if necessary to help in the decision making process.

*Task 5.0 Deliverables: Presentation of the proposed alternatives to City staff that include graphically depicting each hydraulic model, cross sections schematic grading plan, and cost estimate.*

## **Task 6.0 Final Design, Specifications, and Cost Estimates (50%, 90%, 100%)**

### **6.1 Final Plans**

Before beginning any final construction plans, the project team will meet with staff to confirm the preferred alternative and final design criteria.

- 6.1.1 Prepare and organize all construction drawings. Identify which City standard drawings are needed. The construction plans format will be in accordance with City Standard Title Block. Details will show pay limits for the bid items.
- 6.1.2 Design plans will show the existing septic tanks and drain fields, fuel tanks, area lights, and wells within existing and proposed easements and rights-of-way. Also locate by field survey and show manholes, catch basins, valves, culverts, utility poles, utility lines (alignment, size, invert elevation and depth), existing easements, utility lines and sizes, property corners, and approximate property lines. Field survey will be provided during design to collect additional data for design.
- 6.1.3 Prepare final cross-sections at 50' intervals.

- 6.1.4 Finalize drainage and erosion control plans.
- 6.1.5 Finalize landscape plans including planting and irrigation plans as well as maintenance schedule as required by CWS. These plans will also include sensitive area (buffers) and wetland mitigation area plans and details.
- 6.1.6 Finalize street approach plans for the new bridge.
- 6.1.7 Finalize storm sewer plans. Final profiles will be prepared for street plans, and storm sewer plans. Plans will show proposed right-of-way and easement lines.
- 6.1.8 Prepare a final Hydraulic Report, including calculations to document the storm drainage system and how it meets City/CWS standards.
- 6.1.9 Finalize creek enhancement wall plan and profile, incorporating structural engineer details and calculations as necessary.
- 6.1.10 Finalize plans for signing and striping and street lighting.
- 6.1.11 Finalize construction traffic control plans.
- 6.1.12 Determine estimated quantities for bid items.
- 6.1.13 Provide mylar or camera-ready reproducible of the contract plans.
- 6.1.14 Provide digital copies of all deliverables. Plans will be in AutoCAD format.
- 6.1.15 Water Main Design. Complete the final water main relocation plans along Beaverton Creek and at the Hocken Avenue crossing including plan and profile sheets and details sheets for the project.
- 6.1.16 Sanitary Sewer Design. Complete the final sanitary sewer main relocation plans on the Hocken Street crossing including profile sheets and details sheets for the project.

## **6.2 Final Bridge Design and Specifications**

The purpose of our final bridge design and specifications services is to complete the final plans, specifications, and cost estimate for the selected crossing improvement at Hocken Street. This task also includes the final design calculations and details for the retaining walls on the north side of Beaverton Creek. We propose to provide these services as described in the attached Miller Consulting Engineering subconsultant scope of services. WRG will review the subconsultant reports and provide technical support for Miller Consulting Engineering. This also includes scope and budget for Tasks 5 and 6 above as well as appropriate project coordination.

**Construction Plan Sheets.** The following list of construction plan sheets is anticipated:

Description	Number of Sheets
Title Sheet	1
Existing Conditions Plan	3
Demolition Plan	3
Traffic Control/Detour Plan	3
Grading and Erosion Control Plan	3
Beaverton Creek Cross Sections	2
Erosion Control Plan Details	1
Beaverton Creek Wall Plan and Profiles	2
Wall Detail Sheets	2
Sanitary Sewer Relocation Plan and Profile Sheets	3
Sanitary Sewer Detail Sheets	2
Water Main Relocation Plan and Profile Sheets	3
Water Main Detail Sheets	2
Hocken Street Bridge Approach Plan and Profile Sheets	2
Street Detail Sheets	2
Bridge Plans and Details	7
Creek Enhancement Landscape and Irrigation Plans	4
Detail Sheets	4
Mitigation Plans and Detail Sheets	4
<b>Total in Plan Package</b>	<b>53</b>

### 6.3 Construction Specifications and Estimates

- 6.3.1 Prepare construction specifications based on City and Oregon Department of Transportation (ODOT) standard specifications (2002 APWA/ODOT version). Specifications will be in english units.
- 6.3.2 Provide Water Main and Sanitary Sewer Main specifications. These specifications will be in english units.
- 6.3.3 Provide quantities and construction cost estimate.

#### Task 6.0 Deliverables:

- 50%, 90%, and 100% plans
- Draft Specifications at 90%
- 100% Plans and Specifications (electronically and one camera ready reproducible)
- Engineer's Cost Estimate.
- Storm Drainage Report with 90% submittal and final (100%)

## **Task 7.0    Extra Work As Authorized**

### **7.1 Extra Work As Authorized**

- 7.1.1 WRG will complete specific additional tasks as requested by the City under this task as unforeseen conditions arise that warrant the use of this task (ie. the addition of a new sewer main design, or water main design to implement a portion of the City's master plan for these utilities in conjunction with this project). WRG will prepare a scope and fee proposal for the Extra Work Authorization (EWA) and obtain authorization prior to beginning work. The budget shown under WRG includes provisions for additional work by sub-consultants also.

### **ASSUMPTIONS**

The WRG Design Team has made the following assumptions related to this project.

1. All permits and application fees will be paid by City of Beaverton.
2. Planning approvals (ie. pre-application, facilities review, and/or a Type 3 submittal) are not included in this scope of work and budget at this time.
3. Pavement section for Hocken Street will be provided by the City of Beaverton.
4. Bidding and Construction Engineering/Inspection services are not include in this scope of services at this time.
5. Right-of-way and/or easement descriptions and exhibits are not included at this time.
6. Right-of-way/easement acquisition services are not included at this time.
7. A cast-in-place wall with spread footings most likely will have significant impact to right-of-way if the footings are required to be placed at scour depth. A soldier pile wall with tieback anchors may be considered as an alternate to minimize this impact. The design of the soldier wall is considerably more complicated and will require additional effort on the part of Geo-Design, WRG, and MILLER CONSULTING ENGINEERS. We have not considered this wall alternate in our fee estimate.
8. Creek enhancements design scope has not been included at this time for the area east of Cedar Hills Boulevard.
9. Please refer to assumptions on attached subconsultant scope of services.

### **CITY'S RESPONSIBILITIES**

The City Shall:

- A. Coordinate the relationship with other jurisdictions involved in the project, with adjacent property owners and with the general public.
- B. Make available all existing as-builts, digital aerial maps (1992), studies, etc. related to this project for the Consultant.
- C. Provide City Standard Drawings and Details on diskette when possible.
- D. Assist in utilities coordination and facilitate the timely receipt of utility data from the private utility companies.

## **Fees**

### **Hocken Bridge and Beaverton Creek Channel Enhancements**

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CONSULTANT proposes to perform the services outlined in the above scope of services on a time and materials basis not to exceed \$263,437.70 in accordance with the contract provisions and rate schedule set forth under the Retainer Agreement between the City of Beaverton and WRG Design which continues until June 30, 2004. Attached is our spreadsheet detailing the hours allotted by task and the associated fees and reimbursable expenses.

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

**SUBJECT:** Revision of the City's Emergency Response  
and Recovery Plan

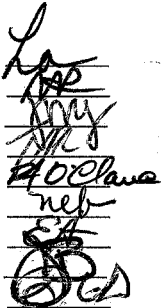
**FOR AGENDA OF:** 5-10-04 **BILL NO:** 04092

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Emergency Management 

**DATE SUBMITTED:** 4/8/04

**CLEARANCES:** Chief of Staff  
City Attorney  
CDD  
Engineering  
Finance  
HR  
Library  
Operations  
Police



**PROCEEDING:** WORK SESSION

**EXHIBITS:** ERRP Rewrite Summary  
City of Beaverton Emergency  
Response and Recovery Plan

### **BUDGET IMPACT**

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

### **HISTORICAL PERSPECTIVE:**

The Emergency Response and Recovery Plan (ERRP) provides a framework to guide the City of Beaverton's efforts to respond to and recover from major emergencies or disasters. The City originally adopted the Emergency Response and Recovery Plan (ERRP) in May 1999 and is required to re-promulgate the plan every four to five years, as part of its participation in the Emergency Management Performance Grant (EMPG) program.

### **INFORMATION FOR CONSIDERATION:**

The plan was updated to reflect changes that have occurred over the past five years, that were not included in previous revisions of specific plan sections. The majority of the plan's operational content has not changed, with most of the revisions being in the format and layout of the plan sections. The City's Disaster Planning Team, which consists of members from each City Department, assisted with the plan's revision.

### **RECOMMENDED ACTION:**

Participate in Council Work Session on the development of the plan and its contents.



# **EMERGENCY RESPONSE AND RECOVERY PLAN (ERRP) REWRITE SUMMARY**

4/5/04

The City originally adopted the Emergency Response and Recovery Plan (ERRP) in May 1999 and is required to re-promulgate the plan every four to five years, as part of its participation in the Emergency Management Performance Grant (EMPG) program. We took this opportunity to also revise and update the plan.

## **Background**

The Emergency Response and Recovery Plan (ERRP) provides a framework to guide the City of Beaverton's efforts to respond to and recover from major emergencies or disasters. The plan describes the roles and responsibilities of the departments and personnel for the City of Beaverton during major emergencies or disasters and sets forth a strategy and operating guidelines using the Incident Command System (ICS) adopted by the City for managing response and recovery activities during disasters and emergencies.

The ERRP is made up of three sections: the Basic Plan, Functional Annexes, and Hazard Appendixes.

- Basic Plan – Provides an overview of the City's emergency response organization and policies. It cites the legal authority for emergency operations, summarizes the situations addressed by the EOP, explains the general concept of operations, and assigns general responsibilities for emergency planning and operations.
- Functional Annexes – Each annex focuses on one of the critical emergency functions the City will perform in response to an emergency. The type and scope of an incident will dictate which functional annexes will be needed. Since the functional annexes are to be used in conjunction with the Basic Plan, they do not repeat information that is already addressed.
- Hazard Specific Appendices – Provide additional detailed information and special considerations that are applicable to specific hazards. The appendices are to be used in conjunction with the Basic Plan and the Functional Annexes and will not repeat information already addressed.

When the plan was originally adopted May 17, 1999, it contained nine Functional Annexes and four Hazard Appendixes. During subsequent years additional sections were approved by the City Council and added to the plan. The plan currently contains twenty-two Functional Annexes and eight Hazard Appendixes. Three additional Functional Annexes and one additional Hazard Appendix still need to be developed. Two of these should be completed during FY05.

## **Revisions**

The bulk of the plan's operational content has not changed, with most of the revisions being in the format and layout of the plan sections.

- The revisions include incorporating minor corrections and updates that were identified during the annual review process, but were not significant enough to warrant a re-issue of the section.
- Since the original ERRP was written the format of the functional annexes were changed to make them easier to read, particularly the Duties and Responsibilities section. The Administrative section was also added. These format changes were incorporated into the functional annexes during this rewrite.
- The existence of the City's Business Continuity Plan (BCP) and how it relates to the ERRP was incorporated (Functional Annex N – Continuity of Government).
- Incorporated changes to the procedures for activating the Emergency Alerting System (EAS) through WCCCA (Washington County Consolidated Communications Agency) and the addition of the Community Notification System (CNS) (Functional Annex D – Warnings and Notifications).
- Added information on public and private assistance programs and procedures to the Recovery Annex (Annex R - Recovery).
- Identifies the Community Center as the Primary EOC. The transition from its current location to the Community Center should be completed by the end of the summer.
- Incorporates changes to the EOC organizational structure. These changes reflect:
  - Resolution of problems identified during previous exercises
  - How the EOC will be laid out at the Community Center
  - Bringing the structure closer to basic ICS and that of other EOCs facilitating coordination and communication between jurisdictions
  - Comparison of Organizational Structures

COMMAND STAFF	
Old Structure	New Structure
Incident Commander	No Change
● Administration Officer	
● Legal Officer	
● Public Information Officer	
● Safety Officer	
● Emergency Manager	

<ul style="list-style-type: none"> <li>• Liaison Officers (as required)</li> </ul>	
<b>OPERATIONS SECTION</b>	
<b>Old Structure</b>	<b>New Structure</b>
Operations Section Chief <ul style="list-style-type: none"> <li>○ Deputy Ops Chief</li> <li>○ Fire Liaison</li> <li>○ Staging Manager</li> </ul> <ul style="list-style-type: none"> <li>• North Division <ul style="list-style-type: none"> <li>○ Police</li> <li>○ Operations and Maintenance</li> </ul> </li> <li>• South Division <ul style="list-style-type: none"> <li>○ Police</li> <li>○ Operations and Maintenance</li> </ul> </li> </ul>	Operations Section Chief <ul style="list-style-type: none"> <li>○ Deputy Ops Chief</li> <li>○ Fire Liaison</li> <li>○ Staging Manager</li> </ul> <ul style="list-style-type: none"> <li>• North Division <ul style="list-style-type: none"> <li>○ Police</li> <li>○ Operations and Maintenance</li> </ul> </li> <li>• South Division <ul style="list-style-type: none"> <li>○ Police</li> <li>○ Operations and Maintenance</li> </ul> </li> <li>• Special Need Coordination Group <ul style="list-style-type: none"> <li>○ Shelter/Mass Care</li> <li>○ Special Assistance</li> <li>○ Health Services</li> </ul> </li> <li>• CERT Group</li> <li>• Damage Assessment Group</li> </ul>
<b>PLANNING SECTION</b>	
<b>Old Structure</b>	<b>New Structure</b>
Planning Section Chief <ul style="list-style-type: none"> <li>○ Deputy Planning Section Chief</li> </ul> <ul style="list-style-type: none"> <li>• Status Unit <ul style="list-style-type: none"> <li>○ Message Center (Call Takers)</li> <li>○ Amateur Radio Operators</li> <li>○ Status Monitors</li> </ul> </li> <li>• Documentation Unit</li> <li>• Technical Specialists (as needed)</li> <li>• Demobilization (as needed)</li> <li>• Damage Assessment Unit</li> </ul>	Planning Section Chief <ul style="list-style-type: none"> <li>○ Deputy Planning Section Chief</li> </ul> <ul style="list-style-type: none"> <li>• Status Unit <ul style="list-style-type: none"> <li>○ Status Monitors</li> </ul> </li> <li>• Documentation Unit</li> <li>• Technical Specialists</li> <li>• Demobilization Unit</li> <li>• Business Continuity Unit</li> </ul>
<b>LOGISTICS SECTION</b>	
<b>Old Structure</b>	<b>New Structure</b>
Logistics Section Chief <ul style="list-style-type: none"> <li>○ Deputy Logistics Section Chief</li> </ul>	Logistics Section Chief <ul style="list-style-type: none"> <li>○ Deputy Logistics Section Chief</li> </ul>

<ul style="list-style-type: none"> <li>• Communications Unit <ul style="list-style-type: none"> <li>○ Hardware Support</li> <li>○ Software Support</li> <li>○ Telephone Support</li> </ul> </li> <li>• Personnel Unit <ul style="list-style-type: none"> <li>○ Volunteer Coordination</li> <li>○ Employee Relations</li> </ul> </li> <li>• Finance Unit</li> <li>• Supply Unit</li> </ul>	<p><u>Services Branch Director</u></p> <ul style="list-style-type: none"> <li>• Communications Unit <ul style="list-style-type: none"> <li>○ Hardware Support</li> <li>○ Software Support</li> <li>○ Telephone Support</li> </ul> </li> <li>• Message Unit <ul style="list-style-type: none"> <li>○ EOC Call Takers</li> <li>○ Amateur Radio Operators</li> </ul> </li> <li>• Public Information Unit</li> </ul> <p><u>Support Branch Director</u></p> <ul style="list-style-type: none"> <li>• Supply Unit</li> <li>• Donations and Volunteer Management Unit</li> <li>• Donations and Volunteer Management Unit</li> <li>• Fleet/Ground Support Unit</li> <li>• Facilities Unit</li> </ul>
<b>ASSISTANCE SECTION</b>	<b>FINANCE SECTION</b>
<b>Old Structure</b>	<b>New Structure</b>
<ul style="list-style-type: none"> <li>• Special Needs Coordination Unit</li> <li>• Assistance Unit <ul style="list-style-type: none"> <li>○ Individual Assistance</li> <li>○ Public Assistance</li> <li>○ Business Assistance</li> </ul> </li> <li>• Public Information Center</li> <li>• Donations Management Unit</li> </ul>	<ul style="list-style-type: none"> <li>• Cost Unit</li> <li>• Personnel Unit</li> <li>• Assistance Unit <ul style="list-style-type: none"> <li>○ Individual Assistance</li> <li>○ Public Assistance</li> <li>○ Business Assistance</li> </ul> </li> <li>• Compensation and Claims Unit</li> </ul>

# MEMORANDUM

City of Beaverton  
Office of the City Recorder

"make it  
happen"

**To:** Mayor Drake and Councilors  
**From:** Sue Nelson, City Recorder  
**Date:** May 6, 2004  
**Subject:** *Agenda Bill 04092 – Revision of the City's  
Emergency Response and Recovery Plan*

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A complete copy of the Emergency Response and Recovery Plan is available for review in the City Recorder's Office on the third floor of Beaverton City Hall, 4755 SW Griffith Drive, Beaverton, OR. The office is open weekdays between 8:00 a.m. and 5:00 p.m.

If you have any questions regarding this item, please call me at (503) 526-2650.

## AGENDA BILL

### Beaverton City Council Beaverton, Oregon

**SUBJECT:** An Ordinance Relating To The Emergency Management Code, Amending Beaverton Code Section 2.01.020






**FOR AGENDA OF:** 5-10-04 **BILL NO:** 04093

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Emergency Management 

**DATE SUBMITTED:** 4-30-04

**CLEARANCES:**

Chief of Staff   
City Attorney   
Finance   
Operations   
Police 

**PROCEEDING:** First reading

**EXHIBITS:** Ordinance  
Memorandum on the National Incident Management System

### BUDGET IMPACT

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

Homeland Security Presidential Directive (HSPD) – 5 directed the Secretary of Homeland Security to develop and administer a National Incident Management System (NIMS). The intent of NIMS is to provide a consistent nationwide template to enable Federal, State, local, and tribal governments; and private-sector and nongovernmental organizations to work together effectively and efficiently to prepare for, prevent, respond to, and recover from domestic incident, regardless of cause, size, or complexity, including acts of catastrophic terrorism. The Directive further requires that federal departments and agencies make adoption of the NIMS by State, tribal, and local organizations a condition for federal preparedness assistance (i.e., grants) beginning in FY2005. While there are some elements of the system that require further development, the initial version of the National Incident Management System has been completed and distributed. Adoption of the basic tenets of the Incident Command System identified in NIMS will meet the compliance requirement.

### INFORMATION FOR CONSIDERATION:

The City's Emergency Management Code currently states that, "The City adopts the Incident Command System (ICS) of the National Interagency Incident Management System (NIIMS) as a model for managing emergencies within its jurisdiction. While the two systems are similar in scope and intent, the Code needs to be changed to reflect adoption of the Incident Command System of the National Incident Management System. This system is built upon the basic elements of the National Interagency Incident Management System that the City previously adopted, so the change will be transparent to the majority of the City departments and programs. Since the City is the recipient of numerous federal grants each year, non-adoption could result in the loss of eligibility for these grants, creating a significant financial impact on several City programs.

### RECOMMENDED ACTION:

First reading

**Agenda Bill No:** 04093

ORDINANCE NO. 4309

AN ORDINANCE RELATING TO THE EMERGENCY  
MANAGEMENT CODE, AMENDING BEAVERTON CODE  
SECTION 2.01.020

**WHEREAS**, Homeland Security Presidential Directive (HSPD) – 5 directed the Secretary of Homeland Security to develop and administer a National Incident Management System; and

**WHEREAS**, The Directive further requires that federal departments and agencies make adoption of the National Incident Management System by State, tribal, and local organizations a condition for federal preparedness assistance, including grants, beginning in FY2005; and

**WHEREAS**, Adoption of the basic tenets of the Incident Command System identified in NIMS will meet the compliance requirement; and

**WHEREAS**, The change will be transparent to the majority of the City departments and programs since the new system is built upon the basic elements of the National Interagency Incident Management System that the City previously adopted, now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

**Section 1.** Beaverton Code Section 2.01.012 is amended as follows, with deleted material lined through and new matter in **bold**:

2.01.020 Adoption of an Incident Command System. The City adopts the Incident Command System (ICS) of the National ~~Interagency~~ Incident Management System (~~NHIMS~~) (**NIMS**) as a model for managing emergencies within its jurisdiction.

First reading this \_\_\_\_ day of \_\_\_\_\_, 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

Secretary

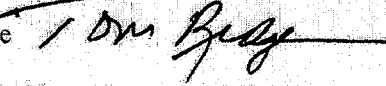
U.S. Department of Homeland Security  
Washington, DC 20528



# Homeland Security

March 1, 2004

MEMORANDUM FOR: Cabinet Secretaries  
Agency Directors  
Members of Congress  
Governors  
Mayors  
County, Township, and Parish Officials  
State Homeland Security Advisors  
Homeland Security Advisory Council  
State, Territorial, Local, and Tribal First Responders

FROM: Tom Ridge 

SUBJECT: National Incident Management System

In Homeland Security Presidential Directive (HSPD)-5, *Management of Domestic Incidents*, the President directed me to develop, submit for review to the Homeland Security Council, and administer a National Incident Management System (NIMS). This system will provide a consistent nationwide approach for Federal, State, local, and tribal governments to work effectively and efficiently together to prepare for, prevent, respond to, and recover from domestic incidents, regardless of cause, size, or complexity.

The NIMS has undergone extensive vetting and coordination within the Federal family. The development process has also included extensive outreach to State, local, and tribal officials; to the emergency response community; and to the private sector. As a result, the NIMS incorporates the best-practices currently in use by incident managers at all levels. In addition, effective incident management in the homeland security environment we now face involves new concepts, processes, and protocols that will require additional development and refinement over time. The collective input and guidance from all of our homeland security partners has been, and will continue to be, vital to the further development of an effective and comprehensive NIMS.

HSPD-5 requires all Federal departments and agencies to adopt the NIMS and to use it in their individual domestic incident management and emergency prevention, preparedness, response, recovery, and mitigation programs and activities, as well as in support of those actions taken to assist State, local, or tribal entities. The directive also requires Federal departments and agencies to make adoption of the NIMS by State, tribal and local organizations a condition for Federal preparedness assistance beginning in FY 2005. Compliance with certain aspects of the NIMS will be possible in the short-term, such as adopting the basic tenets of the Incident Command System identified in this document. Other aspects of the NIMS, however, will require further development and refinement to enable compliance at future dates.

I ask for your continued cooperation and assistance as we further develop and implement the NIMS and the associated National Response Plan (NRP). I look forward to working with you as we continue our collective efforts to better secure the homeland and protect our citizens from both natural disasters and acts of terrorism.



## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

5-10-04



**SUBJECT:** An Ordinance Amending Ordinance No. 4187, the Comprehensive Plan, Chapter Six Transportation Element, by Adding Provisions Relating to Transportation System Performance, CPA 2003-0015

**FOR AGENDA OF:** ~~5-3-04~~ **BILL NO:** 04078

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Engineering 

**DATE SUBMITTED:** 4-20-04

**CLEARANCES:** City Attorney   
Transportation 

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

**EXHIBITS:** Ordinance  
Exhibit A -- Proposed Text  
Amendments

### BUDGET IMPACT

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

### HISTORICAL PERSPECTIVE:

This ordinance embodies CPA 2003-0015. Provided Council has consented to this matter previously on its agenda, the ordinance is ready for the required readings.

### INFORMATION FOR CONSIDERATION:

It is important to process this proposed CPA 2003-0015 ordinance with the ordinances that update the *Development Code* (TA 2003-0008) and the *Engineering Design Manual and Standard Drawings* that are also scheduled for First Reading at this meeting. Together, these amendments add interrelated transportation performance standards to the *Comprehensive Plan* and the *Development Code* and remove engineering standards from the *Development Code* and place them in an updated *Engineering Design Manual and Standard Drawings*.

### RECOMMENDED ACTION:

~~First Reading.~~

Second Reading and Passage.

**Ordinance No. 4301**  
**An Ordinance Amending**  
**Ordinance No. 4187, the Comprehensive Plan,**  
**Chapter Six Transportation Element, by Adding**  
**Provisions Relating to Transportation System**  
**Performance CPA 2003-0015**

**WHEREAS**, the purpose of the proposed amendment to the City of Beaverton's Comprehensive Plan Chapter Six Transportation Element is to set a performance standard for the motor vehicle system that is consistent with adopted regional and state performance standards, make minor changes to respond to updated local, regional, state, and federal natural resources provisions and planning practices, and make minor corrections and update figures to acknowledge plans that were approved and streets that were constructed since adoption of the updated transportation element; and

**WHEREAS**, the Planning Commission conducted two work sessions on the draft amendment, one on November 20, 2002, and one on December 10, 2003, and directed staff to proceed with processing the amendment, which resulted in draft ordinance language that was reviewed at a City Council Work Session on February 2, 2004; and

**WHEREAS**, the comments and information were used to produce a Staff Report, dated February 13, 2004, and a Supplemental Staff Report dated March 3, 2004, for a March 17, 2004, public hearing; and

**WHEREAS**, the Planning Commission held a public hearing on March 17, 2004, to consider CPA 2003-0015, consider comments, and take testimony; and

**WHEREAS**, on March 17, 2004, the Planning Commission recommended approval of the proposed CPA 2003-0015 application based upon the Staff Report dated February 13, 2004, as modified by the Supplemental Staff Report dated March 3, 2004, and modifications that resulted from the public hearing; and

**WHEREAS**, the final order was prepared memorializing the Planning Commission's recommendation; and

**WHEREAS**, the Council consented to approval and adoption of criteria applicable to this request and findings thereon in the Staff Report dated February 13, 2004, and the Supplemental Staff Report dated March 3, 2004, and, further, approves the Comprehensive Plan amendment as set forth in Exhibit A, and incorporated herein by reference. Now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

**Section 1.** Ordinance No. 4187, Comprehensive Plan Transportation Element (Volume I, Chapter Six) as amended and set forth in Exhibit A and incorporated herein by reference, is adopted.

**Section 2.** Savings Clause.

A. Nothing in this Ordinance shall affect a site development permit or other permit related to the development of land issued before the effective date of this Ordinance.

B. Nothing in this Ordinance shall affect a site development permit or other permit related to the development of land issued on or after the effective date of this Ordinance, provided the City first received the application for the permit before the effective date of this Ordinance.

C. Nothing in this Ordinance shall affect the City's consideration of an application for a site development permit or other permit related to the development of land, provided the City first received the application for the permit before the effective date of this Ordinance.

**Section 3.** Severability. It shall be considered that it is the legislative intent, in the adoption of this Ordinance, that if any part of the ordinance should be determined by any tribunal of competent jurisdiction, i.e., the Land Use Board of Appeals or the Land Conservation and Development Commission, to be unconstitutional or not acknowledged as in compliance with applicable statewide planning goals, the remaining parts of the ordinance shall remain in force and acknowledged unless: (1) the tribunal determines that the remaining parts are so essential and inseparably connected with and dependent upon the unconstitutional or unacknowledged part that it is apparent the remaining parts would not have been enacted without the unconstitutional or unacknowledged part; or (2) the remaining parts, standing alone, are incomplete and incapable of being executed in accordance with legislative intent.

First reading this 3rd day of May, 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

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

5-10-04

**SUBJECT:** An Ordinance Amending Ordinance No. 2050, the Development Code, by Amending and Adding Provisions Relating to Transportation Facilities and Performance, TA 2003-0008

**FOR AGENDA OF:** 5-3-04 **BILL NO:** 04079

**Mayor's Approval:**



**DEPARTMENT OF ORIGIN:** Engineering



**DATE SUBMITTED:** 4-20-04

**CLEARANCES:**

City Attorney  
Transportation



**PROCEEDING:** Second Reading and Passage  
First Reading

**EXHIBITS:** Ordinance  
Exhibit A – Proposed Text  
Amendments

### **BUDGET IMPACT**

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

### **HISTORICAL PERSPECTIVE:**

This ordinance embodies TA 2003-0008. Provided Council has consented to this matter previously on its agenda, the ordinance is ready for the required readings.

### **INFORMATION FOR CONSIDERATION:**

It is important to process this proposed TA 2003-0008 ordinance with the ordinances that update the *Comprehensive Plan* (CPA 2003-0015) and the *Engineering Design Manual and Standard Drawings* that are also scheduled for First Reading at this meeting. Together, these amendments add interrelated transportation performance standards to the *Comprehensive Plan* and the *Development Code* and remove engineering standards from the *Development Code* and place them in an updated *Engineering Design Manual and Standard Drawings*.

### **RECOMMENDED ACTION:**

First Reading.

Second Reading and Passage.

**Ordinance No. 4302**  
**An Ordinance Amending**  
**Ordinance No. 2050, the Development Code,**  
**by Amending and Adding Provisions Relating to**  
**Transportation Facilities and Performance**  
**TA 2003-0008**

**WHEREAS**, the purpose of the proposed amendment to the City of Beaverton's Development Code is: to implement the City, regional, and state performance standards; to revise traffic impact analysis requirements for new development and zone changes; to remove standards that are more appropriately contained in the Engineering Design Manual; to delete provisions that allow for an application to modify these standards; to make minor changes to respond to updated local, regional, state, and federal natural resources requirements; to add necessary definitions; to remove redundant and outdated text and to clarify existing text; and

**WHEREAS**, the Planning Commission conducted two work sessions on the draft amendment, one on November 20, 2002, and one on December 10, 2003, and directed staff to proceed with processing the amendment, which resulted in draft ordinance language that was reviewed at a City Council Work Session on February 2, 2004; and

**WHEREAS**, the comments and information were used to produce a Staff Report, dated February 13, 2004, and a Supplemental Staff Report dated March 3, 2004, for a March 17, 2004, public hearing; and

**WHEREAS**, the Planning Commission held a public hearing on March 17, 2004, to consider TA 2003-0008, consider comments, and take testimony; and

**WHEREAS**, on March 17, 2004, the Planning Commission recommended approval of the proposed TA 2003-0008 application based upon the Staff Report dated February 13, 2004, as modified by the Supplemental Staff Report dated March 3, 2004, and modifications that resulted from the public hearing; and

**WHEREAS**, the final order was prepared memorializing the Planning Commission's recommendation; and

**WHEREAS**, the Council consented to approval and adoption of criteria applicable to this request and findings thereon in the Staff Report dated February 13, 2004, and the Supplemental Staff Report dated March 3, 2004, and, further, approves the Development Code amendment as set forth in Exhibit A, and incorporated herein by reference. Now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

**Section 1.** Ordinance No. 2050, Development Code, as amended and set forth in Exhibit A and incorporated herein by reference, is adopted.

**Section 2.** Savings Clause.

A. Nothing in this Ordinance shall affect a site development permit or other permit related to the development of land issued before the effective date of this Ordinance.

B. Nothing in this Ordinance shall affect a site development permit or other permit related to the development of land issued on or after the effective date of this Ordinance, provided the City first received the application for the permit before the effective date of this Ordinance.

C. Nothing in this Ordinance shall affect the City's consideration of an application for a site development permit or other permit related to the development of land, provided the City first received the application for the permit before the effective date of this Ordinance.

**Section 3.** Severability. It shall be considered that it is the legislative intent, in the adoption of this Ordinance, that if any part of the ordinance should be determined by any tribunal of competent jurisdiction, i.e., the Land Use Board of Appeals or the Land Conservation and Development Commission, to be unconstitutional or not acknowledged as in compliance with applicable statewide planning goals, the remaining parts of the ordinance shall remain in force and acknowledged unless: (1) the tribunal determines that the remaining parts are so essential and inseparably connected with and dependent upon the unconstitutional or unacknowledged part that it is apparent the remaining parts would not have been enacted without the unconstitutional or unacknowledged part; or (2) the remaining parts, standing alone, are incomplete and incapable of being executed in accordance with legislative intent.

First reading this 3rd day of May, 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

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon




**SUBJECT:** An Ordinance Amending and Updating  
Ordinance 4060, Engineering Design  
Manual and Standard Drawings

5-10-04  
**FOR AGENDA OF:** 5-3-04 **BILL NO:** 04080

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** Engineering 

**DATE SUBMITTED:** 4-20-04

**CLEARANCES:** City Attorney   
Capital Proj.   
Transportation 

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

**EXHIBITS:** Ordinance  
Exhibit A – *Engineering Design  
Manual and Standard Drawings*

### **BUDGET IMPACT**

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

### **HISTORICAL PERSPECTIVE:**

The *Engineering Design Manual and Standard Drawings* update (Exhibit A) responds to updates of national engineering standards, and to changes in state land use, environmental, and transportation requirements that have resulted in corresponding changes to design and construction standards and practices. A multi-year effort by the Engineering, Community Development, City Attorney, and Operations departments produced the draft ordinance that is proposed for adoption and included as Exhibit 1. The City Council held a work session on the draft updated *Engineering Design Manual and Standard Drawings* on February 2, 2004, and directed staff to process the ordinance.

### **INFORMATION FOR CONSIDERATION:**

The updated *Engineering Design Manual and Standard Drawings* ("the Manual") includes changes received through an extensive in-house multi-departmental review process and comments received from utility companies, developers, contractors, engineering firms, the Planning Commission through its comments on the *Development Code* amendments associated with the Manual update, and the Beaverton Bicycle Advisory Committee. A copy of the "strikeout" version of the updated Manual that shows additions and deletions based on the draft version of the updated Manual that was reviewed at the February 2, 2004, Council work session is available upon request. In the version of the updated Manual (attached), most of the text has remained unchanged since the Council work session, except that some significant changes have been made in Chapters I and II to address construction issues that were still in the process of being resolved when the Council held its work session.

The process for review and comment on proposed changes in the *Engineering Design Manual and Standard Drawings* began in August 2000 with the development of initial text amendments and a subsequent mailing to over 30 utility agencies and other interested parties (primarily engineering firms) with a request for comments. An open house was held in November 2000 to answer questions and

**Agenda Bill No:** 04080

gather comments. Text revisions were drafted thereafter to respond to comments received and were drafted again in 2001, 2002, and early 2003 to update the Manual with respect to new regional, state, and federal requirements.

In May 2003, the updated draft was reviewed in-house and then distributed on October 21, 2003, to the same agencies and to additional agencies including Tualatin Valley Fire & Rescue, Washington County Department of Land Use and Transportation, and several engineering firms. The mailing included a public notice explaining the ongoing update of the Manual, which included a request for comments and notice of a November 5, 2003, open house. The mailing also included the background report, a draft agenda bill and ordinance, and the complete draft Manual. On November 14, 2003, a follow-up letter was sent requesting additional comments. In addition, at its December 10, 2003, work session, the Planning Commission suggested sending the draft to utility construction contractors. In response, on December 19, 2003, staff sent the draft to eight contractors with a request for comments. The Planning Commission, Beaverton Bicycle Advisory Committee, and Development Liaison Committee provided comments on bicycle parking requirements in Chapter VII.

It is crucial that the *Engineering Design Manual and Standard Drawings* update be processed concurrently with the CPA 2003-0015 ordinance and the TA 2003-0008 ordinance that are also scheduled for First Reading at this meeting. This is crucial because, together, these amendments add new, interrelated transportation performance standards to the *Comprehensive Plan* and the *Development Code* and remove engineering design and construction standards from the *Development Code* and place them more appropriately in the updated Manual.

**RECOMMENDED ACTION:**

**First Reading.**

Second Reading and Passage.



**ORDINANCE NO. 4303**

**AN ORDINANCE AMENDING ORDINANCE NO. 4060,  
THE ENGINEERING DESIGN MANUAL AND STANDARD DRAWINGS,  
BY UPDATING STANDARDS AND CLARIFYING TEXT  
AND ADOPTING AN UPDATED ENGINEERING DESIGN MANUAL  
AND STANDARD DRAWINGS**

**WHEREAS**, BC 9.05.045(C) authorizes the City Engineer to maintain the "Engineering Design Manual and Standard Drawings" as the working compilation of all applicable technical standards adopted by the City Council;

**WHEREAS**, updated national, state, and local agency design and construction standards and practices have been adopted;

**WHEREAS**, the purpose of the proposed amendment is to update the Engineering Design Manual and Standard Drawings to current design and construction standards and practices and to clarify text where necessary; Now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

**Section 1:** Findings and Purpose. As developments are constructed within the city, the city may require that public improvements be built. Uniformity in the design, construction, and administration of such public improvements is required to allow the improvements associated with one development to work well with public improvements associated with other developments.

To aid in the consistent interpretation, application, and implementation of its development requirements, the City has authorized its city engineer to propose technical standards relating to the design, construction, and administration of public improvements.

Since 1985, the City's technical standards have been proposed by the City Engineer and reviewed and adopted by resolution and more recently by ordinance of the City Council. In 1997, the City Council adopted Resolution No. 3434 entitled "A Resolution Adopting the City of Beaverton Engineering Design Manual and Standard Drawings." In 1999, the City Council adopted Ordinance No. 4060 entitled "An Ordinance Establishing Standard Engineering Designs and Drawings; Providing Related Requirements" that established that the City Engineer would submit proposed technical standards to the City Council for adoption by ordinance.

As required by the BC 9.05.045(C), the City Engineer will continue to maintain the "Engineering Design Manual and Standard Drawings" as the working compilation of all applicable technical standards adopted by the City Council, whether by resolution or ordinance.

**Section 2:** The Engineering Design Manual and Standard Drawings, Ordinance No. 4060, is amended as set forth in Exhibit A and incorporated herein by reference, is adopted.

**Section 3: Savings Clause.**

A. Nothing in this Ordinance shall affect a site development permit or other permit related to the development of land issued before the effective date of this Ordinance.

B. Nothing in this Ordinance shall affect a site development permit or other permit related to the development of land issued on or after the effective date of this Ordinance, provided the City first received the application for the permit before the effective date of this Ordinance.

C. Nothing in this Ordinance shall affect the City's consideration of an application for a site development permit or other permit related to the development of land, provided the City first received the application for the permit before the effective date of this Ordinance.

**Section 4: Severability.** It shall be considered that it is the legislative intent, in the adoption of this Ordinance, that if any part of the ordinance should be determined by any tribunal of competent jurisdiction, i.e., the Land Use Board of Appeals or the Land Conservation and Development Commission, to be unconstitutional or not acknowledged as in compliance with applicable statewide planning goals, the remaining parts of the ordinance shall remain in force and acknowledged unless: (1) the tribunal determines that the remaining parts are so essential and inseparably connected with and dependent upon the unconstitutional or unacknowledged part that it is apparent the remaining parts would not have been enacted without the unconstitutional or unacknowledged part; or (2) the remaining parts, standing alone, are incomplete and incapable of being executed in accordance with legislative intent.

First reading this 3rd day of May, 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

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

05-10-04


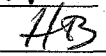
**SUBJECT:** An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 1020 SW Cedar Hills Boulevard; CPA 2004-0002/ZMA 2004-0002

**FOR AGENDA OF:** 05/03/04 **BILL NO:** 04081

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** CDD 

**DATE SUBMITTED:** 03/29/04

**CLEARANCES:** City Attorney   
Planning Services 

Second Reading and Passage

**PROCEEDING:** ~~First Reading~~

**EXHIBITS:** Ordinance  
Exhibit A - Map  
Exhibit B - Staff Report Dated 03/23/04

### BUDGET IMPACT

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

This ordinance is before the City Council to assign City Comprehensive Plan Land Use Map and Zoning designations for the subject property replacing the Washington County land use designations.

The Urban Planning Area Agreement (UPAA) is specific on the appropriate Land Use Map and Zoning Map designations for this parcel thus no public hearing is required. The appropriate Land Use Map designation is Neighborhood Residential - Standard Density (NR-SD) and the appropriate Zoning Map designation is Residential - 7,000 square foot minimum (R-7). The City land use designations will take effect 30 days after Council approval and the Mayor's signature on this ordinance.

### INFORMATION FOR CONSIDERATION:

This ordinance makes the appropriate changes to Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map.

### RECOMMENDED ACTION:

First Reading

Second Reading and Passage.

**ORDINANCE NO. 4304**

AN ORDINANCE AMENDING ORDINANCE NO. 4187, FIGURE III-1, THE COMPREHENSIVE PLAN LAND USE MAP AND ORDINANCE NO. 2050, THE ZONING MAP FOR PROPERTY LOCATED AT 1020 SW CEDAR HILLS BOULEVARD; CPA 2004-0002/ZMA 2004-0002

- WHEREAS,** An ordinance annexing this same property is set to be approved by the City Council in a separate companion ordinance, thus the property is being redesignated in this ordinance from the County's land use designations to the closest corresponding City designations as specified by the Urban Planning Area Agreement (UPAA); and
- WHEREAS,** Since the UPAA is specific on the appropriate designations for these parcels, no public hearing is required; and
- WHEREAS,** The Council adopts as to criteria applicable to this request and findings thereon the Planning Department staff report by Senior Planner Alan Whitworth, dated March 23, 2004, attached hereto as Exhibit B; now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

- Section 1.** Ordinance No. 4187, the Comprehensive Plan Land Use Map, is amended to designate the subject property located at 1020 SW Cedar Hills Boulevard [Tax Map 1S103DB, Lot 03400] Neighborhood Residential Standard Density on the City of Beaverton Comprehensive Plan Land Use Map, as shown on Exhibit "A" and in accordance with the UPAA.
- Section 2.** Ordinance No. 2050, the Zoning Map, is amended to designate the same property in Section 1 Residential – 7,000 square foot lot minimum (R-7) on the City of Beaverton Zoning Map, as shown on Exhibit "A" and in accordance with the UPAA.

First reading this 3rd day of May, 2004.  
Passed by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 2004.  
Approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

ATTEST:

APPROVED:

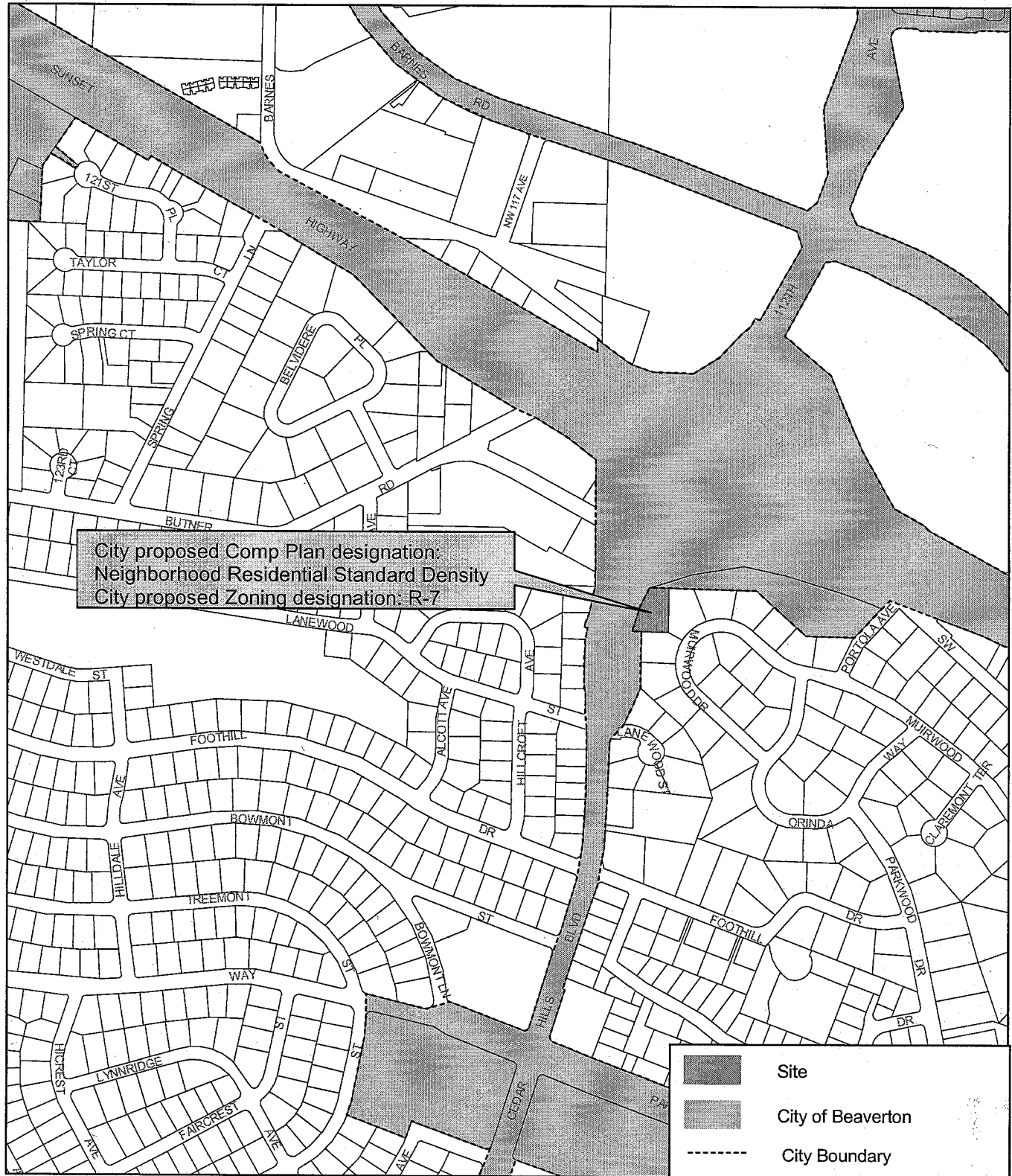
\_\_\_\_\_  
SUE NELSON, City Recorder

\_\_\_\_\_  
ROB DRAKE, Mayor

# CPA/ZMA MAP

ORDINANCE NO: 4304

Exhibit "A"



City of Beaverton

1020 SW Cedar Hills Boulevard Comprehensive Plan  
Land Use Map Amendment and Zoning Map Amendment

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

2/2/04

Map #

1S103DB03400

N



Application #

CPA 2004-0002/  
ZMA 2004-0002

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

05/10/04



**SUBJECT:** An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 16300 SW Nora Road; CPA 2004-0004/ZMA 2004-0004

**FOR AGENDA OF:** ~~05/03/04~~ **BILL NO:** 04082

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** CDD 

**DATE SUBMITTED:** 04/01/04

**CLEARANCES:** City Attorney   
Planning Services 

Second Reading and Passage

**PROCEEDING:** ~~First Reading~~

**EXHIBITS:** Ordinance  
Exhibit A - Map  
Exhibit B - Staff Report Dated 03/26/04

### **BUDGET IMPACT**

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

This ordinance is before the City Council to assign City Comprehensive Plan Land Use Map and Zoning designations for the subject property, replacing the Washington County land use designations.

The Urban Planning Area Agreement (UPAA) is specific on the appropriate Land Use Map and Zoning Map designations for this parcel, thus no public hearing is required. The appropriate Land Use Map designation is Neighborhood Residential - Standard Density (NR-SD) and the appropriate Zoning Map designation is Residential - 5,000 square foot minimum (R-5). The City land use designations will take effect 30 days after Council approval and the Mayor's signature on this ordinance.

### **INFORMATION FOR CONSIDERATION:**

This ordinance makes the appropriate changes to Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map.

### **RECOMMENDED ACTION:**

~~First Reading~~

Second Reading and Passage

**ORDINANCE NO. 4305**

AN ORDINANCE AMENDING ORDINANCE NO. 4187, FIGURE III-1, THE COMPREHENSIVE PLAN LAND USE MAP AND ORDINANCE NO. 2050, THE ZONING MAP FOR PROPERTY LOCATED AT 16300 SW NORA ROAD; CPA 2004-0004/ZMA 2004-0004

**WHEREAS,** A separate companion ordinance annexing this same property is set to be approved by the City Council, thus the property is being redesignated in this ordinance from the County's land use designations to the closest corresponding City designations as specified by the Urban Planning Area Agreement (UPAA); and

**WHEREAS,** Since the UPAA is specific on the appropriate designations for these parcels, no public hearing is required; and

**WHEREAS,** The Council adopts as to criteria applicable to this request and findings thereon the Planning Department staff report by Senior Planner Alan Whitworth, dated March 26, 2004, attached hereto as Exhibit B; now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

**Section 1.** Ordinance No. 4187, the Comprehensive Plan Land Use Map, is amended to designate the subject property located at 16300 SW Nora Road (Tax Map 1S129CB, Lot 00800) Neighborhood Residential Standard Density on the City of Beaverton Comprehensive Plan Land Use Map, as shown on Exhibit "A" and in accordance with the UPAA.

**Section 2.** Ordinance No. 2050, the Zoning Map, is amended to designate the same property in Section 1 Residential – 5,000 square foot lot minimum (R-5) on the City of Beaverton Zoning Map, as shown on Exhibit "A" and in accordance with the UPAA.

First reading this 3rd day of May, 2004.  
Passed by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 2004.  
Approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

ATTEST:

APPROVED:

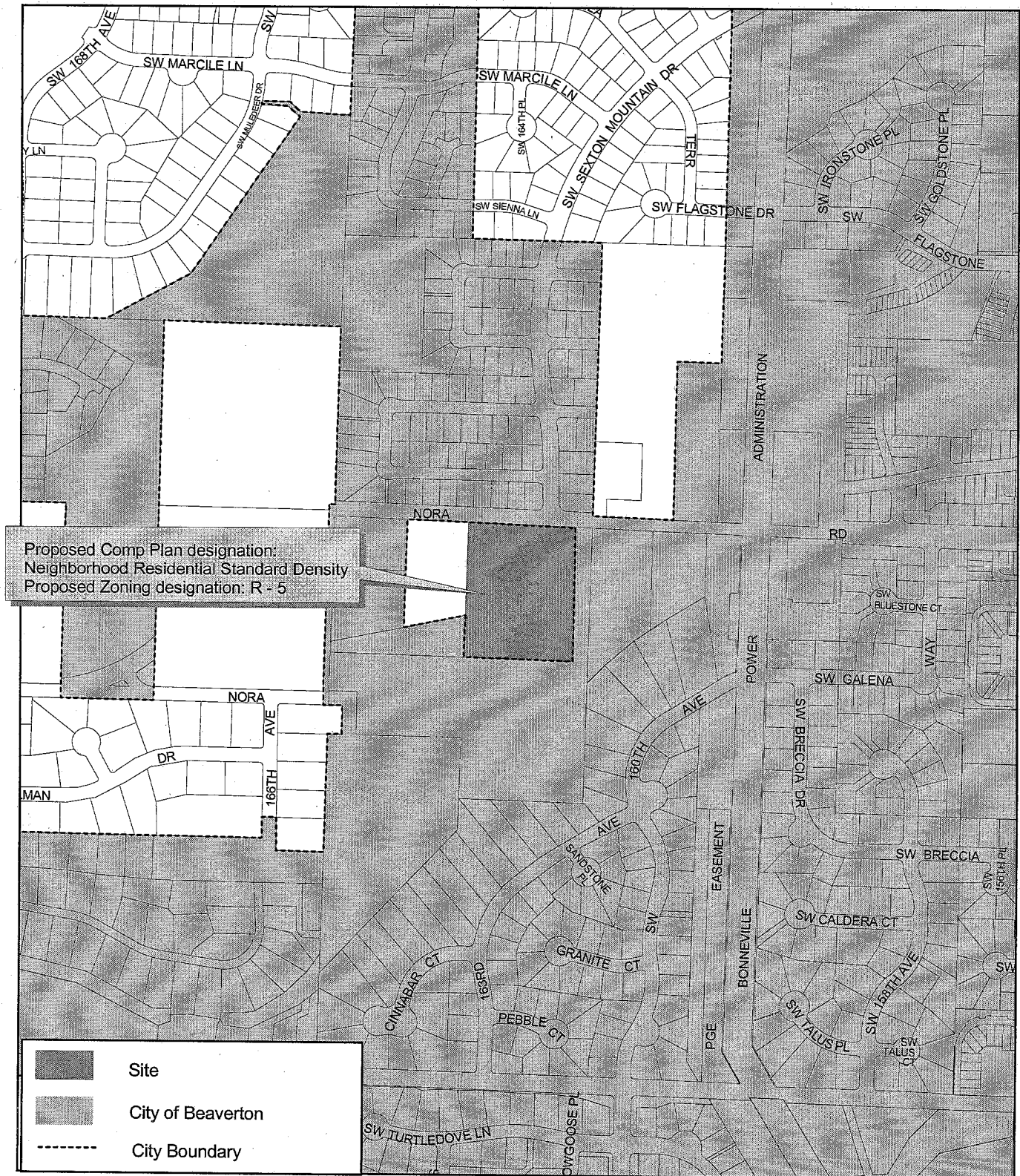
\_\_\_\_\_  
SUE NELSON, City Recorder

\_\_\_\_\_  
ROB DRAKE, Mayor



# CPA/ZMA MAP

ORDINANCE NO: 4305  
EXHIBIT "A"



City of Beaverton

## 16300 SW Nora Road Comprehensive Plan Land Use Map Amendment and Zoning Map Amendment COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

02/10/04

Map #

1s129cb00800

N



Application #

CPA 2004-0004/  
ZMA 2004-0004



## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

05/10/04



**SUBJECT:** An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located at 11115 SW Center Street; CPA 2004-0003/ZMA 2004-0003

**FOR AGENDA OF:** ~~05/03/04~~ **BILL NO:** 04083

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** CDD 

**DATE SUBMITTED:** 04/08/04

**CLEARANCES:** City Attorney   
Planning Services 

Second Reading and Passage

**PROCEEDING:** ~~First Reading~~

**EXHIBITS:** Ordinance  
Exhibit A - Map  
Exhibit B - Staff Report Dated 04/07/04

### **BUDGET IMPACT**

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

This ordinance is before the City Council to assign City Comprehensive Plan Land Use Map and Zoning designations for the subject property, replacing the Washington County land use designations. The Urban Planning Area Agreement (UPAA) is specific on the appropriate Land Use Map and Zoning Map designations for this parcel, thus no public hearing is required. The appropriate Land Use Map designation is Neighborhood Residential - Standard Density (NR-SD) and the appropriate Zoning Map designation is Residential - 7,000 square foot minimum lot size (R-7). The City land use designations will take effect 30 days after Council approval and the Mayor's signature on this ordinance.

### **INFORMATION FOR CONSIDERATION:**

This ordinance makes the appropriate changes to Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map.

### **RECOMMENDED ACTION:**

~~First Reading~~

Second Reading and Passage

**ORDINANCE NO. 4306**

AN ORDINANCE AMENDING ORDINANCE NO. 4187, FIGURE III-1, THE COMPREHENSIVE PLAN LAND USE MAP AND ORDINANCE NO. 2050, THE ZONING MAP FOR PROPERTY LOCATED AT 11115 SW CENTER STREET; CPA 2004-0003/ZMA 2004-0003

- WHEREAS,** A separate companion ordinance annexing this same property is set to be approved by the City Council, thus the property is being redesignated in this ordinance from the County's land use designations to the closest corresponding City designations as specified by the Urban Planning Area Agreement (UPAA); and
- WHEREAS,** Since the UPAA is specific on the appropriate designations for these parcels, no public hearing is required; and
- WHEREAS,** The Council adopts as to criteria applicable to this request and findings thereon the Planning Department staff report by Senior Planner Alan Whitworth, dated April 7, 2004, attached hereto as Exhibit B; now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

- Section 1.** Ordinance No. 4187, the Comprehensive Plan Land Use Map, is amended to designate the subject property located at 11115 SW Center Street [Tax Map 1S110DC, Lot 02300] Neighborhood Residential Standard Density on the City of Beaverton Comprehensive Plan Land Use Map, as shown on Exhibit "A" and in accordance with the UPAA.
- Section 2.** Ordinance No. 2050, the Zoning Map, is amended to designate the same property in Section 1 Residential – 7,000 square foot lot minimum (R-7) on the City of Beaverton Zoning Map, as shown on Exhibit "A" and in accordance with the UPAA.

First reading this 3rd day of May, 2004.  
Passed by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 2004.  
Approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

ATTEST:

APPROVED:

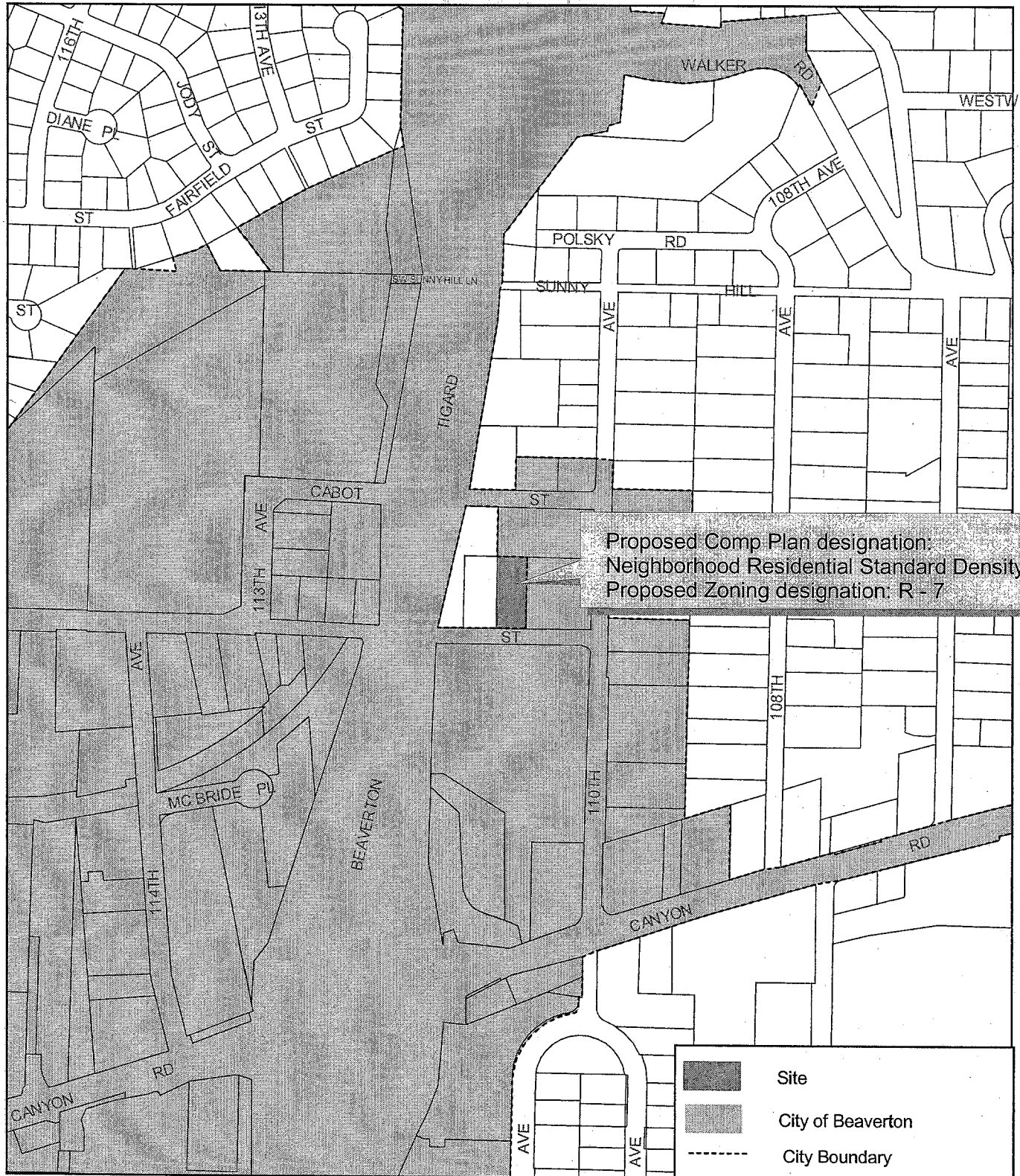
\_\_\_\_\_  
SUE NELSON, City Recorder

\_\_\_\_\_  
ROB DRAKE, Mayor

# CPA/ZMA MAP

ORDINANCE NO: 4306

Exhibit "A"



City of Beaverton

11115 SW Center Street Comprehensive Plan  
Land Use Map Amendment and Zoning Map Amendment

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

2/2/04

Map #

1S110DC02300



Application #

CPA 2004-0003/  
ZMA 2004-0003

## AGENDA BILL

Beaverton City Council  
Beaverton, Oregon

**SUBJECT:** An Ordinance Adding and Amending  
Certain Provisions of Chapters Five and  
Six of the Beaverton Code.

05-10-04

**FOR AGENDA OF:** ~~05-03-04~~ **BILL NO:** 04084

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** City Attorney 

**DATE SUBMITTED:** April 20, 2004

Second Reading and Passage

### **CLEARANCES:**

**PROCEEDING:** ~~First Reading.~~

**EXHIBITS:** Ordinance  
Memorandum Explaining Changes

### **BUDGET IMPACT**

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

The Oregon Legislative Assembly periodically enacts, amends and repeals provisions contained within the State Criminal Code and the State Vehicle Code. When such changes are made, the City of Beaverton subsequently reviews those changes and revises its municipal code to maintain consistency between state and local law.

### **INFORMATION FOR CONSIDERATION:**

A review of the changes made by the Legislative Assembly to the State Criminal Code and State Vehicle Code has identified several needed amendments and additions to the Beaverton Code. These amendments and additions are detailed in the proposed ordinance. A memorandum accompanying this Agenda Bill provides further explanation of the rationale for the proposed changes.

### **RECOMMENDED ACTION:**

~~First reading.~~

Second Reading and Passage.

**AN ORDINANCE ADDING AND AMENDING  
CERTAIN PROVISIONS OF CHAPTERS FIVE AND SIX  
OF THE BEAVERTON CODE.**

**WHEREAS**, the City has the legal authority to define and punish criminal misconduct under its Charter and ordinances and to prosecute such offenses in its Municipal Court; and

**WHEREAS**, local governments are prohibited under Article XI, section 2, of the Oregon Constitution from enacting legislation that conflicts with state criminal laws; and

**WHEREAS**, the City endeavors to maintain consistency between its local criminal ordinances and state criminal laws; now therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

**The following provisions are hereby added to the Beaverton Code:**

**Section 1.** BC 5.08.102, Strangulation, is hereby added to read:

“5.08.102 Strangulation. ORS 163.187, strangulation, as now constituted, is hereby incorporated into this code.”

**Section 2.** BC 5.08.414, Criminal Trespass at a Sports Event, is hereby added to read:

“5.08.414, Criminal Trespass at a Sports Event.

A. ORS 164.274, definitions for ORS 164.276 and 164.278, as now constituted, is hereby incorporated into this code.

B. ORS 164.276, authority to sports official to expel persons from sports event, as now constituted, is hereby incorporated into this code.

C. ORS 164.278, criminal trespass at a sports event, as now constituted, is hereby incorporated into this code.”

**Section 3.** BC 5.08.661, Interfering with a Firefighter or Emergency Medical Technician, is hereby added to read:

“5.08.661 Interfering with a Firefighter or Emergency Medical Technician. ORS 162.257, interfering with a firefighter or emergency medical technician, as now constituted, is hereby incorporated into this code.”

**Section 4.** BC 5.08.740, Possession of Burglary Tool or Theft Device, is hereby added

to read:

“5.08.740 Possession of Burglary Tool or Theft Device. ORS 164.235, possession of burglary tool or theft device, as now constituted, is hereby incorporated into this code.”

**The following provisions of the Beaverton Code are hereby amended:**

**Section 5.** BC 5.08.010, Definitions for BC 5.08.010 to 5.08.800, is hereby amended to read:

“5.08.010 Definitions for BC 5.08.010 to 5.08.800. The definitions contained in the Oregon Criminal Code of 1971, as now constituted, are incorporated into this code. A definition provided under state law and made applicable to a provision of the Oregon Revised Statutes that is incorporated by reference into this code at BC 5.08.010 to 5.08.800 applies in similar manner to those provisions of BC 5.08.010 to 5.08.800.”

**Section 6.** BC 5.08.015, Application of State Statutes, is hereby amended to read:

“5.08.015 Application of State Statutes.

A. Provisions of the Oregon Criminal Code of 1971, as now constituted, relating to principles (ORS 161.005 to 161.067), criminal liability (ORS 161.085 to 161.125), parties to crime ORS (161.150 to 161.175), justification (ORS 161.190 to 161.275) and responsibility (ORS 161.290 to 161.400), fines for corporations (ORS 161.655) and effect of non-payment of fines, restitution or costs (ORS 161.685) apply to offenses defined and made punishable by BC 5.08.010 to 5.08.800. Reference contained therein to an offense defined by the Oregon Revised Statutes and incorporated herein shall be deemed a reference to the provision of this code that incorporates by reference the offense defined by the Oregon Revised Statutes.

B. Except as otherwise expressly provided, or unless the context requires otherwise, the provisions of this section shall govern the construction of and punishment of any offense defined outside of BC 5.08.010 to 5.08.800, as well as the construction and application of any defense to a prosecution for such an offense.”

**Section 7.** BC 5.08.137, Abuse of a Memorial to the Dead, is hereby amended to read:

“5.08.137 Abuse of a Memorial to the Dead. ORS 166.076, abuse of a memorial of the dead, as now constituted, is hereby incorporated into this code.”

**Section 8.** BC 5.08.140, Interfering with Public Transportation, is hereby amended to read:

“5.08.140 Interfering with Public Transportation. ORS 166.116,

interfering with public transportation, as now constituted, is hereby incorporated into this code."

**Section 9.** BC 5.08.406, Trespass in the First Degree, is hereby amended to read:

"5.08.406 Trespass in the First Degree. ORS 164.255, trespass in the first degree, as now constituted, is hereby incorporated into this code."

**Section 10.** BC 5.08.507, Failing to Supervise a Child, is hereby amended to read:

"5.08.507 Failing to Supervise a Child. ORS 163.577, failing to supervise a child, as now constituted, is hereby incorporated into this code."

**Section 11.** BC 5.08.611, Interfering with Law Enforcement Animal, is hereby amended to read:

"5.08.611 Interfering with Law Enforcement Animal. ORS 167.337, interfering with law enforcement animal, as now constituted, is hereby incorporated into this code."

**Section 12.** BC 5.08.620, Impersonation, is hereby amended to read:

"5.08.620 Impersonation. ORS 162.365(1)-(3)(a), impersonation, as now constituted, is hereby incorporated into this code."

**Section 13.** BC 5.08.626, Giving False Information to a Peace Officer for a Citation or Arrest Warrant, is hereby amended to read:

"5.08.626 Giving False Information to a Peace Officer for a Citation or Arrest Warrant. ORS 162.385, giving false information to a peace officer for a citation or arrest warrant, as now constituted, is hereby incorporated into this code."

**Section 14.** BC 5.08.650, Failure to Appear in the Second Degree, is hereby amended to read:

"5.08.650 Failure to Appear in the Second Degree.

A. ORS 162.195, failure to appear in the second degree, as now constituted, is hereby incorporated into this code.

B. ORS 162.193, failure to appear; counsel for defendant cannot be witness; exception, as now constituted, is hereby incorporated into this code. Reference therein to ORS 162.195 shall be deemed a reference to this section."

**Section 15.** BC 5.08.701, Sexual Assault of an Animal, is hereby amended to read:

"5.08.701     Sexual Assault of an Animal.

A.     ORS 167.333, sexual assault of an animal, as now constituted, is hereby incorporated into this code.

B.     ORS 167.334, evaluation of person convicted of violation ORS 167.333, as now constituted, is hereby incorporated into this code."

**Section 16.**    BC 5.08.707, Unlawful Possession of a Domestic Animal, is hereby amended to read:

"5.08.707     Unlawful Possession of a Domestic Animal. ORS 167.332, unlawful possession of a domestic animal, as now constituted, is hereby incorporated into this code."

**Section 17.**    BC 5.08.718, Falsifying Drug Test Results, is hereby amended to read:

"5.08.718     Falsifying Drug Test Results. ORS 475.981, falsifying drug test results, as now constituted, is hereby incorporated into this code."

**Section 18.**    BC 5.08.719, Providing Drug Test Falsification Equipment, is hereby amended to read:

"5.08.719     Providing Drug Test Falsification Equipment. ORS 475.982, providing drug test falsification equipment, as now constituted, is hereby incorporated into this code."

**Section 19.**    BC 5.08.721, Unlawful Distribution of Cigarettes, is hereby amended to read:

"BC 5.08.721   Unlawful Distribution of Cigarettes. ORS 323.482 (1), (2), (2)(a) and (3)-(6), unlawful distribution of cigarettes, as now constituted, is hereby incorporated into this code."

**Section 20.**    BC 5.08.735, Improper Repair of a Vehicle Inflatable Restraint System, is hereby amended to read:

"5.08.735     Improper Repair of a Vehicle Inflatable Restraint System. ORS 167.822, improper repair of a vehicle inflatable restraint system, as now constituted, is hereby incorporated into this code."

**Section 21.**    Subsection D of BC 5.08.800, Penalties, is hereby amended, and sections E, F, G and H are added as follows:

"A.     Violation of any provision of BC 5.08.100 to 5.08.770 designated as



a class A misdemeanor is punishable, upon conviction, by a fine not to exceed \$6,250, imprisonment not to exceed one year, or both.

B. Violation of any provision of BC 5.08.100 to 5.08.770 designated as a class B misdemeanor is punishable, upon conviction, by a fine not to exceed \$2,500, imprisonment not to exceed six months, or both.

C. Violation of any provision of BC 5.08.100 to 5.08.770 designated as a class C misdemeanor is punishable, upon conviction, by a fine not to exceed \$1,250, imprisonment not to exceed 30 days, or both.

D. Unless otherwise provided, violation of any provision of BC 5.08.100 to 5.08.770 designated as a class A violation is punishable, upon conviction, by a fine not to exceed \$720.

E. Unless otherwise provided, violation of any provision of BC 5.08.100 to 5.08.770 designated as a class B violation is punishable, upon conviction, by a fine not to exceed \$360.

F. Unless otherwise provided, violation of any provision of BC 5.08.100 to 5.08.770 designated as a class C violation is punishable, upon conviction, by a fine not to exceed \$180.

G. Unless otherwise provided, violation of any provision of BC 5.08.100 to 5.08.770 designated as a class D violation is punishable, upon conviction, by a fine not to exceed \$90.

H. The amount otherwise established by law for any specific fine violation."

**Section 22.** Subsection A of BC 6.02.020, Applicability of State Traffic Laws, is hereby amended to read:

"A. Violation of a provision of the Oregon Vehicle Code, as now constituted, is an offense against this city, punishable as provided by state law."

First reading this 3rd day of May, 2004.

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

05/10/04

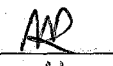

**SUBJECT:** An Ordinance Amending Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map for Property Located on the West Side of SW Murray Boulevard North of SW Walker Road; CPA 2004-0001/ZMA 2004-0001

**FOR AGENDA OF:** ~~05/03/04~~ **BILL NO:** 04085

**Mayor's Approval:** 

**DEPARTMENT OF ORIGIN:** CDD 

**DATE SUBMITTED:** 04/20/04

**CLEARANCES:** City Attorney   
Planning Services 

**PROCEEDING:** Second Reading and Passage  
First Reading

**EXHIBITS:** Ordinance  
Exhibit A – Map  
Planning Commission Order No. 1686  
Draft PC Minutes of 03/24/04 Hearing  
Staff Report Dated 03/04/04

### BUDGET IMPACT

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

### HISTORICAL PERSPECTIVE:

On February 25, 2004, the Planning Commission held a public hearing on the request to assign a Comprehensive Plan Land Use Map designation and Zoning Map designation to property being annexed to the City through a different process. The request is to designate this parcel Corridor (COR) on the City's Comprehensive Plan Land Use Map and to designate it Urban Standard Density Residential 7,000 square foot lot minimum (R-7) on the Zoning Map. The Planning Commission voted to approve the requests as submitted. These decisions have not been appealed.

The City land use designations will take effect 30 days after Council approval and the Mayor's signature on this ordinance.

### INFORMATION FOR CONSIDERATION:

These Comprehensive Plan Land Use Map and Zoning Map Amendments are to assign designations for a parcel being annexed into the City and are governed by the Washington County – Beaverton Urban Planning Area Agreement (UPAA). In this case, the UPAA was not specific as to the appropriate Land Use Map designation and discretion was necessary to assign our most similar designations to the County's designations.

This ordinance makes the appropriate changes to Ordinance No. 4187, Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, the Zoning Map.

### RECOMMENDED ACTION:

First Reading

Second Reading and Passage

Agenda Bill No: 04085

**ORDINANCE NO. 4308**

AN ORDINANCE AMENDING ORDINANCE NO. 4187, FIGURE III-1, THE COMPREHENSIVE PLAN LAND USE MAP AND ORDINANCE NO. 2050, THE ZONING MAP FOR PROPERTY LOCATED ON THE WEST SIDE OF SW MURRAY BOULEVARD NORTH OF SW WALKER ROAD; CPA 2004-0001/ZMA 2004-0001

- WHEREAS,** The intent of the proposed amendments to the Comprehensive Plan Land Use Map and Zoning Map is to assign appropriate City land use designations to a parcel annexed into the City through a different process; and
- WHEREAS,** On March 24, 2004, the Planning Commission held a public hearing to consider these amendments to the Comprehensive Plan Land Use and Zoning Maps and voted to recommend approval of the Corridor (COR) Comprehensive Plan Land Use Map designation and the Urban Standard Density Residential 7,000 square foot minimum lot size (R-7) Zoning Map designation in place of the County designation of Residential 5 units to the acre with a Transit Corridor overlay designation; and
- WHEREAS,** The Council incorporates by reference the Community Development Department staff report on CPA 2004-0001/ZMA 2004-0001 by Senior Planner Alan Whitworth, dated March 4, 2004; now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

- Section 1.** Ordinance No. 4187, the Comprehensive Plan Land Use Map, is amended to designate the subject property located on the west side of SW Murray Boulevard north of SW Walker Road (Tax Map 1S104CA, Tax Lot 3600), Corridor on the Comprehensive Plan Land Use Map, as shown on Exhibit "A", in accordance with the Washington County - Beaverton Urban Planning Area Agreement (UPAA).
- Section 2.** Ordinance No. 2050, the Zoning Map, is amended to zone the same property specified in Section 1 Urban Standard Density Residential 7,000 square foot minimum lot size (R-7), as shown on Exhibit "A", in accordance with the UPAA.

First reading this 3rd day of May, 2004.  
Passed by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 2004.  
Approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

ATTEST:

APPROVED:

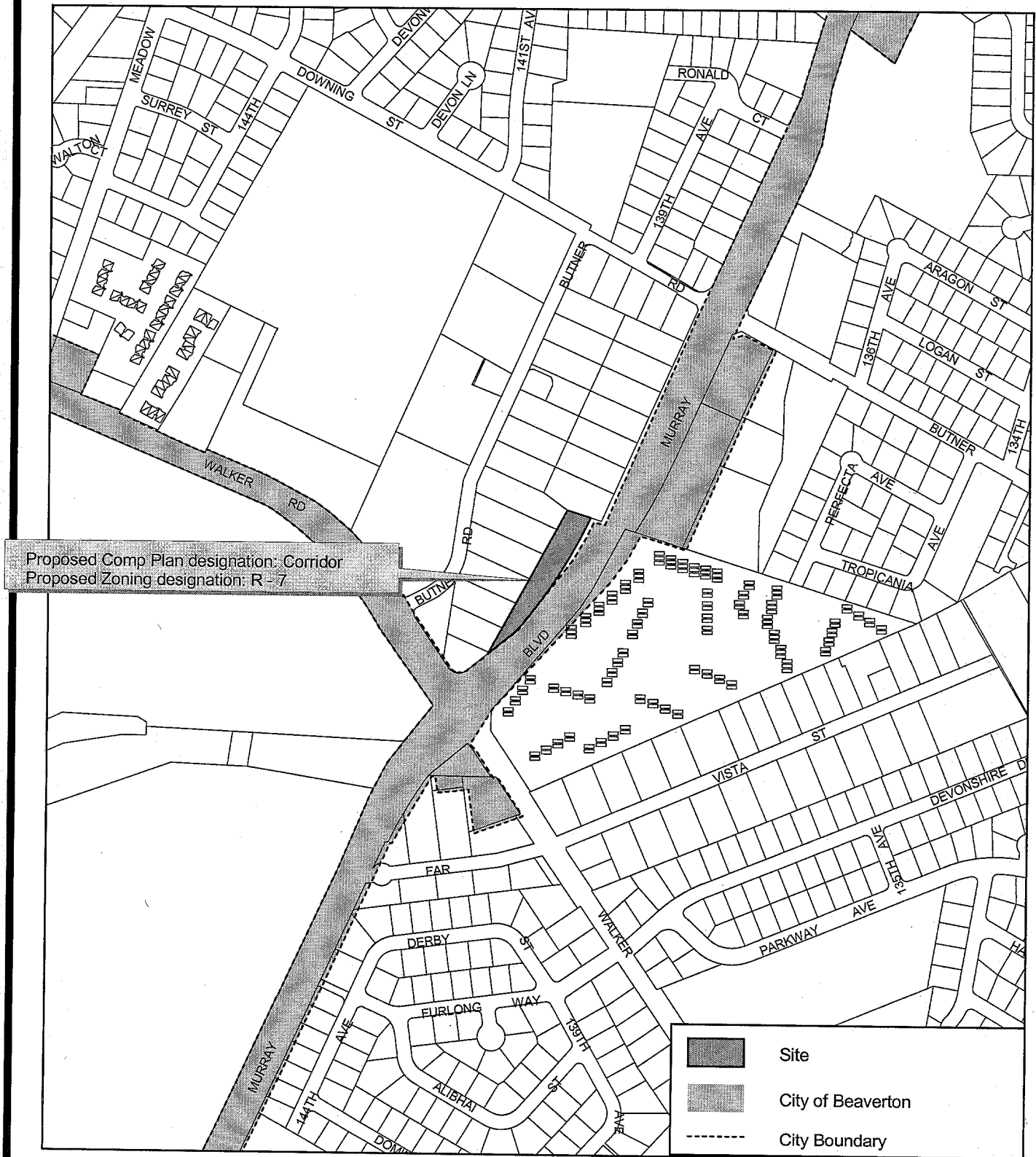
\_\_\_\_\_  
SUE NELSON, City Recorder

\_\_\_\_\_  
ROB DRAKE, Mayor

# CPA/ZMA MAP

ORDINANCE NO: 4308

Exhibit "A"



City of Beaverton

Murray Boulevard/Walker Road Comprehensive Plan  
Land Use Map Amendment and Zoning Map Amendment

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

01/21/04

Map #

1s104ca03600

Application #

CPA 2004-0001/  
ZMA 2004-0001

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