



FINAL AGENDA

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

REGULAR MEETING
JULY 18, 2005
6:30 P.M.

CALL TO ORDER:

ROLL CALL:

PRESENTATIONS:

05136 Presentation of Shields and Swearing In of Six Officers to the Beaverton Police Department

VISITOR COMMENT PERIOD:

COUNCIL ITEMS:

STAFF ITEMS:

CONSENT AGENDA:

Minutes of the Special Meeting of June 27 and the Regular Meeting of July 11, 2005.

05137 Liquor Licenses: New Outlet - Ay Caramba Fresh Mexican Grill

05138 CPA 2005-0002 Amending the Comprehensive Plan Transportation Element Related to Transportation Maps

05139 Human Resources Reorganization and Reclassification

Contract Review Board:

05140 Approve Mandatory Prequalification of Offerors

ORDINANCES:

First Reading:

- 05141 ZMA 2005-0003 The Village on Scholls Ferry; An Ordinance Amending Ordinance No. 2050, the Zoning Map, as to a Portion of a Specific Parcel, from Urban Medium Density (R2) to Neighborhood Service (NS) at the Southeastern Corner of SW Scholls Ferry Road and SW Barrows Road (Ordinance No. 4360)
- 05142 ZMA 2005-0004 Tri-Met ZMA at SW Merlo Road; An Ordinance Amending Ordinance No. 2050, the Zoning Map, as to a Specific Parcel, from Station Community - Employment (SC-E) to Station Community - Mixed Use (SC-MU) (Ordinance No.4361)
- 05143 An Ordinance Relating to the Building Code, Adding Beaverton Code Section 8.02.035 Permits Required (Ordinance No.4362)

Second Reading:

- 05135 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 14615 SW Walker Road; CPA 2005-0005/ ZMA 2005-0006 (Ordinance No.4359)

EXECUTIVE SESSION:

In accordance with ORS 192.660 (2) (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 (2) (e) to deliberate with persons designated by the governing body to negotiate real property transactions and in accordance with ORS 192.660 (2) (d) to conduct deliberations with the persons designated by the governing body to carry on labor negotiations. Pursuant to ORS 192.660 (3), it is Council's wish that the items discussed not be disclosed by media representatives or others.



ADJOURNMENT

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

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Presentation of Shields and Swearing In of Six Officers to the Beaverton Police Department **FOR AGENDA OF:** 07/18/05 **BILL NO:** 05136

MAYOR'S APPROVAL: 
DEPARTMENT OF ORIGIN: Police 
DATE SUBMITTED: 06/28/05

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 six officer positions that are vacant as a result of attrition. 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 James Humphrey, Madalyn Brown, Robert Potter, Greg Magnus, Shane Robinson, and Christopher Boyle.

RECOMMENDED ACTION:

City Council offer their support to the new officers through a presentation made during the City Council meeting.

DRAFT

BEAVERTON CITY COUNCIL SPECIAL MEETING

BUSINESS ROUNDTABLE

JUNE 27, 2005

CALL TO ORDER:

The Special Meeting of the Beaverton City Council was called to order by Mayor Rob Drake at the Open Technology Business Center, 15455 NW Greenbrier Parkway, Beaverton, Oregon, on Monday, June 27, 2005, at 6:45 p.m.

INTRODUCTIONS:

Present were Mayor Drake, Couns. Catherine Arnold, Betty Bode, Dennis Doyle, Fred Ruby and Cathy Stanton. Also present were Chief of Staff Linda Adlard, Economic Development Manager Janet Young, Assistant City Attorney Bill Scheiderich and City Recorder Sue Nelson.

Others in attendance were: LaVonne Reimer, Launch Director, Open Technology Business Center (OTBC); John LaSelle, President, Trillium Software; Mark McChrystal, President, Termsys; Stan Curtis, IBM; Wilf Pinfeld, Intel; John Joye, CEO and Tom Fortune, Vice President, Audioglobe; Tim Witham, OSDL; Greg Cosmo Haun, Codefetch; Scott Lewis, Eclipse Foundation; Brenda Meltebeke, Ater Wynne; Ed de la Fuente and Dorian Simpson, Planning Innovations.

TOUR AND UPDATE ON OPEN TECHNOLOGY BUSINESS CENTER ACTIVITIES

Economic Development Manager Janet Young presented a history of the development of the software-focused incubator. She said the incubator's name was changed to Open Technology Business Center (OTBC) and it was a 501(c)(3) organization. She said LaVonne Reimer was the Director of the OTBC for the launch period and Heather Oiland was the Office Manager. She said during the first six months they had worked to establish a solid internal foundation for the OTBC, developed external alliances, sponsorships and partners for the OTBC.

Young said the original vision in the Business Plan was to promote Beaverton as the premier place in Oregon to start and grow technology businesses. She said the mission from the Business Plan was to be the focal point for attracting technology entrepreneurs developing software applications and solutions for specialized sectors of the software industry and the OTBC was becoming that place. She said the OTBC provided them with critical expertise and coaching, a network of contacts and flexible office space designed to foster growth.

She said there were thirteen companies renting space in the incubator who were not affiliated with the Center, and three or four of those were in fields closely aligned with what was occurring at the OTBC. She said Ms. Reimer would discuss the resident companies which were currently affiliated with the Center. OTBC Director LaVonne Reimer provided Council with an information packet on the OTBC (in the record). She presented an overview of the companies currently at the OTBC and said some company representatives would speak briefly about their projects. Current resident companies include: Audioglobe, Furfly, Liquid Markets and Stunt Computing. She said the OTBC provides startup teams with a variety of strategic services. She said the OTBC's six-month launching process concluded May, 2005 and she was excited about the companies engaged in this project. She said the companies represented innovations of various types, the teams were smart and they had the potential to have a strong economic impact on Beaverton. She said the startups were in good shape in terms of quality of ventures and investors were interested in hearing the presentations of several of the startups. She said there was substantial national and international interest in the OTBC and it was promising that the entire major global technological organizations related to open technology were aware of the OTBC and were following what was happening. She said they were working on sponsorships and that the time commitment from consultants and employees of larger technological companies offset significant costs the OTBC would have incurred. She said executives, entrepreneurs and investors from the community donated extensive amounts of time to do such tasks as screening prospects or reviewing investment presentations.

Reimer said they were working with fifteen companies at the OTBC in some stage of the pipeline from strong interest in membership, to those working towards being accepted into the Center, to the current residents. She said she was working with the University of Oregon to conduct an Open Technology Focus Business Plan Championship at the same time the University holds its New Venture Championship this year. She said the OTBC and the University will share resources to make launching the competition more cost effective and they will hand-pick universities around the world that focus on open technology and invite those teams to come to Beaverton to compete. She said the OTBC had the opportunity to engage with projects starting at the earliest possible moment; it provides strategic support to startup teams; it gives them access to industry leaders and experts who serve as advisory boards; and it teaches them how to raise money and attract investors for their projects.

Jon Joye and Tom Fortune, Audioglobe, said they had been in the OTBC for three months and gave a brief history on Audioglobe. Fortune said they were a music-based product company. He said the OTBC had helped them grow and mature as a company and they were looking forward to the future.

Mark Crystal, President, Termsys, reviewed how Termsys started and became involved with the OTBC. He showed a sample of their bar-code based product. He stated the OTBC assisted him with focusing his business plan and investment presentation.

John Lassell, Trillium Software founder, said he developed a records management software program that they are marketing in the sustainable building field. He said their software will be given freely to all users; they will gather the data into a database which Trillium will mine. He said their profits will come from mining the database. He reviewed how the OTBC helped them contact venture capitalists and consultants to market their product.

Mark Malloy, Liquid Markets founder, (contacted by conference call), reviewed Liquid Markets' products. He said OTBC helped immensely in the development of their products.

Mayor Drake asked whether the money raised by these early stage companies was used to purchase consulting assistance or to put a roof over their heads.

Reimer said it was a case of keeping the roof over their heads. She said these were people who bought into delayed gratification and who understood they first need to address basic needs. She said OTBC's goal was to provide the services for which businesses would normally pay significant consultant dollars. She said the volunteer executives who consult with OTBC participants, are able to give good advice in a short period of time; that also saves the startup companies months of time of having to learn from their own mistakes.

Assistant City Attorney Bill Scheiderich asked what the market penetration was for open source platforms commercially.

Tim Witham, OSDL, said it depended on the market and if a license had to be purchased. He said moving upwards, it was Number 2 Server OS, and then either Number 2 Desktop OS or Number 3 Desktop OS.

Stan Curtis, IBM, said the open technology market was worth \$6.5 billion and it would double before 2010. He said this was a huge market opportunity.

Brenda Meltebeke, Ater Wynne, said she could validate everything Ms. Reimer and the startup companies were doing. She said from the legal perspective, the OTBC was a boon to the area and the open technology field. She said Ms. Reimer brought many resources to the startups at the OTBC. She said Ater Wynne was a sponsor of the OTBC, they had referred startups to the OTBC, and they provided consultants to the OTBC. She said the OTBC had considerable support from many resources in the region.

Scott Lewis, Eclipse Foundation, said he was an entrepreneur, a member of the Eclipse Board of Directors and a lead in the Eclipse communications projects. He said Eclipse was a broad consortium of software companies that pay dues annually to join Eclipse and were committed to developing one Eclipse product per year. He said Eclipse was a community of software companies and individuals working to build a software infrastructure and companies based on the technology.

He said there were over 100 members in Eclipse and they had eight top-level projects and 43 sub-projects. He reviewed their membership as of 2005. He said Eclipse had more than 50% of the market share of the integrated development environment for job-based tools. He said their market share was growing rapidly and they were moving toward developing other software applications.

Reimer underscored the quantity and quality of participation the OTBC received across the board from the legal community, the open source community, the entrepreneur community and the major industries locally. She said they will list on the Web site all those who participated in helping the OTBC. She said there were eight venture capital firms that have agreed to review the plans of companies referred by the OTBC; this is a significant factor since they receive so many plans that it is often difficult to get them to review one which crosses their desk.

Coun. Arnold asked why people joined the Board.

Reimer said there is not yet a formal Board of Directors outside the original City members, but she has been meeting with an informal Advisory Board. She said those on the Advisory Board were excited about the open technology possibilities and wished to contribute their own resources. She said they wanted the startups to be successful; that reflected well on the region and would generate economic development. She said they were driven by a common sense of purpose.

Coun. Stanton said when this was first presented she felt it was similar to basic infrastructure and it was the best thing to do to maintain a healthy job base and technology in Beaverton. She said she was happy this was brought forward to the Council. She thanked everyone for the work they were doing to bring their ideas forward and develop them.

Mayor Drake thanked Intel and IBM for being instrumental in the development of the OTBC. He said he and the Council endorsed this concept because they were building and supporting clean industry. He said in looking at the long-term picture of how Beaverton would develop, this enforced the good work previously done by others; this would strengthen Beaverton and Washington County.

Mayor Drake asked Ed de la Fuente and Dorian Simpson from Planning Innovations to talk about why they located to the OTBC.

Mr. de la Fuente said they moved into the OTBC in January. He said the OTBC was in line with what they do, which was to help companies identify, evaluate and successfully launch their products. He said they worked primarily in the technology field. He said their clients included Quest Communications and Motorola. He said they also worked with startups in the San Francisco Bay area.

Mr. Simpson said the OTBC holds open round table discussions with participants in the open source community to understand current business models and determine what was changing in open sourcing and in the entire field. He said the more they understand regarding the changes, the more successful they would be in the OTBC.

Brenda Meltebeke said people serve on the Board because they like to work with startup companies and this opportunity does not have an equal anywhere else in the region. She commended the City Council for having the courage to provide this opportunity. She said OTBC would put this area on the map.

ADJOURNMENT

There being no further business to come before the Council at this time, the meeting was adjourned at 8:00 p.m.

Sue Nelson, City Recorder

APPROVAL:

Approved this day of , 2005.

Rob Drake, Mayor

DRAFT

BEAVERTON CITY COUNCIL
REGULAR MEETING
JULY 11, 2005

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, July 11, 2005, at 6:34 p.m.

ROLL CALL:

Present were Mayor Drake, Couns. Catherine Arnold, Betty Bode, Dennis Doyle, Fred Ruby, and Cathy Stanton. Also present were City Attorney Alan Rappleyea, Chief of Staff Linda Adlard, Finance Director Patrick O'Claire, Community Development Director Joe Grillo, 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.

PRESENTATIONS:

05115 Metro Goal 5 Update

Mayor Drake welcomed Metro Councilor McClain and explained this presentation would be a general update on Metro Activities.

Metro Councilor Susan McLain thanked the Council, staff and citizens of Beaverton because they were part of the successful Green Spaces Program that was initiated in 1995; the program was now entitled Open Spaces, Treasured Places. She said in September Metro would have a tenth anniversary celebration of this program. She reviewed the history of the program; in 1995 the voters passed a bond measure of \$135,000,000 which was used to purchase over 8,000 acres for the public trust. She said many of the sites purchased were in Beaverton, including Cooper Mountain. She said many worked on the Cooper Mountain Master Plan and it would be one of three targeted areas that will be opened to the public soon.

McLain said Metro achieved three goals in developing these open spaces. She said the first goal was economic vitality; people were likely to move into neighborhoods with open space areas. She said the second goal was to work with other agencies as partners to address clean water and clean air issues. The final goal was to create natural spaces and open areas for recreation. She said the 8,000 acres that were purchased helped achieve these goals and were the base for acquiring additional land in the future.

McLain said a variety of events would be held throughout September to celebrate the anniversary including bicycle and walking tours, a kickoff dedication on September 1, a Grandparents Day Pancake Breakfast at Elmer's Restaurants and a Harvest Fair on Sauvie Island. She said additional information would be available on the Metro Web site. She invited everyone to these events.

McLain distributed to Council two Metro publications; *Promises Made, Promises Kept* which was about the land purchased with the green spaces bond levy and *Green Scene* which lists activities offered in the region to help people discover nature in their neighborhoods. She asked that Councilors submit their comments to Metro about the green spaces program and what they would like to see added or changed if the 2006 bond measure is approved by the voters.

Coun. Stanton asked McLain if a dollar amount had been set for the November 2006 bond measure.

McLain replied a final figure had not been set; Metro was conducting a citizen survey to determine what funding range would be acceptable to the voters. She said once the survey was completed and a range determined it would be shared with all the partners of the Metro Policy Advisory Committee. She said she did not think it would be less than what was requested last time and possibly not a lot more than the last levy.

Coun. Stanton said there would be several other levies on the ballot in November including the Washington County Cooperative Library System, the Sheriff's Levy and possibly the Beaverton School District.

McLain said in the surveys they tested 26 different levy issues (schools, safety, green spaces, etc.) to determine what levies would be supported and the results have been very interesting.

Mayor Drake said the partnership the City had with Metro concerning the green spaces projects was excellent. He said Tualatin Hills Park & Recreation District and the City jointly purchased Lowami Hart Woods Park with their Metro Green Spaces funds. He said that turned out to be a gem for the community.

McLain agreed and said this could not be done by one party; it requires a large network of integrated partners. She said this was a good model and has been successful.

McLain said Metro has been working hard with Washington County and the Goal 5 committee to be sure they know what to do for the next step in September. She said more updates would be coming. She said a meeting was held today that Mayor Drake attended and he could give Council a briefing about that meeting.

Mayor Drake said at today's meeting of the Tualatin Basin Natural Resources Coordinating Committee it was decided to move forward with a recommendation to each of the entities (County, Clean Water Services, the cities involved and the Tualatin Hills Park & Recreation District) for a renewed and continuing agreement to continue to work on the Healthy Streams Goal 5 Initiative. He said by voice vote, it was agreed that a new intergovernmental agreement would be brought back to each respective jurisdiction to start implementing the Goal 5 product that was approved. He said this was the beginning of the implementation of the plan.

VISITOR COMMENT PERIOD:

Pavel Goberman, Beaverton, announced his candidacy for U.S. Representative for the First Congressional District. He said the Beaverton Police Department's record states he was guilty although there was no criminal decision. He said the City promised to delete this record but it had not been done. He said in the past he reported senior

citizens had to wait in line to use the adult computers at the Library when children were using them, but the computers in the children's room were not being used. He said this was not appropriate and it was mismanagement.

Coun. Stanton said she was a volunteer at the Library. She said there were times when not all the stations in the children's computer section were in use, but it was not all the time. She said she preferred to have the stations available for children for it was the Library's policy to have them available so children would not be forced to go to the adult section. She said this was not mismanagement; it was an effort to make the Library welcoming and available to all children.

Mayor Drake said the City wants the children's computers available all of the time because they have filters for words and Web site access to certain sites that protected children from inappropriate Web sites. He said the City Council and Library Advisory Board support this policy.

COUNCIL ITEMS:

Coun. Stanton said she would not be attending the City's Picnic in the Park on Thursday, July 14, 2005, as she would be out of town.

Coun. Bode said on July 1, 2005, the Tualatin Hills Park & Recreation District and the Junior Baseball League sponsored a baseball tournament for the Fourth of July to celebrate freedom and America's favorite pastime, the ball game. She said she had attended and over 70 teams participated. She said the teams were from Oregon, Washington and Idaho; the teams used the different baseball parks around town. She said it was a very positive community event.

Coun. Doyle said this weekend there would be 225 soccer teams from a dozen states and several countries for a four-day soccer event. He said this was a big event and it would not have happened without the work of the Tualatin Hills Park & Recreation District. He said the economic impact of this event was significant.

STAFF ITEMS:

There were none.

CONSENT AGENDA:

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

Minutes of Regular Meeting of June 20, 2005

05131 A Resolution Expressing the City of Beaverton's Election to Receive Distribution of a Share of Certain Revenues of the State of Oregon for Fiscal Year 2005-2006, Pursuant to ORS 221.770 (Resolution No. 3825)

05132 Boards and Commissions Appointment - Michelle Sterkowicz to Beaverton Arts Commission

Contract Review Board:

05133 Exemption from Competitive Bids and Authorization for Sole Source/Brand Name Purchase of 4 New 3M Model V-3 Series Self-Check Machines and Transfer Resolution (Resolution No. 3826)

Coun. Stanton said she would abstain on the minutes of June 20, 2005, as she did not attend that meeting.

Question called on the motion. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0) Noting Coun. Stanton abstained from voting on the minutes.

PUBLIC HEARINGS:

Contract Review Board:

05134 Public Hearing for Exemption from Competitive Bidding; Consider Testimony and Findings and Approve Exemption; Approval and Authorization of Mayor to Sign Agreement; Authorization of Expenditures and Appropriation for Construction of Summer Creek Sanitary Sewer Relocation Project

Engineering Director Tom Ramisch introduced the engineering staff who worked on this project and offered to answer Council questions.

Coun. Stanton asked about the time crunch on this project. She said she understood there was a narrow construction window. She asked what caused the delay from when the engineer's report was approved last November to the present, so that the normal bidding process could not be accommodated.

Utilities Engineer David Winship said there wasn't any "foot dragging" from when the engineer's report was approved in November. He said the consultant started the work right away, initial borings were done, it was a complicated design requiring many television inspections of the line, and then additional borings had to be done. He said a U.S. Corps of Engineers permit was required for this work and that took a substantial amount of time. He said from beginning to end, staff was working on the project, but it did take time.

Coun. Stanton confirmed with Winship that if the City put this project out for bid it would have missed the construction window. She said it was very unusual not to put a project out for bid.

Mayor Drake said the damage that was inflicted upon the pipe from the 1996 flooding was very unusual. He said considering the piping was going to have to be changed anyway because of the expansion of the Urban Growth Boundary, this was an opportunity to do the work that needs to be done on the relocation of Barrows Road. He said the City could not proceed with the final design until the Corps of Engineers approved the project and issued the permit. He said the pipe would be 25 feet deep which was highly unusually and very costly in terms of the shoring that will have to be done and the uncertainty of the strata underneath the old quarry site. He said the contingency may be generous but they would not have to come back and it would not be spent if it was not needed.

Coun. Stanton said she didn't have a problem with this agenda bill or with the exemption; she just wanted to understand the time lag that occurred from last November until the present.

Winship added that upon completion of the sewer project a new linear park would be built. He said there were coordination issues with the Progress Ridge contractor needing to get that work done and then having the potential conflict of two different contractors trying to build the linear park. He said he doubted they would have recommended any other method for completing this project.

Coun. Stanton said the City had to get a Service Provider Letter from Clean Water Services, the Department of State Lands had to be informed, and the U.S. Army Corps of Engineers had to approve the project and issue the permit. She said there was a great deal of coordination that had to take place.

Coun. Doyle confirmed with Winship that the Corps of Engineers issued the permit. He asked if staff felt sure the work would be completed by the September 15, 2005, deadline.

Winship replied staff anticipated there would not be a problem with meeting that deadline.

Mayor Drake opened the public hearing and asked for public testimony.

There was no testimony.

Mayor Drake closed the public hearing.

Coun. Stanton **MOVED, SECONDED** by Coun. Bode, that Council, acting as the Contract Review Board, authorizes the Mayor to sign an agreement with Polygon Northwest in a form approved by the City Attorney, which includes a price not to exceed \$510,004 to construct the Summer Creek Sanitary Sewer Relocation Project; and authorizes expenditure of \$200,000 budgeted in FY 2005-06 and direct the Finance Director to include two appropriations totaling \$412,004 from the Sewer Fund (General; and Dedicated, System Development Charges) Contingencies in the first supplemental budget of FY 2005-06 as shown in the Funding Plan attached to Agenda Bill 05134. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting **AYE**, the **MOTION CARRIED** unanimously. (5:0)

ORDINANCES:

Coun. Doyle **MOVED, SECONDED** by Coun. Ruby, that the rules be suspended, and that the ordinance embodied in Agenda Bill 05135, 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. Arnold, Bode, Doyle, 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:

05135 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 14615 SW Walker Road; CPA 2005-0005/ ZMA 2005-0006 (Ordinance No.4359)

Second Reading:

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

05130 An Ordinance Annexing One Parcel Located at 11845 SW Walker Road to the City of Beaverton: Annexation 2005-0006 (Ordinance No. 4358)

Mayor Drake said this was a voluntary annexation requested by the property owner.

Coun. Doyle MOVED, SECONDED by Coun. Stanton, that the ordinance embodied in Agenda Bill 05130 now pass. Roll call vote. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

RECESS:

Mayor Drake called for a brief recess at 7:11 p.m.

RECONVENE:

Mayor Drake reconvened the meeting at 7:24 p.m.

EXECUTIVE SESSION:

Coun. Bode MOVED, SECONDED by Coun. Doyle, that Council move into executive session in accordance with ORS 192.660(2) (h) to discuss the legal rights and duties of the governing body with regard to litigation or litigation likely to be filed. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

The executive session convened at 7:24 p.m.

The executive session adjourned at 9:35 p.m.

The regular meeting reconvened at 9:35 p.m.

ACTION ITEM:

Coun. Doyle MOVED, SECONDED by Coun. Stanton to retain outside legal counsel for the Mayor, the City Councilors and staff as individuals, to represent them in legal matters, with appropriate funding not to exceed \$25,000, at this time. (5:0)

ADJOURNMENT:

There being no further business to come before the Council at this time, the meeting was adjourned at 9:36 p.m.

Catherine Jansen, Deputy City Recorder

APPROVAL:

Approved this day of , 2005.

Rob Drake, Mayor

AGENDA BILL


**Beaverton City Council
Beaverton, Oregon**

SUBJECT: LIQUOR LICENSES

FOR AGENDA OF: 07/18/05 BILL NO: 05137

NEW OUTLET

Ay Caramba Fresh Mexican Grill
16055 SW Regatta Lane, Suite 500
Beaverton, OR 97006

MAYOR'S APPROVAL: 

DEPARTMENT OF ORIGIN: Police 

DATE SUBMITTED: 07/05/05

PROCEEDING: Consent Agenda

EXHIBITS: None

BUDGET IMPACT

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

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

INFORMATION FOR CONSIDERATION:

Carlos Ramos has made application for a Full On-premises sales license under the trade name of Ay Caramba Fresh Mexican Grill. The establishment will serve Mexican food. It will operate Monday through Sunday from 11:00 a.m. to 9:00 p.m., serving, lunch and dinner. There will be no entertainment offered. A Full On-Premises Sales License allows the sale of distilled spirits, malt beverages, wine and cider for consumption at the licensed business.

RECOMMENDED ACTION:

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

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: CPA 2005-0002 Amending the
Comprehensive Plan Transportation
Element Related to Transportation Maps

FOR AGENDA OF: 07/18/05 **BILL NO:** 05138

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: Engineering *[Signature]*

DATE SUBMITTED: 07/05/05

CLEARANCES: City Attorney *[Signature]*
Transportation *[Signature]*
Planning *[Signature]*

PROCEEDING: Consent Agenda

- EXHIBITS:**
- A. CPA 2005-0002
 - B. Planning Commission Land Use Order 1793
 - C. Planning Commission Public Hearing Minutes From June 1, 2005
 - D. Staff Report Dated May 2, 2005 for June 1, 2005, Public Hearing
 - E. Staff Memorandum Dated June 1, 2005

BUDGET IMPACT

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

The Comprehensive Plan Transportation Element amendment to update Figure 6.3B Transit Route Master Plan, Figure 6.4 Functional Classification, Figure 6.5 Street Improvement Master Plan, Figure 6.6 Future Streets Where Right of Way is Planned for More than Two Lanes, and Figure 6.14 Local Street Connectivity Map is proposed in CPA 2005-0002 (Exhibit A). The proposed amendment expands the City transportation plan to include an updated circulation system, approved plans, annexed areas, and the revised location for the planned Commuter Rail station based on approved City plans and the updated Washington County transportation plan. The proposed amendment maintains consistency with Washington County's plan and state planning requirements. It is also supported by and consistent with Metro's long-range transportation plan as evidenced in Metro's May 11, 2005, letter of support (Exhibit E attachment).

The Planning Commission held a public hearing on June 1, 2005, heard testimony in favor of the amendment, and adopted the amendment as revised at the hearing with a correction noted in the June 1, 2005, Staff Memorandum and evidenced in the Commission's Order No. 1793 (Exhibit B). Minutes of the Planning Commission's public hearing are contained in Exhibit C.

INFORMATION FOR CONSIDERATION:

The Staff Report dated May 2, 2005 for the June 1, 2005, Public Hearing, and the Staff Memorandum dated June 1, 2005, to the Planning Commission (Exhibits D and E respectively) presented the final draft amendment with the one correction, addressed approval criteria, and made findings that demonstrated that adoption of the proposed ordinance would comply with applicable approval criteria. The Planning Commission then adopted findings and CPA 2005-0002 as corrected.

RECOMMENDED ACTION:

Consent to approval of Land Use Order 1793 adopting CPA 2005-0002 amending Ordinance No. 4187, the Comprehensive Plan Transportation Element relating to Transportation Element Figures, and approve the written findings which demonstrate that adoption complies with applicable Comprehensive Plan amendment approval criteria as evidenced in the May 2, 2005, Staff Report and the June 1, 2005 Staff Memorandum for the June 1, 2005, Public Hearing on CPA 2005-0002.

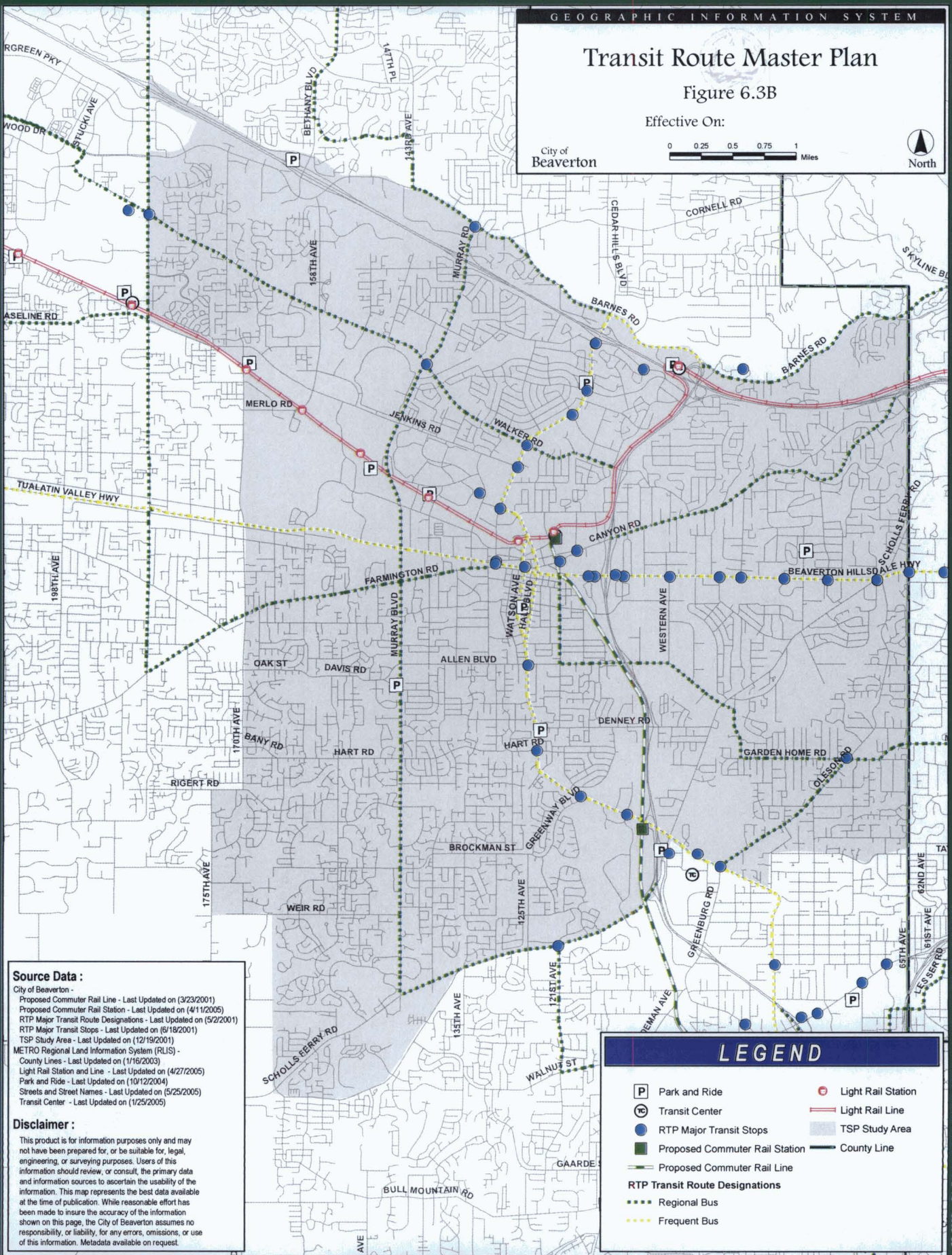
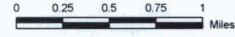
GEOGRAPHIC INFORMATION SYSTEM

Transit Route Master Plan

Figure 6.3B

Effective On:

City of Beaverton



Source Data :

- City of Beaverton -
- Proposed Commuter Rail Line - Last Updated on (3/23/2001)
- Proposed Commuter Rail Station - Last Updated on (4/11/2005)
- RTP Major Transit Route Designations - Last Updated on (5/2/2001)
- RTP Major Transit Stops - Last Updated on (6/18/2001)
- TSP Study Area - Last Updated on (12/19/2001)
- METRO Regional Land Information System (RLIS) -
- County Lines - Last Updated on (1/16/2003)
- Light Rail Station and Line - Last Updated on (4/27/2005)
- Park and Ride - Last Updated on (10/12/2004)
- Streets and Street Names - Last Updated on (5/25/2005)
- Transit Center - Last Updated on (1/25/2005)

Disclaimer :

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LEGEND

<ul style="list-style-type: none"> P Park and Ride TC Transit Center ● RTP Major Transit Stops Proposed Commuter Rail Station Proposed Commuter Rail Line 	<ul style="list-style-type: none"> ● Light Rail Station Light Rail Line TSP Study Area County Line
---	--

RTP Transit Route Designations

- Regional Bus
- Frequent Bus

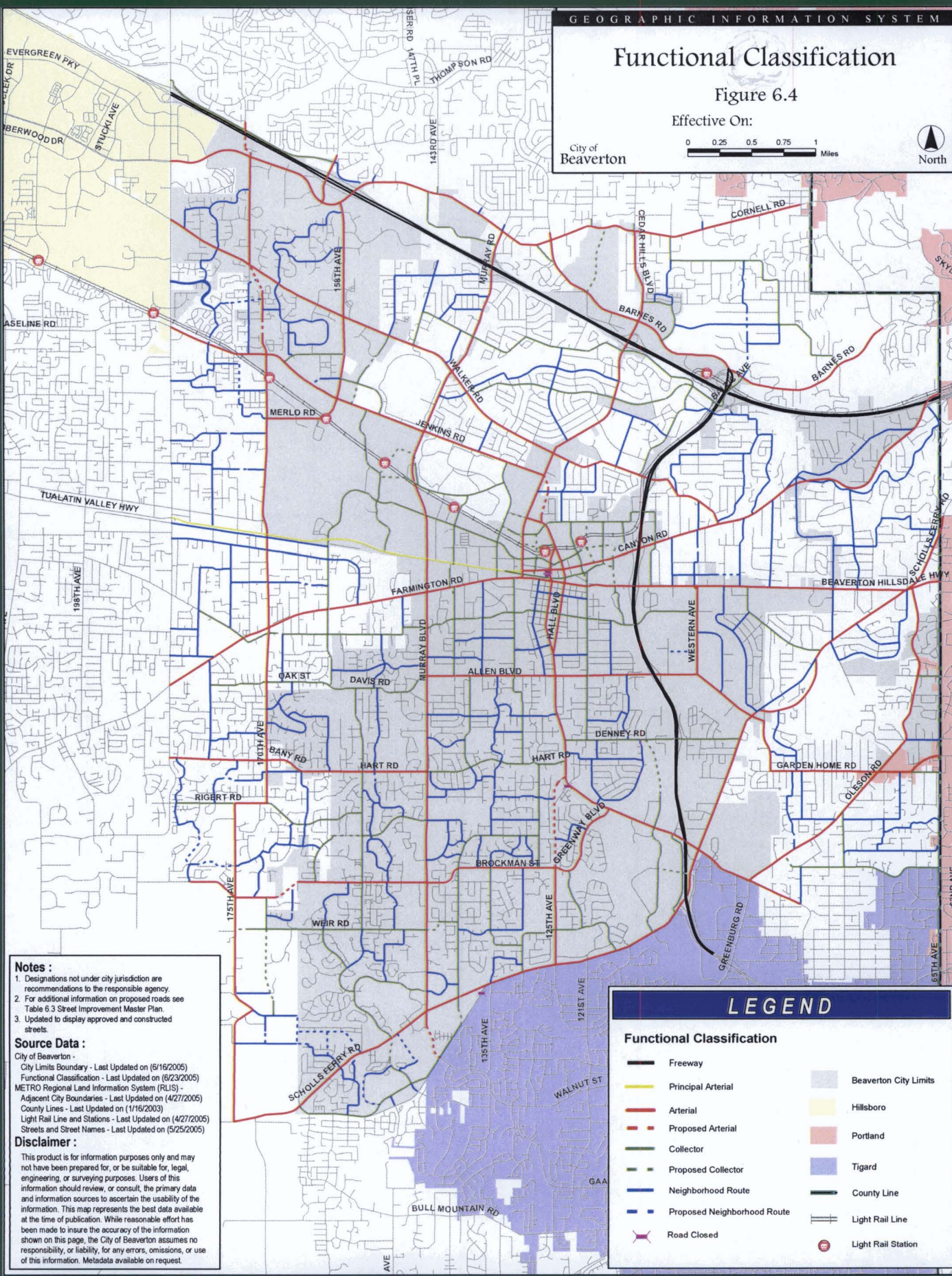
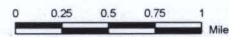
05_0203 s:\Transportation\2005\05_0203\Figure 6-3B.mxd GIS_DT 06/21/2005

Functional Classification

Figure 6.4

Effective On:

City of Beaverton



Notes :

1. Designations not under city jurisdiction are recommendations to the responsible agency.
2. For additional information on proposed roads see Table 6.3 Street Improvement Master Plan.
3. Updated to display approved and constructed streets.

Source Data :

- City of Beaverton - City Limits Boundary - Last Updated on (6/16/2005)
- Functional Classification - Last Updated on (6/23/2005)
- METRO Regional Land Information System (RLIS) - Adjacent City Boundaries - Last Updated on (4/27/2005)
- County Lines - Last Updated on (1/16/2003)
- Light Rail Line and Stations - Last Updated on (4/27/2005)
- Streets and Street Names - Last Updated on (5/25/2005)

Disclaimer :

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LEGEND

Functional Classification

	Freeway		Beaverton City Limits
	Principal Arterial		Hillsboro
	Arterial		Portland
	Proposed Arterial		Tigard
	Collector		County Line
	Proposed Collector		Light Rail Line
	Neighborhood Route		Light Rail Station
	Proposed Neighborhood Route		
	Road Closed		

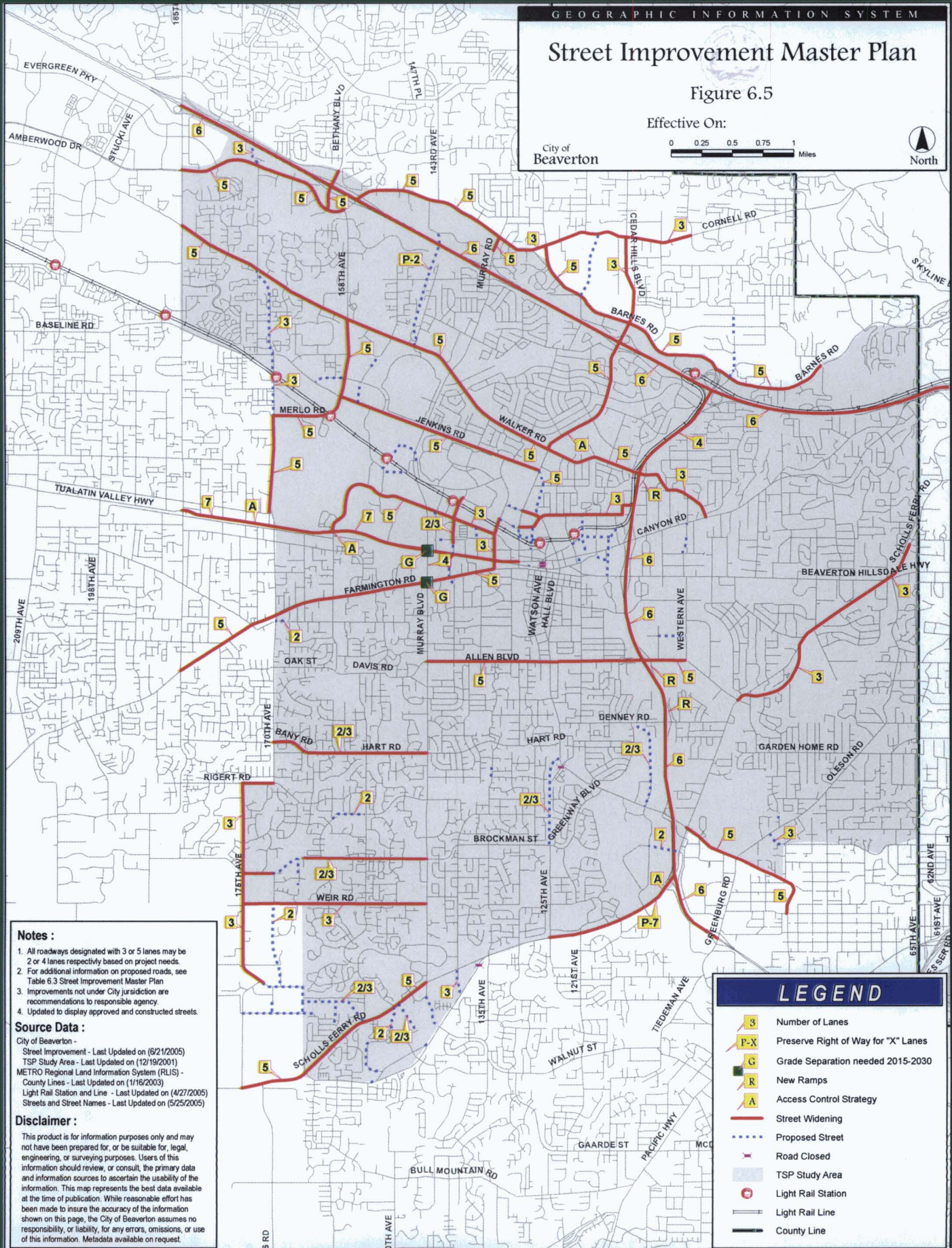
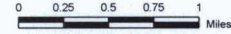
05_0203 S:\Transportation\2005\05_0203\Figure_6-4.mxd GIS_DT 09/23/2005

Street Improvement Master Plan

Figure 6.5

Effective On:

City of
Beaverton



Notes :

1. All roadways designated with 3 or 5 lanes may be 2 or 4 lanes respectively based on project needs.
2. For additional information on proposed roads, see Table 6.3 Street Improvement Master Plan
3. Improvements not under City jurisdiction are recommendations to responsible agency.
4. Updated to display approved and constructed streets.

Source Data :

City of Beaverton -
Street Improvement - Last Updated on (6/21/2005)
TSP Study Area - Last Updated on (12/19/2001)
METRO Regional Land Information System (RLIS) -
County Lines - Last Updated on (1/16/2003)
Light Rail Station and Line - Last Updated on (4/27/2005)
Streets and Street Names - Last Updated on (5/25/2005)

Disclaimer :

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LEGEND

	Number of Lanes
	Preserve Right of Way for "X" Lanes
	Grade Separation needed 2015-2030
	New Ramps
	Access Control Strategy
	Street Widening
	Proposed Street
	Road Closed
	TSP Study Area
	Light Rail Station
	Light Rail Line
	County Line

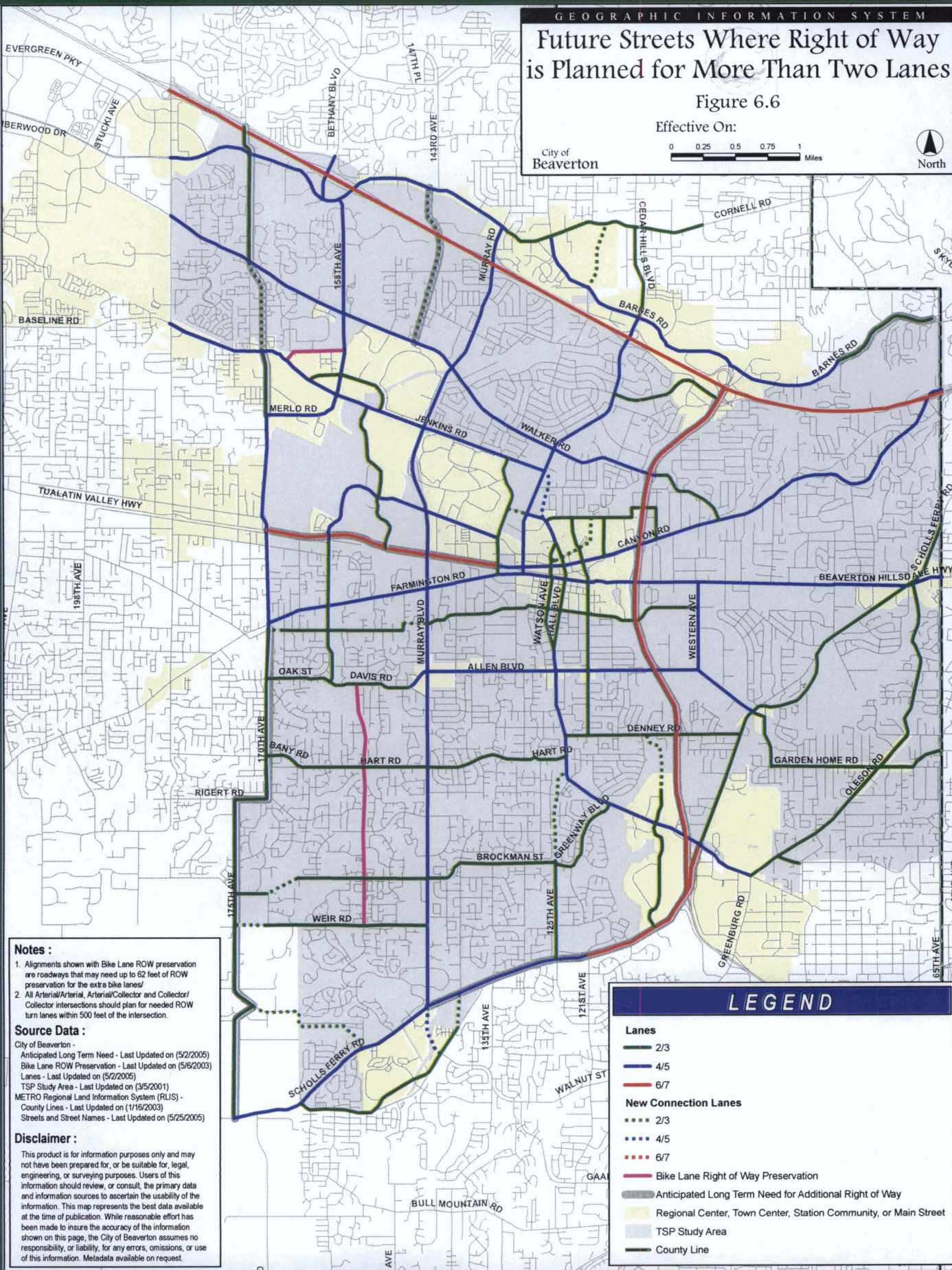
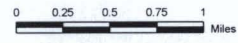
05_0003 S:\Transportation\2005\05_0003\Figure_6.5.mxd GIS_DT 05/21/2005

Future Streets Where Right of Way is Planned for More Than Two Lanes

Figure 6.6

Effective On:

City of Beaverton



Notes :

- Alignments shown with Bike Lane ROW preservation are roadways that may need up to 62 feet of ROW preservation for the extra bike lanes!
- All Arterial/Arterial, Arterial/Collector and Collector/Collector intersections should plan for needed ROW turn lanes within 500 feet of the intersection.

Source Data :

- City of Beaverton - Anticipated Long Term Need - Last Updated on (5/2/2005)
- Bike Lane ROW Preservation - Last Updated on (5/6/2003)
- Lanes - Last Updated on (5/2/2005)
- TSP Study Area - Last Updated on (3/5/2001)
- METRO Regional Land Information System (RLIS) - County Lines - Last Updated on (1/16/2003)
- Streets and Street Names - Last Updated on (5/25/2005)

Disclaimer :

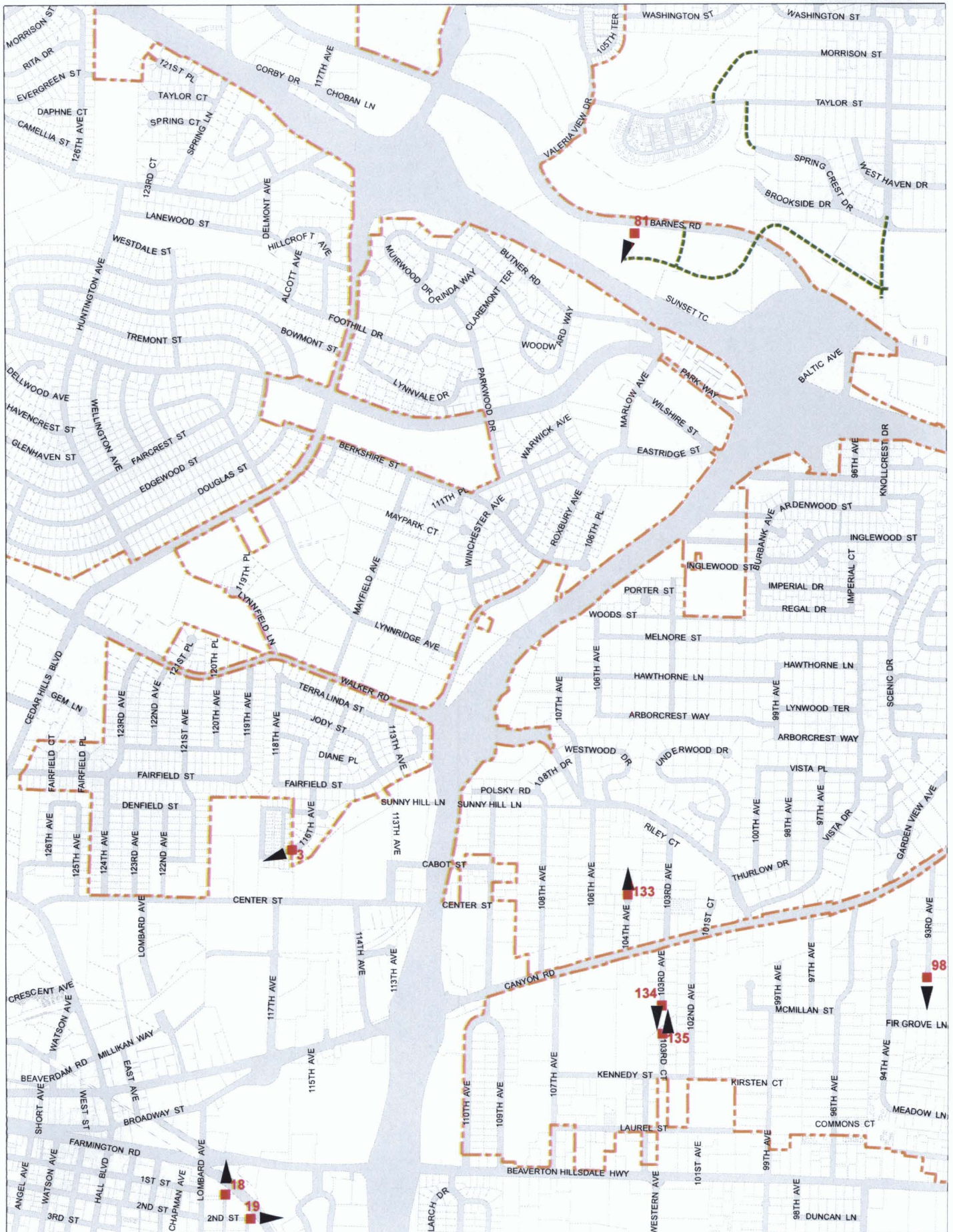
This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best data available at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility, or liability, for any errors, omissions, or use of this information. Metadata available on request.

LEGEND

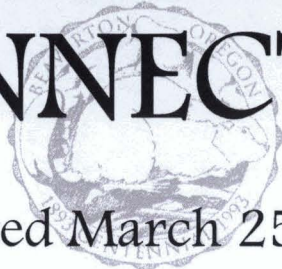
Lanes	Green	2/3
	Blue	4/5
	Red	6/7
New Connection Lanes	Green Dotted	2/3
	Blue Dotted	4/5
	Red Dotted	6/7
	Red Solid	Bike Lane Right of Way Preservation
	Light Blue Shaded	Anticipated Long Term Need for Additional Right of Way
	Yellow Shaded	Regional Center, Town Center, Station Community, or Main Street
	Light Grey Shaded	TSP Study Area
	Black Line	County Line

05_12003 S:\Transportation\200505_0203\Figure_6.6.mxd GIS_DT 05/27/2005

Figure 6.14



LOCAL CONNECTIVITY MAP



Updated March 25, 2005

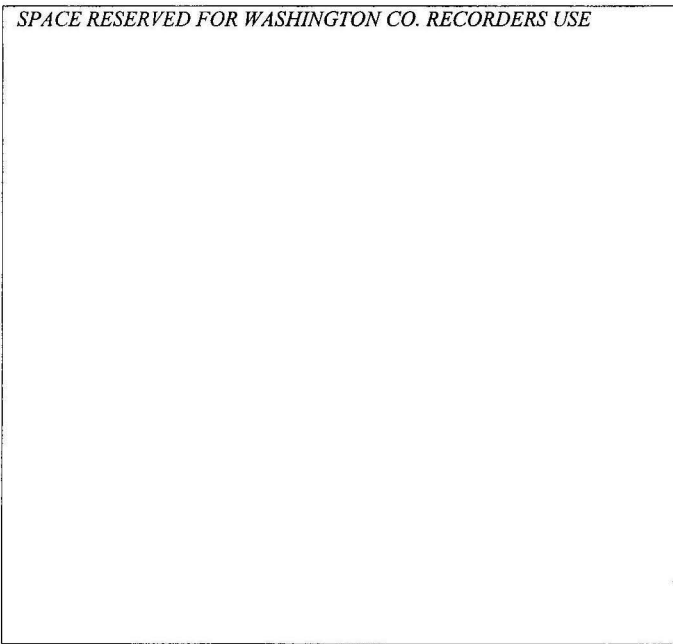
Legend

- Potential Connection
- ▲ Required - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552)
- Potential - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552)
(If practical. If not, a Required Accessway)
- Proposed - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552)
- ▲ Potential Connection within Beaverton 2020 TSP Study Area
- 99 Street Stub Location Number

City of
Beaverton



North



**BEFORE THE PLANNING
COMMISSION FOR
THE CITY OF BEAVERTON, OREGON**

After recording return to:
City of Beaverton, City Recorder:
4755 SW Griffith Drive
P.O. Box 4755
Beaverton, OR 97076

IN THE MATTER OF A REQUEST TO AMEND) ORDER NO. 1793
COMPREHENSIVE PLAN TRANSPORTATION) CPA 2005-0002 ORDER APPROVING REQUEST TO
ELEMENT RELATING TO TRANSPORTATION) AMEND THE COMPREHENSIVE PLAN
MAPS. CITY OF BEAVERTON, APPLICANT.) ORDINANCE 4187.

The matter of CPA 2005-0002 was initiated by the City of Beaverton, through the submittal of a comprehensive plan amendment application to the Beaverton Community Development Department.

Pursuant to Ordinance 4187 (Comprehensive Plan), the Planning Commission conducted a public hearing on June 1, 2005, and considered oral and written testimony and exhibits for the proposed amendment to the Comprehensive Plan.

CPA 2005-0002 proposes to update five transportation maps to include newly annexed lands, to be compatible with Washington County's recent transportation plan update, to increase the ability to coordinate with Washington County in reviewing new development, and to update a transit map to change the planned location of the Commuter Rail station to correspond to the recently approved plan. Specifically, CPA 2005-0002 amends Figure 6.3B Transit Route Master Plan, Figure 6.4 Functional Classification, Figure 6.5 Street Improvement Master Plan, Figure 6.6 Future Streets Where Right of Way is Planned for More than Two Lanes, and Figure 6.14 Local Street Connectivity Map.

The Planning Commission adopts the Staff Report dated May 2, 2005, as amended, and Staff Memorandum dated June 1, 2005, as to applicable criteria contained in Section 1.3.1 of the Comprehensive Plan and findings thereon; now, therefore:

IT IS HEREBY ORDERED that CPA 2005-0002 is **APPROVED**, based on the facts and findings of the Planning Commission on June 1, 2005.

Motion **CARRIED**, by the following vote:

AYES: Pogue, Winter, Bliss, Maks, and Johansen.
NAYS: None.
ABSTAIN: None.
ABSENT: Barnard and DeHarpport.

Dated this 9th day of June, 2005.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 1793, an appeal must be filed on an Appeal form provided by the Director at the City of Beaverton Recorder's Office by no later than 5:00 p.m. on Monday, June 20, 2005.

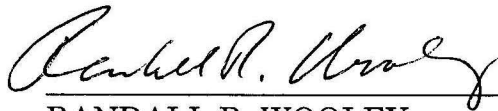
PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:

APPROVED:


MARGARET MIDDLETON
Senior Transportation Planner


ERIC H. JOHANSEN
Chairman


RANDALL R. WOOLEY
City Transportation Engineer

DRAFT
RECEIVED
 JUN 14 2005

PLANNING COMMISSION MINUTES

June 1, 2005

ENGINEERING DEPT.

CALL TO ORDER:

Chairman Eric Johansen called the meeting to order at 6:30 p.m. in the Beaverton City Hall Council Chambers at 4755 SW Griffith Drive.

ROLL CALL:

Present were Chairman Eric Johansen; Planning Commissioners Dan Maks, Alan DeHarpport, Gary Bliss and Scott Winter. Commissioners Wendy Kroeger and Bob Barnard were excused.

Planning Services Hal Bergsma, Senior Transportation Planner Margaret Middleton, Associate Planner Ethan Edwards, Senior Planner Colin Cooper, AICP, Assistant Planner Jennifer Browning, Assistant City Attorney Ted Naemura and Recording Secretary Sheila Martin represented staff.

The meeting was called to order by Chairman Johansen, who presented the format for the meeting.

VISITORS:

Chairman Johansen asked if there were any visitors in the audience wishing to address the Commission on any non-agenda issue or item. There were none.

NEW BUSINESS:

PUBLIC HEARINGS:

A. COMPREHENSIVE PLAN TRANSPORTATION MAPS UPDATE AMENDMENT

1. CPA2005-0002 – COMPREHESIVE PLAN AMENDMENT

The proposed Comprehensive Plan Map Amendment will update the transportation plan map Figures 6.3B Transit Route Master Plan, 6.4

1 Functional Classification, 6.5 Street Improvement Master Plan, 6.6
2 Future Streets Where Right of Way is Planned for More than Two
3 Lanes, and 6.14 Local Connectivity to acknowledge previously
4 approved plans and updated information.
5

6 Chairman Johansen opened the Public Hearing and read the format
7 for Public Hearings. There were no disqualifications of the Planning
8 Commission members. No one in the audience challenged the right of
9 any Commissioner to hear any of the agenda items, to participate in
10 the hearing or requested that the hearing be postponed to a later date.
11 He asked if there were any ex parte contact, conflict of interest or
12 disqualifications in any of the hearings on the agenda. There was no
13 response.
14

15 Senior Transportation Planner Margaret Middleton presented the
16 Staff Report and requested that the Commission approve the staff
17 initiated proposal to adopt legislative map amendments to the
18 Comprehensive Plan. She noted the proposed updates to the
19 transportation maps, and referenced the distributed Staff
20 Memorandum dated June 1, 2005, observing a letter of support from
21 Tom Kloster, Metro, and a correction requested by staff to delete a
22 proposed street on two of the updated transportation element figures.
23 Concluding, she offered to respond to questions and introduced Joe
24 Walsh with TriMet who is available to answer questions on the
25 Commuter Rail project.
26

27 Commissioner Maks questioned whether any roadways were
28 reclassified since the city adopted the county's transportation plan
29 classifications in the expanded area.
30

31 Ms. Middleton noted that the only reclassification was a small segment
32 of Barnes Road south of Cornell Road, which can now be acknowledged
33 as a collector due to the expanded study area, adding that with this
34 proposal it can now become consistent with Washington County's
35 Transportation Plan.
36

37 Chairman Johansen expressed his opinion that 125th is an obvious
38 location for a transit route, adding that rather than accepting what
39 TriMet believes where services should be, he stated that maybe the
40 city needs to be proposing the location of these services. He requested
41 that Ms. Middleton briefly describe the process to add transit routes.
42

43 Ms. Middleton explained that TriMet has a five year plan which is
44 updated every few years which includes the classifications that are

1 shown on the map. She noted that it includes regional transportation
2 plan designations of regional bus and frequent bus routes which are
3 planned cooperatively with all the jurisdictions, TriMet, and Metro,
4 adding that this is what has been adopted by TriMet as the frequent
5 routes and the regional bus routes. She pointed out that the city
6 would need to determine what type of route it is within TriMet's
7 classifications and justify the route proposal to TriMet, adding that
8 TriMet would then take this into consideration the next time they
9 update their transit plan.

10
11 Referring to Chairman Johansen's comments, Commissioner Maks
12 questioned what regional powers to be would not find a transit line
13 from one town center to another valid.

14
15 Ms. Middleton explained that to different degrees when TriMet looks
16 at the entire region, they have to figure out where they are going to put
17 their money as far as improvements are concerned. She stated that
18 TriMet prioritizes their routes, and through their policies, they have
19 decided to make improvements along certain types of routes, and
20 currently those routes are rapid bus routes and frequent bus routes.
21 She noted that TriMet will be adding more service, but at this point,
22 their current policy is to continue working on improvements with the
23 current frequent bus routes, which include improvements to what
24 TriMet refers to as the "Total Transit Experience."

25
26 Ms. Middleton introduced Joe Walsh, project manager, for the
27 Commuter Rail project.

28
29 Joe Walsh, TriMet, discussed the potential Commuter Rail station
30 locations near Scholls Ferry Road and at Hall Boulevard, just to the
31 west of Cascade Avenue. He explained that both locations were
32 considered a redevelopment opportunity and discussed the key factors
33 supporting the proposed station location change.

34
35 Chairman Johansen questioned how specific the location is defined
36 within Cascade Plaza.

37
38 Mr. Walsh noted that the location was driven by the signaling system
39 and the grade crossings. He described the area on the south side of
40 Hall and explained that the platform will tie into the parking area that
41 TriMet is expected to lease from Cascade Plaza.

42
43 Commissioner Maks questioned the approximate timeline for this
44 station.

1 Mr. Walsh explained that TriMet anticipates a September 2008
2 opening date.

3
4 Commissioner Maks expressed his concern with the southbound right
5 hand turn lane off of the ramp going west on Hall Boulevard, adding
6 that when the center lane was switched to a dual left turn, one car, at
7 peak hour, can back up 30 cars trying to turn right onto Hall. He
8 noted that this situation will become exacerbated with the addition of
9 transit riders with a Park and Ride, pointing out that the right hand
10 lane is actually a left hand turn, a straight lane, and a right hand turn
11 lane, and it will back up onto Hwy. 217 at peak hour by one car that
12 wants to make a left hand turn.

13
14 Senior Transportation Planner Don Gustafson explained that an
15 additional traffic analysis will be done with the Commuter Rail study
16 in the future, adding that since this is just a pavement marking
17 project, it may be able to be done with that.

18 PUBLIC TESTIMONY

19
20 No member of the public testified with regard to this application.

21
22 Ms. Middleton indicated that staff had no further comments.

23
24 The public portion of the Public Hearing was closed.

25
26 Commissioners Pogue, Winter, Bliss, and Maks, and Chairman
27 Johansen expressed their support of the Comprehensive Plan Map
28 Amendment.

29
30 Commissioner Pogue **MOVED** and Commissioner Winter
31 **SECONDED** a motion for approval of CPA2005-0002 Comprehensive
32 Plan Transportation Maps Update Amendment, based upon the
33 testimony, reports and exhibits and new evidence presented during the
34 Public Hearings on the matter, and upon the background facts,
35 findings and conclusions found in the Staff Report dated June 1, 2005,
36 as amended, and including Staff Memorandum dated June 1, 2005.

37
38 Motion **CARRIED** by the following vote:

39
40
41 **AYES:** Pogue, Winter, Bliss, Maks, and
42 Johansen.
43 **NAYS:** None.
44 **ABSTAIN:** None.
45 **ABSENT:** Barnard and DeHarport.



STAFF REPORT

City of Beaverton
Engineering Department
Transportation Division

REPORT

AVAILABLE: May 2, 2005

HEARING DATE: June 1, 2005

TO: Planning Commission

FROM: Margaret Middleton, Senior Transportation Planner *M. Middleton*

SUBJECT: CPA 2005-0002 Comprehensive Plan Amendment

REQUEST: This is a staff-initiated proposal to adopt legislative map amendments to the Comprehensive Plan Ordinance 4187, as amended, relating to Transportation Element figures.

APPLICANT: City of Beaverton

AUTHORIZATION: Ordinance. No. 4187 Comprehensive Plan, as amended, Oregon Revised Statutes Chapter 197, Beaverton Code, Metro Urban Growth Management Functional Plan

APPLICABLE CRITERIA: Comprehensive Plan Ordinance 4187 Section 1.3.1

RECOMMENDATION: Staff recommend APPROVAL of CPA 2005-0002 Comprehensive Plan Amendment

SUMMARY: Over the past year and a half, the City annexed areas north of Barnes Road in the Cedar Mill area. In addition, Tri-Met recently decided to change the location of the commuter rail station planned in the Washington Square Regional Center area. In order to update various transportation maps to include the annexed lands, be compatible with Washington County's recent transportation plan update, increase the ability to coordinate with the County in reviewing new development, and to update the transit map to change the planned location of the Commuter Rail station to correspond to the recently approved plan, it is necessary to update the following transportation maps: Figure 6.3B Transit Route Master Plan, Figure 6.4 Functional Classification, Figure 6.5 Street Improvement Master Plan, Figure 6.6 Future Streets Where Right of Way is Planned for More than Two Lanes, and Figure 6.14 Local Street Connectivity Map.

INFORMATION: This technical update to Beaverton's acknowledged Comprehensive Plan Transportation Element to incorporate the new areas and update maps consistent with Washington County's transportation maps and recent City-approved plans will keep the City's Comprehensive Plan up to date and in compliance with planning requirements.

Functional classifications, street improvements, and right-of-way needs adjacent to and north of US 26 are proposed to be reflected on Figure 6.4 Functional Classification, Figure 6.5 Street Improvement Master Plan, and Figure 6.6 Future Streets Where Right of Way is Planned for More than Two Lanes. Local connections from Washington County's adopted transportation plan are also proposed for inclusion on Beaverton's Local Street Connectivity Map Figure 6.14. Proposed changes to update City transportation plan map figures are as follows:

- Figure 6.4 Functional Classification: Use Legend symbols to show:
 - Freeway: Highway 217 interchange area at US 26
 - Arterials: Barnes Road, Cornell Road, Cedar Hills Blvd.
 - Collectors: Barnes Road from Saltzman Road to Cornell Road (previously drawn as Arterial due to study area boundary), Street "A" (a north/south collector from Corby Drive to Cornell Road), Valeria View Drive from Barnes Road to Celeste Lane, Celeste Lane, Science Park Drive, Leahy Road/90th Avenue/Oak Street/Leahy Road/107th Avenue from Barnes Road to Cornell Road, Baltic Avenue from Park Way to Barnes Road
 - Neighborhood Routes: Valeria View Drive north of Celeste Lane, Adele Drive between 110th Avenue and Valeria View Drive; 110th Avenue between Celeste Lane and Adele Drive, 107th Avenue from Adele Drive to Leahy Road, 156th Ave. from Bethany Blvd. to Cornell Road, Taylor Street, Westhaven Drive, 90th Avenue from Westhaven Drive to Leahy Road, 95th Avenue, Baltic Avenue to 95th Avenue

 - Figure 6.5 Street Improvement Master Plan: Use Legend symbols to show:
 - Cornell Road as 3 lanes from Barnes Road east
 - Street "A" north/south from Corby Drive to Cornell Road as Proposed Street General Alignment
 - Cedar Hills Blvd. from Barnes Road to Cornell Road
 - Proposed Street General Alignment from Baltic Avenue to 95th Avenue north
 - New grade separation symbol to clarify location and replace dashed line that looked like an alignment
 - Update map to delete constructed improvements 170th Avenue 3 and 5-lane projects south of Alexander, Murray/Scholls Town Center area connections, and new Barrows Road, to be consistent with Functional Classification.

 - Figure 6.6 Future Streets Where Right of Way is Planned for More Than Two Lanes to spell out right of way in the title and show updated right-of-way needs for Cornell Road, Barnes Road and Street "A" consistent with proposed changes to Figures 6.4 and 6.5.

 - Figure 6.3B Transit Route Master Plan: Use Legend symbol to show the approved plan to change the planned location of the Commuter Rail station to railroad right of way at Hall
-

Blvd. just to the west of Cascade Avenue. TriMet completed an Environmental Assessment (EA) in 2001 for Commuter Rail and local, regional, state, and federal agencies committed funding to move the project forward to final design and engineering. Potential Commuter Rail station locations near Scholls Ferry Road and Hall Blvd. were evaluated during this EA phase. Both locations were considered feasible from a land use, transportation, and engineering standpoint, and the Scholls location was selected and placed on the City's Figure 6.3B Transit Master Plan. Subsequent planning for Commuter Rail pointed to new opportunities for a Hall Blvd. station location, and in early 2005 the Commuter Rail Project Steering Committee endorsed a proposal to change the planned station location to Hall Blvd. as proposed herein. Key factors supporting this change are:

- Expansion of the Cascade Plaza retail center will increase commuter rail patrons' access to jobs and retail services from a Hall Blvd. station. The adjacent office uses, the nearby hotel, and the expanded retail center will help create a more active station area.
- Bus service to a Hall Blvd. station would be significantly increased with TriMet's plan to designate Line 76, which operates on Hall Blvd., as part of the Frequent Bus network on or before the expected opening of Commuter Rail.
- Pedestrian and bicycle access to the Washington Square Regional Center is safer and more convenient using Hall Blvd., which has bike lanes and sidewalks along its length.

In the near future, TriMet will be submitting land use applications for station improvements at the revised location and at Beaverton Transit Center (Commuter Rail's northern terminus), and a parking determination for shared use parking in association with the Cascade Plaza retail center.

I. FACTS AND FINDINGS: COMPREHENSIVE PLAN AMENDMENT

The Comprehensive Plan (Ordinance 4187) authorizes the City Council and Planning Commission to amend the Comprehensive Plan. This action shall be supported by findings of fact based on the record that demonstrate the criteria of Section 1.3.1 are met. The City Council and Planning Commission may adopt by reference facts, findings, reasons, and conclusions proposed by City staff or others. Affirmative findings to all of the following criteria are the minimum required for approval of a Comprehensive Plan Amendment. Each criterion is applied to the proposed amendment.

1. Criterion 1.3.1.1. The proposed amendment is consistent and compatible with the Statewide Planning Goals.

Response: Of the 19 State goals, Goals 1, 2, 6, 9, 11, and 12 are applicable to the proposed amendment. Goals 3, 4, 5, 7, 8, 10, 13, 14, 15, 16, 17, 18, and 19 are determined to not be applicable to this amendment.

Goal 1: Citizen Involvement: *"To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."*

The subject amendment complies with the requirements for public involvement included in the City's adopted Comprehensive Plan Public Involvement Element. The subject amendment is being reviewed through the public hearing process with written notice mailed to interested parties and publication of notice in the newspaper so the community is aware of

its opportunities to review and comment on the proposal. The proposed amendment is consistent and compatible with Goal 1.

Goal 2: Land Use Planning: *“To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.”*

The City of Beaverton adopted a Comprehensive Plan that includes text with related figures, in a multi-volume document along with implementation measures, including the Development Code and the Engineering Design Manual and Standard Drawings. The land use planning processes and policy framework found in the Comprehensive Plan form the basis for decisions and actions such as the subject amendment as well as the requirements and criteria for decisions based on adequate information. The proposed amendment satisfies Goal 2 because it follows the prescribed procedures in the acknowledged Comprehensive Plan, implements the transportation goal and policy requiring adoption of a transportation plan to meet long-range planning needs, and responds to the requirement that findings of fact be made based on adequate information.

Goal 2 specifically requires coordination with affected governments and agencies and evaluation of alternatives. With Washington County’s transportation plan update, City planning efforts, recent annexations, and approved development proposals, updated information is available and needs to be incorporated into subject City maps. In addition, in developing the EA for Commuter Rail, Washington County and TriMet engaged in significant coordination efforts over approximately seven years with officials from the cities of Wilsonville, Tualatin, Tigard, and Beaverton, Metro, Federal Transit Administration, and other agency and local officials. The EA includes an analysis of alternatives and the facts support the northerly shift of the Washington Square station location from Scholls Ferry Road to just south of Hall Blvd. The findings for the proposed station location change and all of the proposed map changes are presented herein. The proposed amendment is consistent and compatible with Goal 2.

Goal 6: Air, Water and Land Resource Quality *“To maintain and improve the quality of air, water and land resources of the state.”*

The subject amendment takes Washington County’s updated acknowledged transportation plan circulation system and functional classifications and reflects them in the City’s transportation plan in the area adjacent to and north of US 26. Requirements to manage and improve the quality of air, water, and land by helping implement Metro’s plans and 2040 Growth Concept are retained when this planned circulation system is included in the City’s plan. Moreover, with Commuter Rail implementation comes an opportunity to enhance the quality of air, water, and land resources by providing an alternative mode for commuting that uses an existing railroad corridor. Metro performed an analysis that included Commuter Rail and all transportation projects in the region. The analysis concluded that the system was supportive of the 2040 Growth Concept and in compliance with air quality standards. Shifting of the Commuter Rail station location to Hall Blvd. does not raise Goal 6 concerns. The proposed amendment remains compatible and consistent with Goal 6.

Goal 9: Economic Development *“To diversify and improve the economy of the state.”*

One of the purposes of developing local transportation plans that remain consistent with Metro’s 2040 Growth Concept and the State Transportation Planning Rule is to preserve and potentially improve the economy of the City, the Portland region, and the State. The proposed update of the street system maps to include additional planning areas and recently annexed land addresses long-range transportation planning needs and enables enhanced coordination during development review. With new development and planned street improvements, the transportation system can continue to perform as anticipated and economic growth can be realized.

Additionally, the 2040 Growth Concept emphasizes the importance of multimodal and high-capacity transit links between designated Regional Centers and Town Centers. The freight rail corridor presents an opportunity to use an existing right of way to connect the Tualatin Town Center, the Tigard Town Center, the Washington Square Regional Center, and the Beaverton Regional Center. Commuter Rail could leverage private investment and lead to intensification of land uses in these areas by increasing access to mass transportation and linking designated centers. The proposed shift in station location provides an opportunity to create a more active station area with adjacent office uses, the nearby hotel, and the expanded Cascade Plaza retail center. Additionally, a substantial employment base is located west of the proposed station along Nimbus Avenue. For all of these reasons, the proposed amendment is consistent and compatible with Goal 9.

Goal 11: Public Facilities and Services *“To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.”*

Updating the street system maps are tasks that preserve the City’s ability to plan for and realize the orderly and efficient use of land and implementation of a transportation system that serves it. The proposal to shift the Washington Square station location will have no additional impacts. The five commuter rail stations are located in the Urban Growth Boundary and serve urban uses and densities with minimal impact on public facilities and services. The stations do not require water or sanitary sewer, and stormwater impacts will be minimal because the platforms will be located within the developed railroad corridor. This continues the process toward orderly and effective provision of public services for the City, region, and state. The amendment is consistent and compatible with Goal 11.

Goal 12: Transportation *“To provide and encourage a safe, convenient and economic transportation system.”*

The Transportation Planning Rule, which mandates development and implementation of a long-range multimodal transportation system plan, implements Goal 12. Certain portions of that rule also apply to Comprehensive Plan Amendments. The applicable section is Oregon Administrative Rules Chapter 660 Section 12 Subsection 0060 (OAR 660-12-0060):

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would: (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan); (b) Change standards implementing a functional classification system; or (c) As measured at the end of the planning period identified in the adopted transportation system plan: (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

The proposed amendment expands the City transportation plan to include an updated circulation system, approved plans, annexed areas, and Commuter Rail station location. Moreover, the purpose of implementing Commuter Rail is to help mitigate impacts of growth on a constrained highway system (Interstate 5 and Highway 217). By providing another transit option for commuters in the Wilsonville to Beaverton corridor and better linking designated centers and employment areas, Commuter Rail would capitalize on the public investment in the existing light rail system.

The Commuter Rail project also incorporates several improvements to the rail corridor including selected rail replacement, improvements to ties, ballast, and crossings, and replacement of rail structures. These improvements will maintain and enhance the P&W role in the freight system consistent with Goal 12 emphasis on a multimodal system for the efficient movement of people and freight. Shifting the station location complies as it will facilitate increased transit service on Line 76, provide safer and more convenient access to nearby employment and commercial areas, and will not result in a significant effect. In addition, TriMet is pursuing options to lease existing commercial parking spaces in proximity to the proposed Washington Square station for commuter rail parking. Shared use parking is supportive of the City's and Metro's plans for land use efficiency and will be addressed in a separate land use application.

These proposed updates to the City transportation plan based on approved City plans and updated County plans remain consistent with Goal 12 and there is no significant impact. The proposed amendment is consistent and compatible with Goal 12.

Staff find that criterion 1.3.1.1. is met for the proposed Comprehensive Plan Amendment.

2. Criterion 1.3.1.2. The proposed amendment is consistent and compatible with Metro Regional Urban Growth Goals and Objectives and the Metro Regional Framework Plan.

Response: Metro Title 8 Compliance Procedures, Section 3, requires that any Comprehensive Plan change must be consistent with the requirements of the Metro Urban Growth Management Functional Plan and Regional Framework Plan. Metro's adopted Regional Transportation Plan is a component of these plans. The Regional Transportation Plan contains a circulation and functional classification system determined by Metro to be compatible with the County's and City's systems. The County and City also comply with Metro's local connectivity requirements. The City's incorporation of the proposed changes to update the maps in its long-range plan retains compliance with this requirement.

The Commuter Rail station's revised location also retains compliance with this requirement for several reasons. It provides an alternative mode to link and support several designated centers as identified in the 2040 Growth Concept. Commuter Rail is included in Metro's acknowledged Regional Transportation Plan and a station location is shown in the vicinity of Scholls Ferry Road and Hall Blvd., thus developing a station at either location would be consistent. Commuter Rail is also consistent with Chapter 2 of Metro's Framework Plan Policy 2.14(a) that states: "Serve the region with appropriate public transportation service as defined in Figures 1.15 and 1.16" (which show Washington County Commuter Rail), and Policy 2.14(d) that states: "Develop a long-term strategy for potential use of freight railroad lines for passenger use and work with jurisdictions inside and outside of the Metro Area to explore other commuter rail opportunities."

Therefore, shifting the location of the Commuter Rail station to the north is consistent with regional plans, goals, and objectives because: expansion of the Cascade Plaza retail center and other nearby uses provides the opportunity to create a more active station area; nearby bus service on Hall Blvd will be enhanced by the addition of Line 76 to the Frequent Bus network in the future that will provide a more convenient link of bus and commuter rail service; and, pedestrian and bicycle access to the revised station location will be enhanced, as sidewalks and bike lanes are located along Hall Blvd.

This criterion has been met.

Staff find that criterion 1.3.1.2 is met for the proposed Comprehensive Plan Amendment.

3. Criterion 1.3.1.3. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans.

Response: The amendment proposes to incorporate the County's adopted street circulation system, functional classifications, and right-of-way needs into the City's transportation plan, update the transportation maps based on City-approved development and annexations, and identify the revised location of the Commuter Rail station, which provides for better access and anticipated increased economic vitality. Policies relevant to this amendment are included in Comprehensive Plan Transportation Element. The proposed amendment is supported by the following policies:

- 6.2.1.a) Maintain the livability of Beaverton through proper location and design of transportation facilities.
- 6.2.2.c) Provide connectivity to each area of the City for convenient multi-modal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, employment and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs.
- 6.2.2.d) Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.
- 6.2.4.a) Support and implement trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs.
- 6.2.5.a) Encourage development of regional high capacity transit, including light rail transit and commuter rail.
- 6.2.7.a) Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Washington County, ODOT, TriMet, Metro, THPRD, Tualatin Valley Fire and Rescue, and the adjacent cities of Tigard, Hillsboro, and Portland.
- 6.2.7.b) Participate in regional transportation, growth management, and air quality improvement policies. Work with agencies to assure adequate funding of transportation facilities to support these policies.
- 6.2.7.c) Monitor and update the *Transportation Element* of the *Comprehensive Plan* so that issues and opportunities are addressed in a timely manner.

The proposed amendment maintains consistency with Washington County and Metro plans for long-range transportation facilities and implements the City policies cited. The appropriately classified circulation system is updated as is the proposed location of the Commuter Rail station. The anticipated result is maintained livability, an accessible, efficient, and balanced multimodal transportation system, and implementation of Metro's 2040 Growth Concept and its related transportation system. The proposed amendment also reinforces the City's support of County and regional long-range coordinated planning efforts and regional high capacity transit, including Commuter Rail. The northerly shift of the Washington Square Commuter Rail station location was coordinated with affected governmental units and agencies, including Tigard, Washington County, TriMet, and Metro. Affected jurisdictions and agencies have concurred that the change in the station location is consistent with regional growth management and transportation policies and a variety of local, regional, state, and federal funds have been targeted to development of Commuter Rail. Updating the transportation plan map figures to include this information is timely and warranted to take advantage of the opportunities associated with the northerly shift of the station platform location from Scholls Ferry Road to Hall Blvd. and to further cooperative planning efforts in the area north of US 26.

The subject amendment satisfies this criterion.

Staff find that criterion 1.3.1.3 is met for the proposed Comprehensive Plan Amendment.

4. Criterion 1.3.1.4. Potential effects of the proposed amendments have been evaluated and will not be detrimental to quality of life, including the economy, environment, public health, safety or welfare.

Response: The amendment proposes to update the street system in areas adjacent to and north of US 26 consistent with the system established in the County's adopted transportation plan and consistent with City annexations and approved plans. Incorporating these updates helps implement the 2040 Growth Concept, enhance the region's quality of life, and grow its economy. Protecting public health by planning a circulation system, adding connections, and improving access with the goal of reducing miles traveled and corresponding vehicle emissions leads to air quality improvements. Also, the impacts of Commuter Rail were addressed in the 2001 EA. Potential economic, environment, public health, safety, or welfare effects of the proposed amendment to revise the Commuter Rail station location would be similar in both locations and overall impacts minimal because the station platform and related amenities would be located within a developed railroad corridor.

The amendment meets this criterion.

Staff find that criterion 1.3.1.4 is met for the proposed Comprehensive Plan Amendment.

5. Criterion 1.3.1.5. The benefits of the proposed amendment will offset potential adverse impacts on surrounding areas, public facilities and services.

Response: The subject amendment updates the transportation plan based on the County's updated plan and City actions north of US 26. This preserves and enhances the City's ability to coordinate with the County to assess future development along County streets and in the adjacent unincorporated areas, and it enhances the City's ability to plan within City limits. Updating the location of the Commuter Rail station provides opportunities for improved access to jobs and retail services and adds to the potential for a more active station area with the expanded Cascade Plaza retail center and other nearby office, hotel, and commercial uses. The updated station location offers good links to transit services and sidewalks and bike lanes on Hall Blvd. The station will also place minimal demands on public facilities and services, and no adverse impacts on surrounding areas have been identified.

Staff find that criterion 1.3.1.5 is met for the proposed Comprehensive Plan Amendment.

6. Criterion 1.3.1.6. There is a demonstrated public need, which will be satisfied by the amendment as compared with other properties with the same designation as the proposed amendment.

Response: It is important and in the public interest to adopt this amendment to update the transportation plan maps in order to implement the City's transportation plan in recently

annexed areas and enhance coordination with the County for development review and transportation improvement implementation.

It is also important and in the public interest to proceed with development of the Commuter Rail station in its revised location on Hall Blvd. and to reflect the revised location in the City's Comprehensive Plan. At the present time, only the Beaverton Transit Center station at Commuter Rail's northern terminus is reflected within Beaverton's jurisdiction. Public need for the overall project and five stations has been documented in local and regional transportation plans and the 2040 Growth Concept. The only other site that is already designated for the Washington Square station is located south of Scholls Ferry Road and is identified on Tigard and Beaverton plan maps. Both locations are considered feasible from a land use, transportation, and engineering perspective. However, the Hall Blvd. station location leverages new opportunities associated with nearby development and anticipated transit improvements, and the Commuter Rail Project Steering Committee has endorsed the Hall Blvd. proposal.

The proposed amendment is warranted in light of the public need for an updated transportation plan to reflect an updated transportation system in maps and figures that include new information including the most appropriate location for the Washington Square Commuter Rail station.

Staff find that criterion 1.3.1.6 is met for the proposed Comprehensive Plan Amendment.

II CONCLUSION AND STAFF RECOMMENDATION

Based on the facts and findings presented, staff conclude that the proposed amendment, CPA 2005-0002 is consistent with all the amendment approval criteria. Therefore, staff recommend that the Planning Commission **APPROVE** CPA 2005-0002 Comprehensive Plan Amendment to Ordinance 4187 as described in Appendix A.

Staff Report Appendices:

Appendix A: Proposed CPA 2005-0002

Appendix B: Adopted Figures 6.3B, 6.4, 6.5, 6.6, and 6.14

Appendix C: Metro Local Public Involvement Checklist

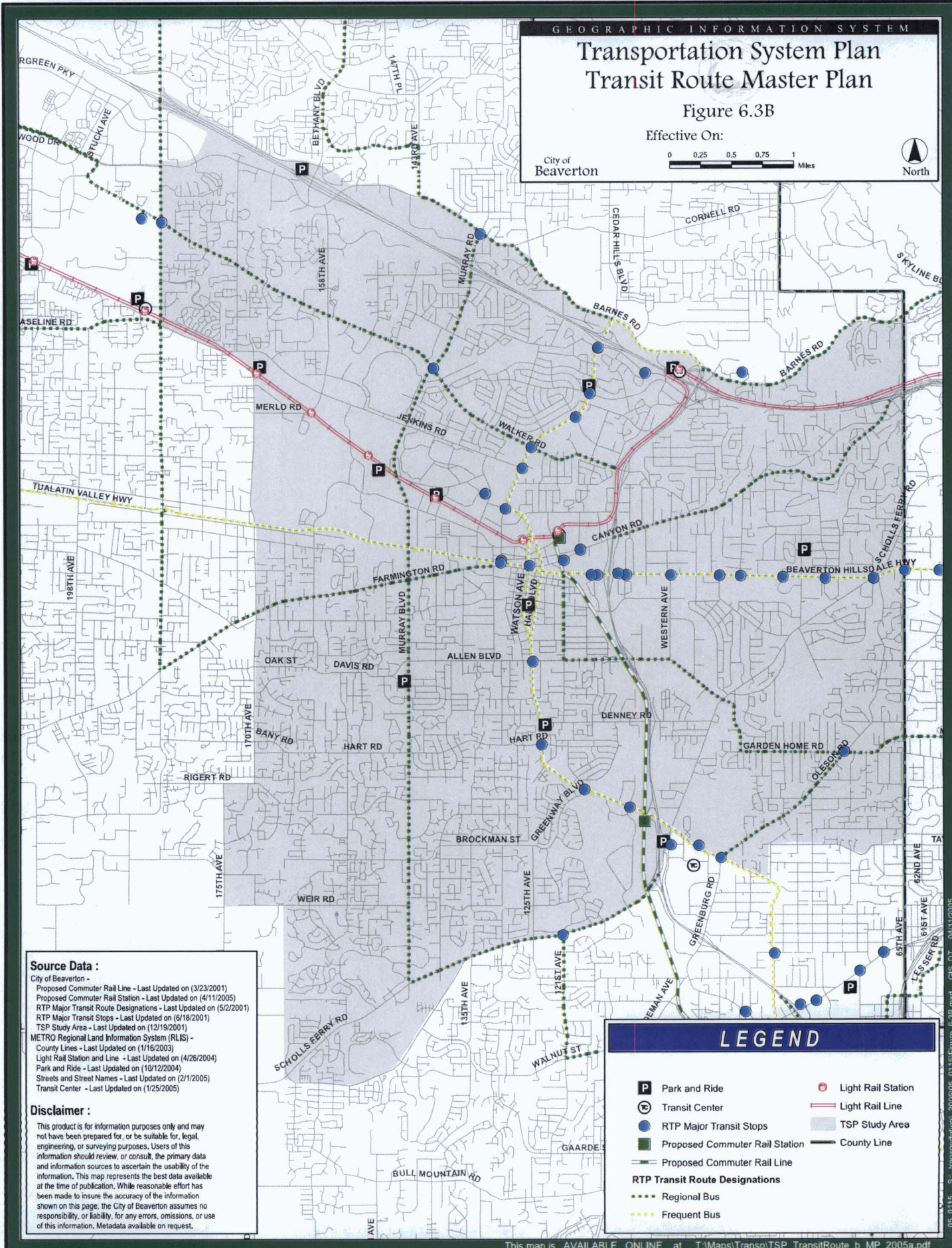
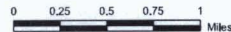
APPENDIX A:
Proposed CPA 2005-0002

Transportation System Plan Transit Route Master Plan

Figure 6.3B

Effective On:

City of Beaverton



Source Data :
 City of Beaverton -
 Proposed Commuter Rail Line - Last Updated on (3/23/2001)
 Proposed Commuter Rail Station - Last Updated on (4/11/2005)
 RTP Major Transit Route Designations - Last Updated on (5/2/2001)
 RTP Major Transit Stops - Last Updated on (9/18/2001)
 TSP Study Area - Last Updated on (12/19/2001)
 METRO Regional Land Information System (RLIS) -
 County Lines - Last Updated on (1/16/2003)
 Light Rail Station and Line - Last Updated on (4/26/2004)
 Park and Ride - Last Updated on (10/12/2004)
 Streets and Street Names - Last Updated on (2/1/2005)
 Transit Center - Last Updated on (1/25/2005)

Disclaimer :
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LEGEND

Park and Ride	Light Rail Station
Transit Center	Light Rail Line
RTP Major Transit Stops	TSP Study Area
Proposed Commuter Rail Station	County Line
Proposed Commuter Rail Line	
RTP Transit Route Designations	
Regional Bus	
Frequent Bus	

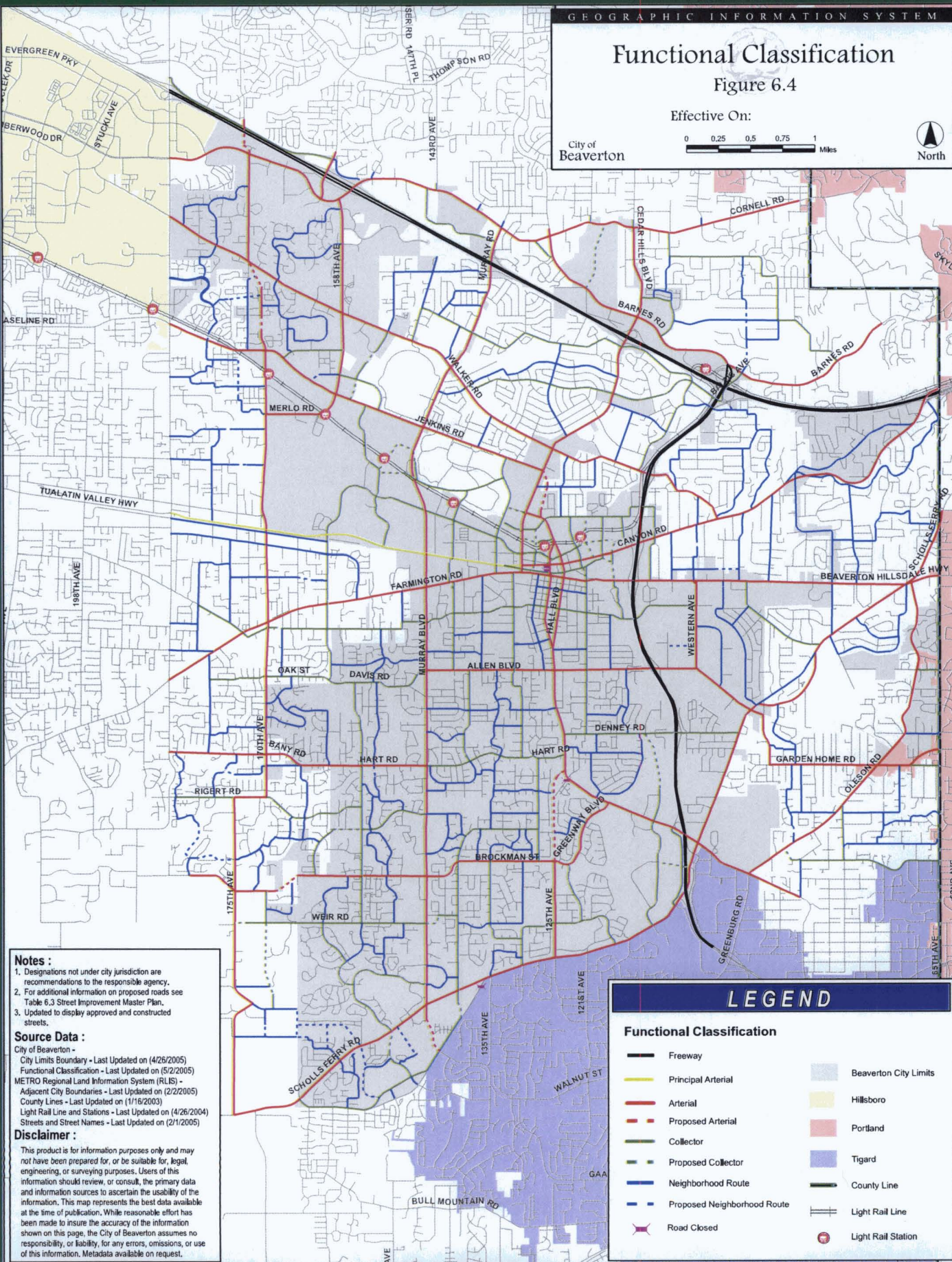
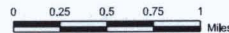
05_0115 S:\transportation\200505_0115\Figure_6-3B.mxd GIS_DT 04/11/2005

Functional Classification

Figure 6.4

Effective On:

City of
Beaverton



Notes:
 1. Designations not under city jurisdiction are recommendations to the responsible agency.
 2. For additional information on proposed roads see Table 6.3 Street Improvement Master Plan.
 3. Updated to display approved and constructed streets.

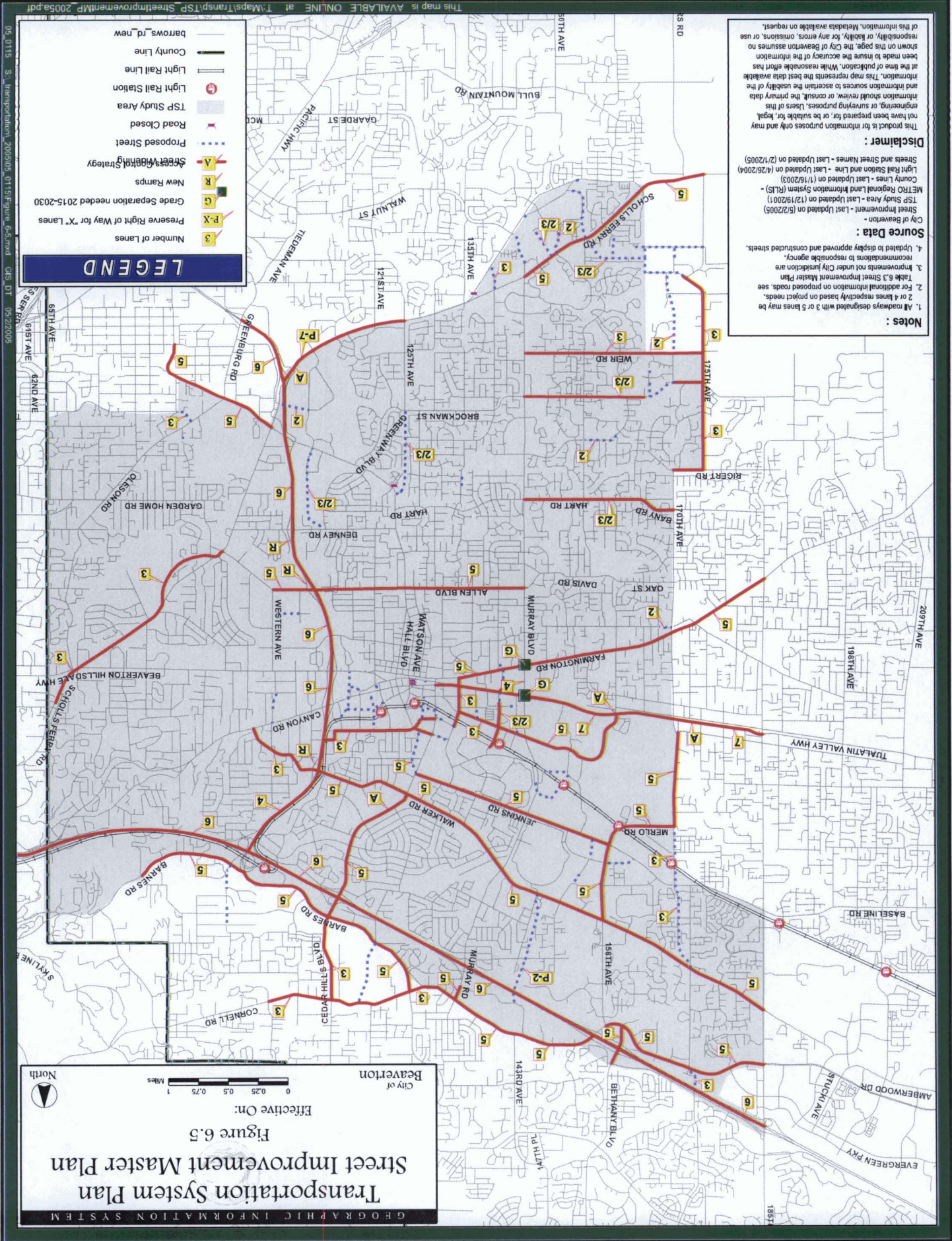
Source Data:
 City of Beaverton
 City Limits Boundary - Last Updated on (4/26/2005)
 Functional Classification - Last Updated on (5/2/2005)
 METRO Regional Land Information System (RLIS) - Adjacent City Boundaries - Last Updated on (2/2/2005)
 County Lines - Last Updated on (1/15/2003)
 Light Rail Line and Stations - Last Updated on (4/26/2004)
 Streets and Street Names - Last Updated on (2/1/2005)

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LEGEND

Functional Classification	
	Freeway
	Principal Arterial
	Arterial
	Proposed Arterial
	Collector
	Proposed Collector
	Neighborhood Route
	Proposed Neighborhood Route
	Road Closed
	Beaverton City Limits
	Hillsboro
	Portland
	Tigard
	County Line
	Light Rail Line
	Light Rail Station

05_0115 S:\transportation\200505_0115\Figure_6-4.mxd GIS_DT 05/2/2005

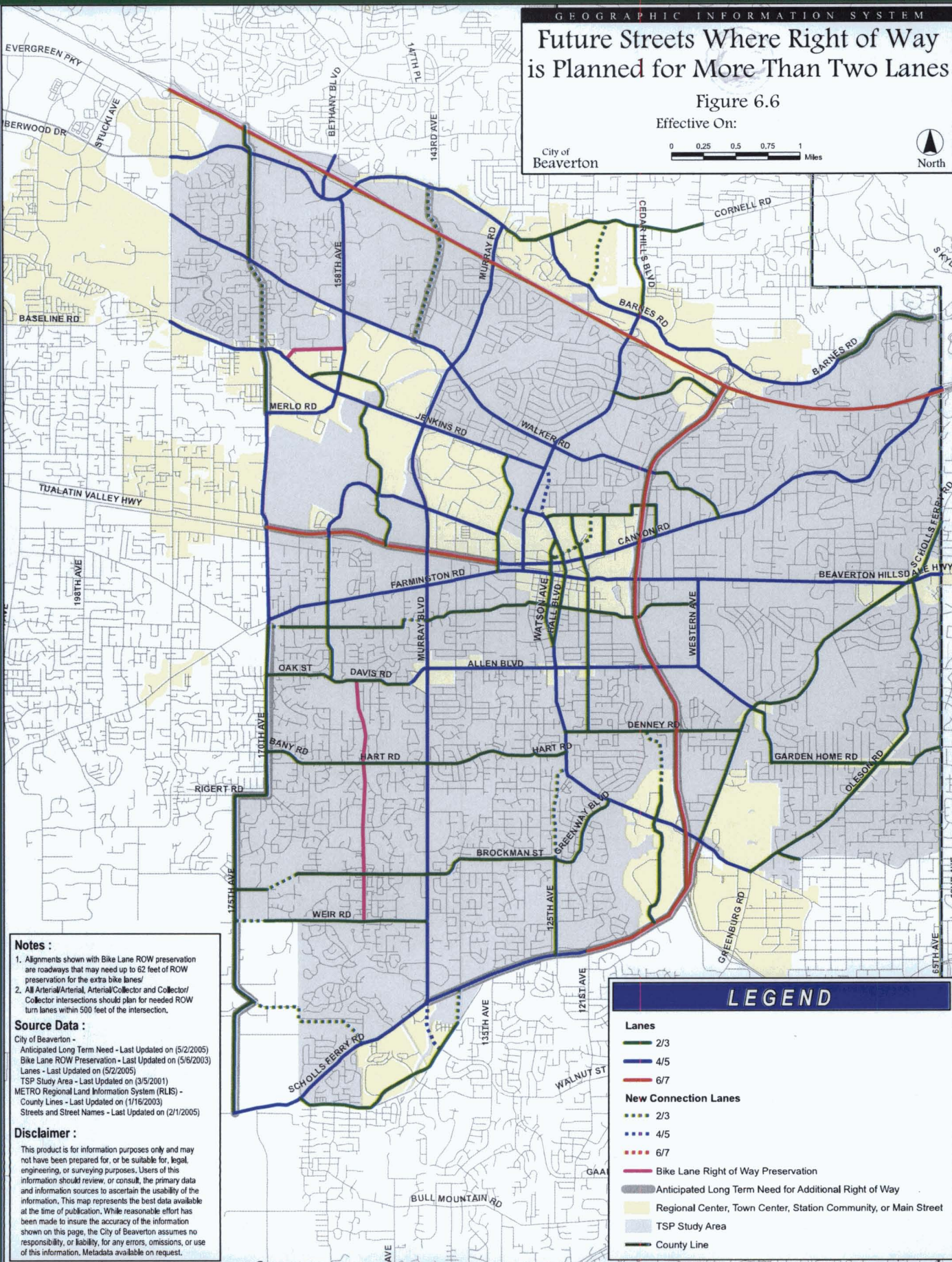
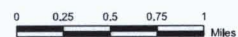


Future Streets Where Right of Way is Planned for More Than Two Lanes

Figure 6.6

Effective On:

City of Beaverton



Notes :
 1. Alignments shown with Bike Lane ROW preservation are roadways that may need up to 62 feet of ROW preservation for the extra bike lanes/
 2. All Arterial/Arterial/Collector and Collector/Collector intersections should plan for needed ROW turn lanes within 500 feet of the intersection.

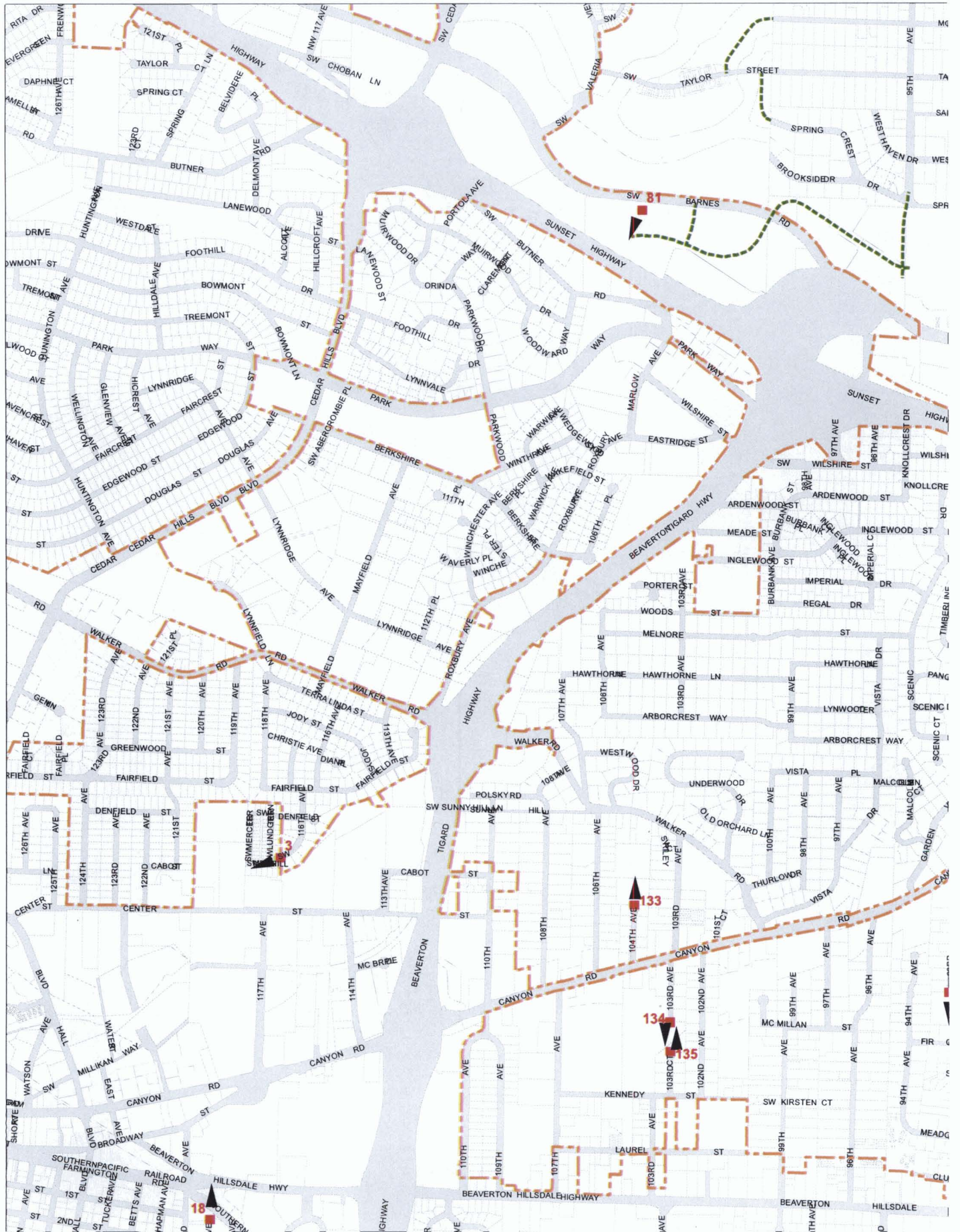
Source Data :
 City of Beaverton -
 Anticipated Long Term Need - Last Updated on (5/2/2005)
 Bike Lane ROW Preservation - Last Updated on (5/6/2003)
 Lanes - Last Updated on (5/2/2005)
 TSP Study Area - Last Updated on (3/5/2001)
 METRO Regional Land Information System (RLIS) -
 County Lines - Last Updated on (1/15/2003)
 Streets and Street Names - Last Updated on (2/1/2005)

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LEGEND

Lanes	
	2/3
	4/5
	6/7
New Connection Lanes	
	2/3
	4/5
	6/7
	Bike Lane Right of Way Preservation
	Anticipated Long Term Need for Additional Right of Way
	Regional Center, Town Center, Station Community, or Main Street
	TSP Study Area
	County Line

Figure 6.14



LOCAL CONNECTIVITY MAP

Updated March 25, 2005

Legend

- Potential Connection
- ▲ Required - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552)
- Potential - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552)
(If practical. If not, a Required Accessway)
- Proposed - Wash. Co. Street Connection (Source: Wash. Co. Ord. 552)
- ▲ Potential Connection within Beaverton 2020 TSP Study Area
- 99** Street Stub Location Number

City of
Beaverton



North

APPENDIX B:
Adopted Figures 6.3B, 6.4, 6.5,
6.6 and 6.14

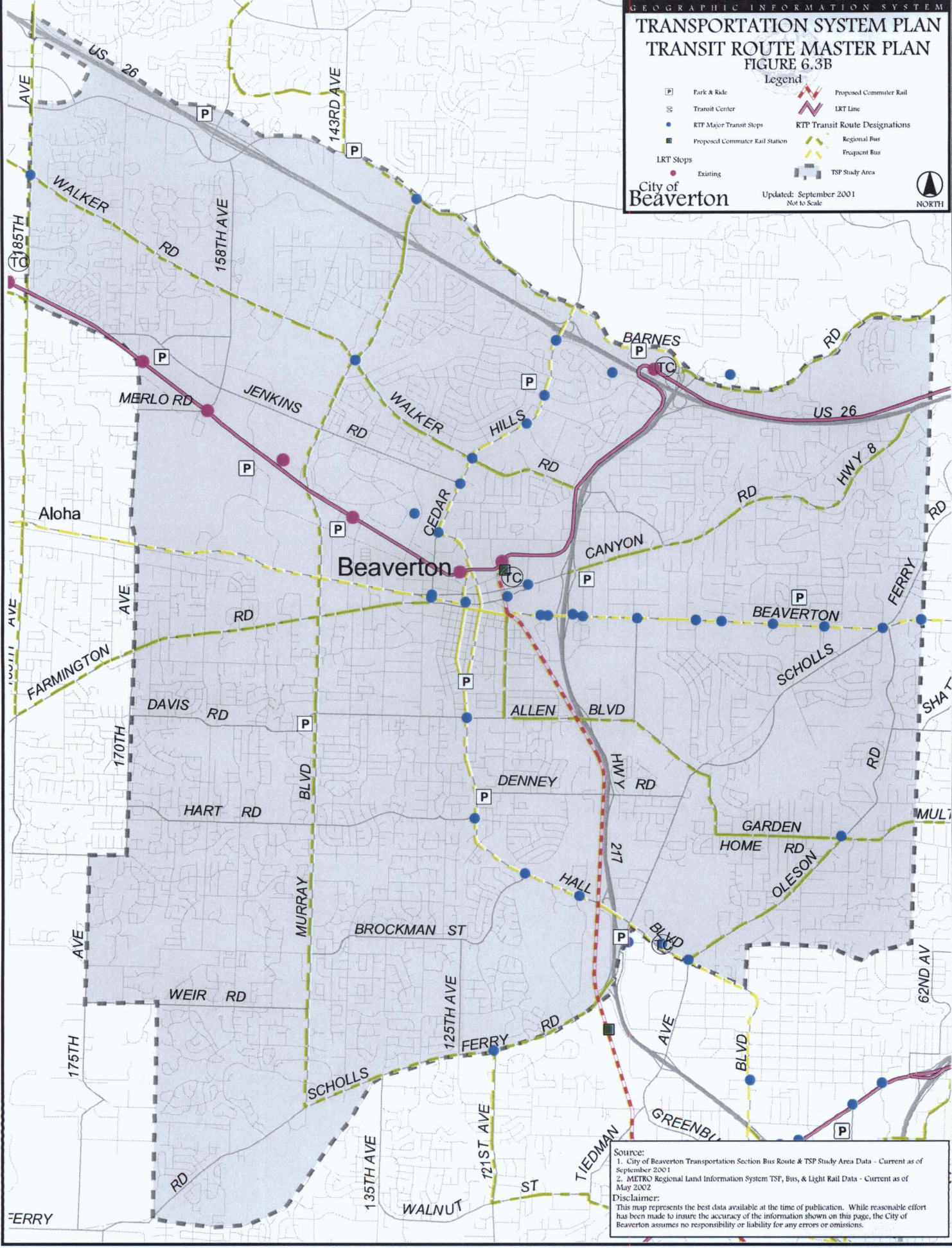
GEOGRAPHIC INFORMATION SYSTEM

TRANSPORTATION SYSTEM PLAN TRANSIT ROUTE MASTER PLAN FIGURE 6.3B

Legend

Park & Ride	Proposed Commuter Rail
Transit Center	LRT Line
RTP Major Transit Stops	RTP Transit Route Designations
Proposed Commuter Rail Station	Regional Bus
LRT Stops	Frequent Bus
Existing	TSP Study Area

City of Beaverton
Updated: September 2001
Not to Scale



Source:
1. City of Beaverton Transportation Section Bus Route & TSP Study Area Data - Current as of September 2001
2. METRO Regional Land Information System TSP, Bus, & Light Rail Data - Current as of May 2002

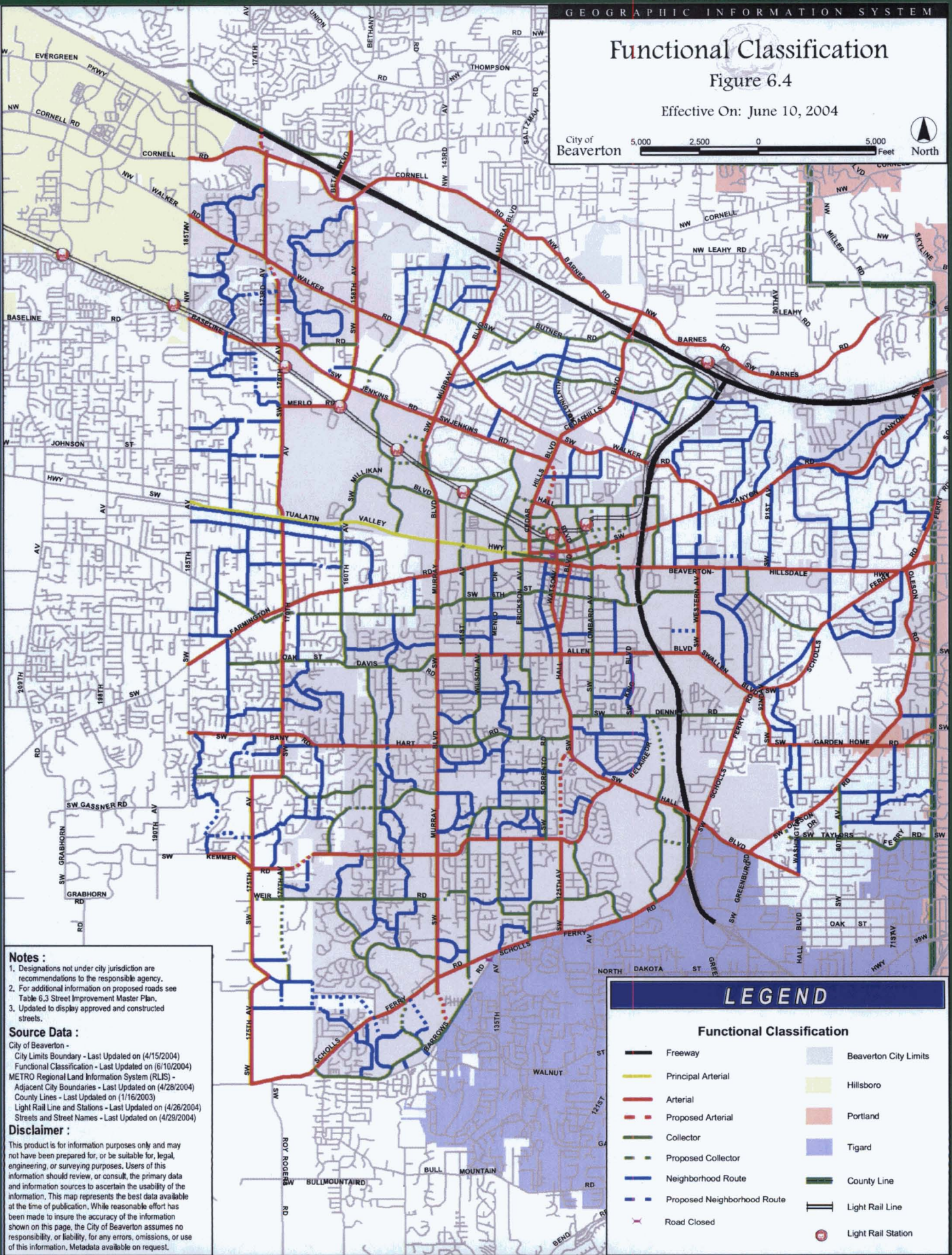
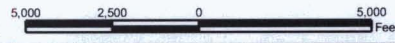
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Functional Classification

Figure 6.4

Effective On: June 10, 2004

City of Beaverton



Notes :
 1. Designations not under city jurisdiction are recommendations to the responsible agency.
 2. For additional information on proposed roads see Table 6.3 Street Improvement Master Plan.
 3. Updated to display approved and constructed streets.

Source Data :
 City of Beaverton - City Limits Boundary - Last Updated on (4/15/2004)
 Functional Classification - Last Updated on (6/10/2004)
 METRO Regional Land Information System (RLIS) - Adjacent City Boundaries - Last Updated on (4/28/2004)
 County Lines - Last Updated on (1/16/2003)
 Light Rail Line and Stations - Last Updated on (4/26/2004)
 Streets and Street Names - Last Updated on (4/29/2004)

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LEGEND

Functional Classification

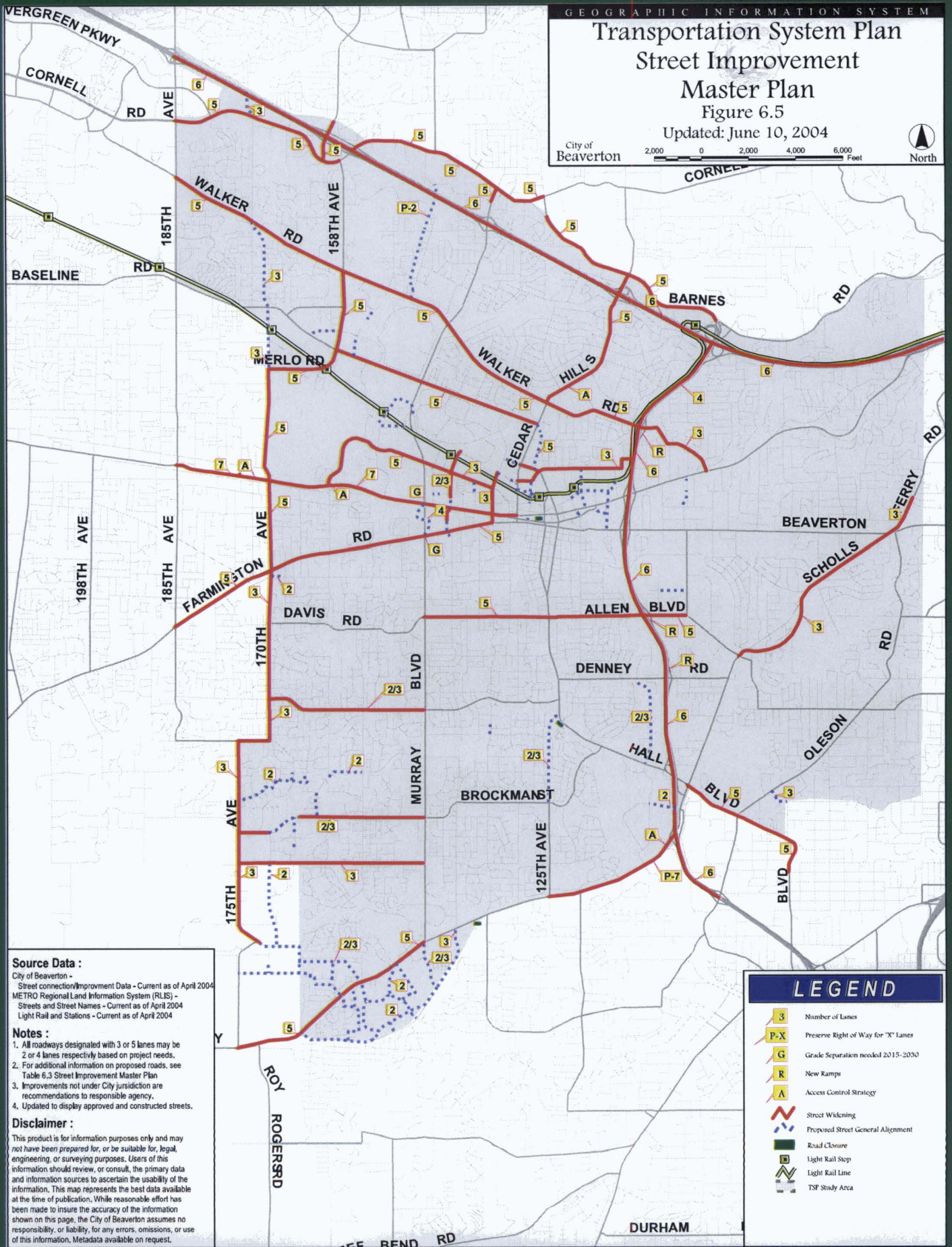
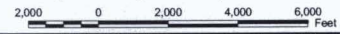
	Freeway		Beaverton City Limits
	Principal Arterial		Hillsboro
	Arterial		Portland
	Proposed Arterial		Tigard
	Collector		County Line
	Proposed Collector		Light Rail Line
	Neighborhood Route		Light Rail Station
	Proposed Neighborhood Route		
	Road Closed		

Transportation System Plan Street Improvement Master Plan

Figure 6.5

Updated: June 10, 2004

City of
Beaverton



Source Data :

City of Beaverton -
Street connection/Improvement Data - Current as of April 2004
METRO Regional Land Information System (RLIS) -
Streets and Street Names - Current as of April 2004
Light Rail and Stations - Current as of April 2004

Notes :

1. All roadways designated with 3 or 5 lanes may be 2 or 4 lanes respectively based on project needs.
2. For additional information on proposed roads, see Table 6.3 Street Improvement Master Plan
3. Improvements not under City jurisdiction are recommendations to responsible agency.
4. Updated to display approved and constructed streets.

Disclaimer :

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LEGEND

- Number of Lanes
- Preserve Right of Way for "X" Lanes
- Grade Separation needed 2015-2030
- New Ramps
- Access Control Strategy
- Street Widening
- Proposed Street General Alignment
- Road Closure
- Light Rail Stop
- Light Rail Line
- TSP Study Area

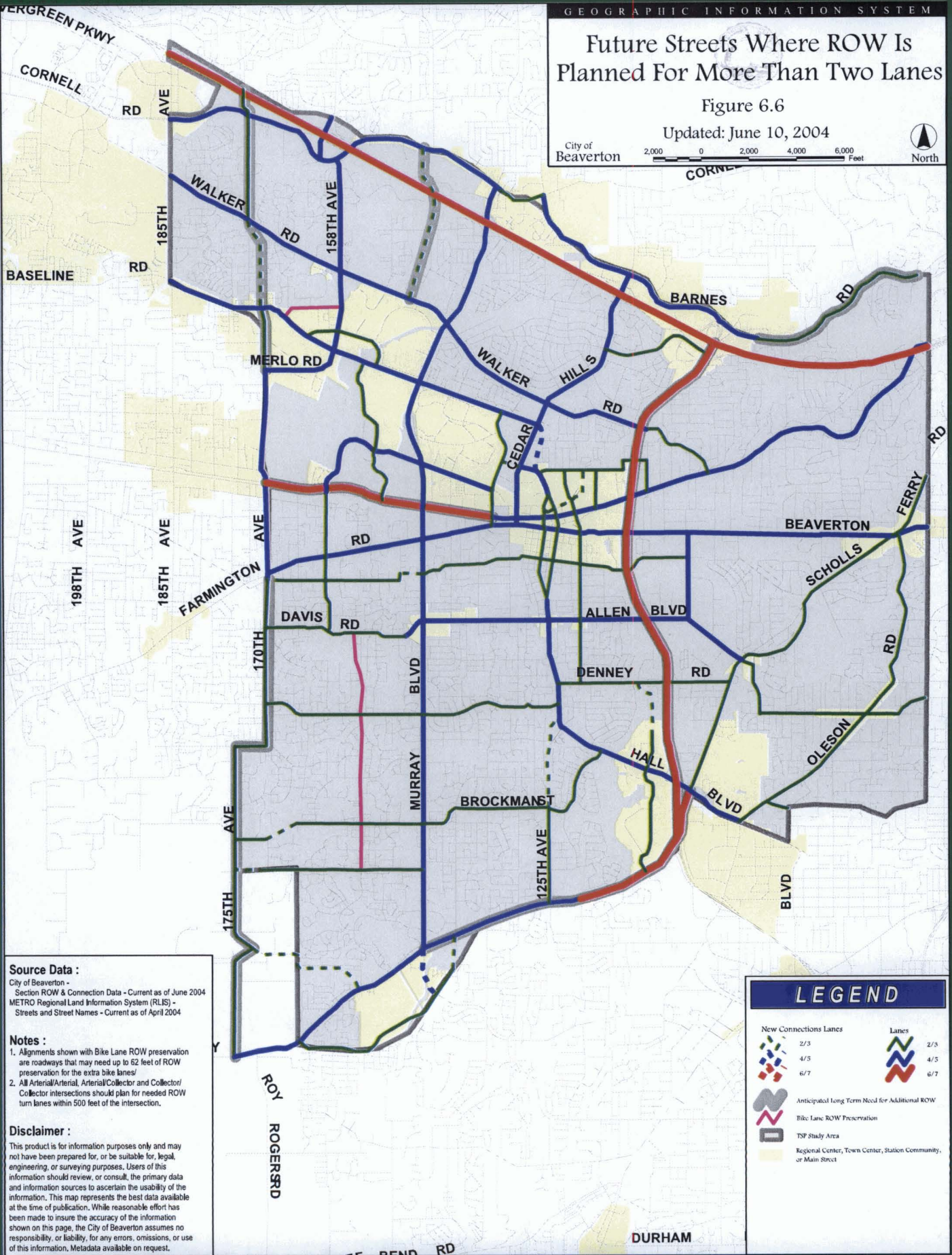
Future Streets Where ROW Is Planned For More Than Two Lanes

Figure 6.6

Updated: June 10, 2004

City of Beaverton

2,000 0 2,000 4,000 6,000 Feet



Source Data :

City of Beaverton -
Section ROW & Connection Data - Current as of June 2004
METRO Regional Land Information System (RLIS) -
Streets and Street Names - Current as of April 2004

Notes :

1. Alignments shown with Bike Lane ROW preservation are roadways that may need up to 62 feet of ROW preservation for the extra bike lanes!
2. All Arterial/Arterial, Arterial/Collector and Collector/Collector intersections should plan for needed ROW turn lanes within 500 feet of the intersection.

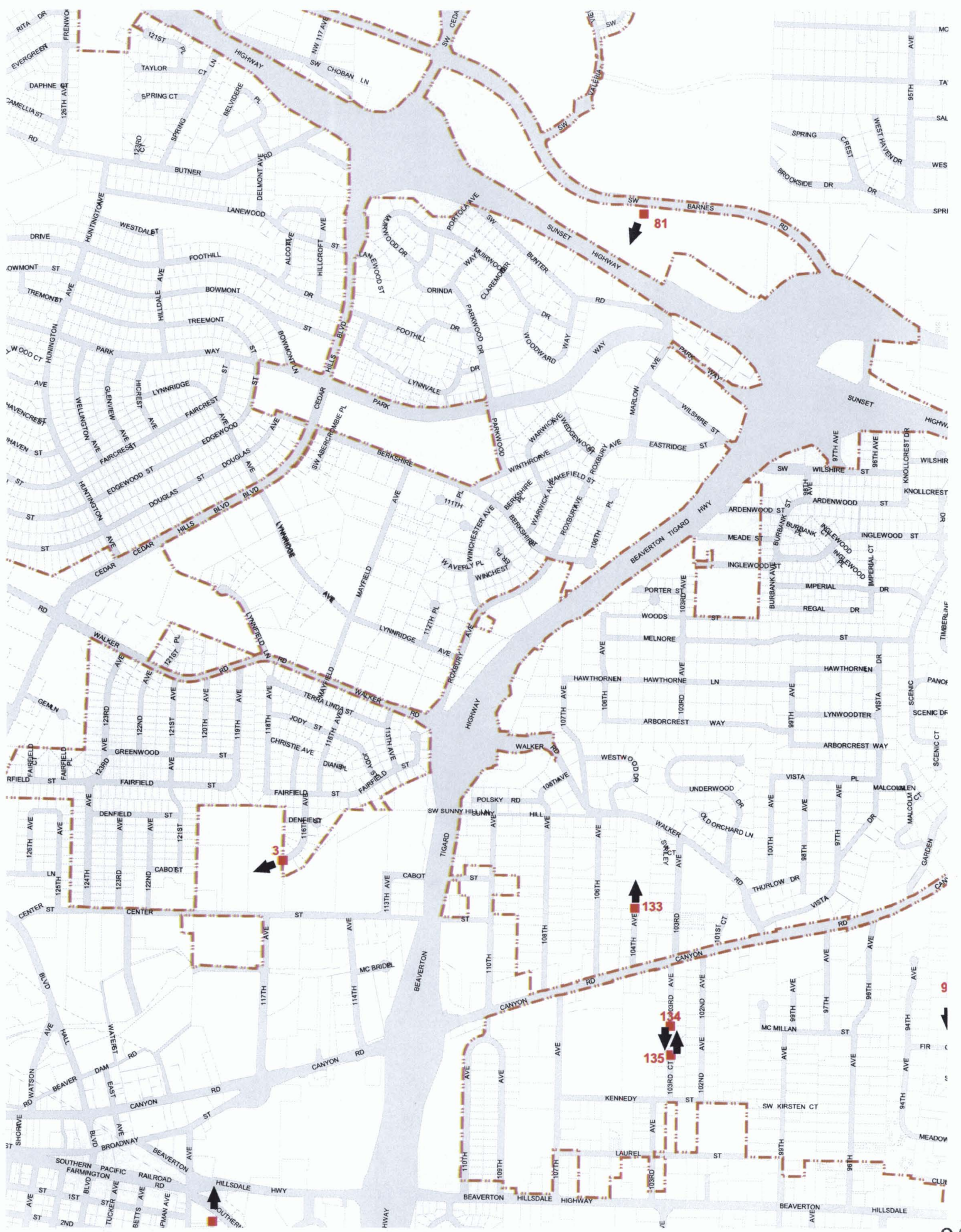
Disclaimer :

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LEGEND

	New Connections Lanes		Lanes
	2/3		2/3
	4/5		4/5
	6/7		6/7
	Anticipated Long Term Need for Additional ROW		
	Bike Lane ROW Preservation		
	TSP Study Area		
	Regional Center, Town Center, Station Community, or Main Street		

Figure 6.14



APPENDIX C:
Metro Local Public Involvement
Checklist

Local Public Involvement Checklist

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn that are submitted to Metro for regional funding or other action. Section 3.D of Metro's local public involvement policy for transportation describes the certification process, including completion of this checklist. See Section 3.D for information about the other certification steps.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (Section 3) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. To aid in its review of local plans, programs and projects, Metro is requesting information on applicable local public involvement activities. Project sponsors should keep information (such as that identified in italics) on their public involvement program on file in case of a dispute.

A. Checklist

1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.
Keep copy of applicable public involvement plan and/or procedures.
2. Appropriate interested and affected groups were identified and the list was updated as needed.
Maintain list of interested and affected parties.
3. Announced the initiation of the plan/program and solicited initial input. If the plan/program schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program; and (2) the initial decision on the scope and alternatives to be studied.
Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.
4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.
Keep examples of how the public was notified of key decision points and public involvement opportunities, including notices and dated examples. For announcements sent by mail, document number of persons/groups on mailing list.

- 5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.
Keep descriptions of opportunities for ongoing public involvement in the plan/program, including citizen advisory committees. For key public meetings, this includes the date, location and attendance.
- 6. Provided opportunity for input in reviewing screening and prioritizing criteria.
Keep descriptions of opportunities for public involvement in reviewing screening and prioritizing criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.
- 7. Provided opportunity for review/comment on staff recommendations.
Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.
- 8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.
Keep record of comments received and response provided.
- 9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.
Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.

B. Certification Statement

City of Beaverton
Project Sponsor

Certifies adherence to the local public involvement procedures developed to enhance public participation.

Margaret Middleton
Signed

4/29/05
Date

C. Summary of Local Public Involvement Process

Please attach a summary (maximum two pages) of the key elements of the public involvement process for this plan, program or group of projects.

Local Public Involvement Checklist:

C. Summary of Local Public Involvement Process

CPA 2005-0002: Notice for this Legislative Amendment was as follows:

- Required inter-agency DLCD notice was mailed to DLCD, Metro, the Beaverton Neighborhood Office and the Chair of the Committee for Citizen Involvement (CCI) more than forty-five calendar days prior to the Planning Commission hearing of June 1, 2005.
- Notice in the Oregonian giving the time, date, place, and purpose of the hearing was published on May 2.
- Notice was posted in three conspicuous public places in the City, the Library, City Hall, and the Post Office, more than thirty days prior to the hearing.
- Mailed notice was provided to NAC and CPO contacts, State contacts, and interested parties more than thirty days prior to the hearing.

The Staff Report was made available at City Hall in the Engineering Department and posted on the City's Website on May 2, 2005, thirty calendar days prior to the Planning Commission public hearing.

The Planning Commission's public hearing is scheduled for June 1, 2005.



MEMORANDUM

City of Beaverton
Engineering Department
Transportation Division

To: Planning Commission
From: Margaret Middleton, Senior Transportation Planner
M. Middleton
Date: June 1, 2005
Subject: *Update: CPA 2005-0002*

- The May 11, 2005, letter of support for CPA 2005-0002 from Metro is attached for your consideration.
- Staff requests a correction to delete a proposed street on two of the updated figures. This subject street was shown in a general alignment from Scholls Ferry Road at 155th Avenue to Sagehen Street at the new north/south Neighborhood Route in Progress Quarry. The requested correction would delete this proposed Neighborhood Route on Draft Functional Classification Figure 6.4 and this same Proposed Street on Draft Street Improvement Master Plan Figure 6.5. This connection was deleted in the action that approved the Progress Quarry Master Plan because it ran through a Significant Grove of trees.



METRO

RECEIVED

MAY 13 2005

ENGINEERING DEPT.

May 11, 2005

Margaret Middleton
Senior Transportation Planner
City of Beaverton
4755 SW Griffith Drive
P.O. Box 4755
Beaverton, OR 97076

RE: CPA 2005-0002 Comprehensive Plan Amendments

Thank you for the opportunity to review and comment on the City of Beaverton Comprehensive Plan Amendments. Based on Metro staff review, the amendments are consistent with the Regional Transportation Plan. We appreciate the city's efforts to coordinate with Metro and support the adoption of the Comprehensive Plan amendments.

If you have any questions, feel free to contact me.

Sincerely,

Tom Kloster
Transportation Planning Manager

jm/ff

I:\trans\transadm\staff\ff\jm\Beaverton Comp Plan Amendments Support Ltr 51105.doc

cc: John Mermin, Metro

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Human Resources Reorganization and
Reclassification

FOR AGENDA OF: 07-18-05 **BILL NO:** 05139

Mayor's Approval: 

DEPARTMENT OF ORIGIN: HR 

DATE SUBMITTED: 07-12-05

CLEARANCES: Finance 

PROCEEDING: Consent Agenda

EXHIBITS: Exhibit I – Human Resources
Specialist Market Data

BUDGET IMPACT

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$66,942	BUDGETED \$84,351	REQUIRED \$0

HISTORICAL PERSPECTIVE:

Since the change of leadership in late 2003, the workflow and staffing requirements of the Human Resources Department have been evaluated. As a result of the evaluation and what will be the impact of a new Human Resources and Payroll system, approved by City Council in January, many processes and procedures will be changed in the Human Resources Department that will require a different configuration for the Department.

INFORMATION FOR CONSIDERATION:

As the result of a recent vacating of a Human Resources Consultant position, a unique opportunity was created to implement a new configuration and reorganize work assignments. It is recommended that the City reinstate a Human Resource Specialist position and eliminate a currently funded and vacant Staffing Representative position.

The staffing function was transferred to the vacant Human Resources Consultant position and the current Staffing Representative was promoted to the vacant position. The now vacant Staffing Representative position is recommended to be eliminated and the funding to be used to reinstate the previously-used classification of Human Resources Specialist, which was at a grade 6. This classification will be responsible for a variety of projects and support functions for the staffing, benefits and risk functions in addition to assuring accurate personnel data is entered into the new Human Resources and Payroll System.

Human Resources staff conducted an internal and external evaluation of the Human Resources Specialist position. The internal market factor system places the classification solidly in salary range 6. External market data supports the classification staying in salary grade 6 (\$15.77 - \$21.13). The Staffing Representative classification that is recommended to be eliminated is an exempt position in salary grade 10 (\$3647-\$4888). This change will result in a net saving of \$17,409 for the 2005-2006 fiscal year.

RECOMMENDED ACTION:

Council approve the new Human Resources Specialist classification at salary grade 6, effective 7-18-05, and direct the Finance Director to include the necessary budget appropriations to establish the Human Resource Specialist position and eliminate the Staffing Representative in the next Supplemental Budget.

Human Resources Specialist July 2005

Jurisdiction	Title	Minimum	Maximum	Comments
Milwaukie	HR Assistant	\$ 18.27	\$ 23.31	
Lake Oswego	HR Assistant	\$ 18.84	\$ 22.91	
Tri-Met	HR Assistant	\$ 16.26	\$ 22.76	
Multnomah County	HR Technician	\$ 15.22	\$ 21.30	
Salem	HR Assistant	\$ 16.36	\$ 20.72	
Port of Portland	Administrative Coordinator 2	\$ 13.84	\$ 20.46	* 7/1/05 COLA not yet finalized. 04-05 rates shown.
Clackamas County	HR Assistant	\$ 15.07	\$ 20.34	
Medford	HR Technician	\$ 15.80	\$ 20.16	
Tigard	HR Assistant	\$ 14.88	\$ 19.93	* 7/1/05 COLA not yet finalized. 04-05 rates shown.
Gresham	Admin Assist 2	\$ 15.19	\$ 19.74	* 7/1/05 COLA not yet finalized. 04-05 rates shown.
Vancouver	HR Assistant	\$ 15.43	\$ 19.73	Adjusted for Retirement Plan
Metro	Admin Assistant 2	\$ 14.70	\$ 19.10	* 7/1/05 COLA not yet finalized. 04-05 rates shown.
Clark County	Office Assistant 3	\$ 13.57	\$ 17.33	Adjusted for Retirement Plan
Albany	HR Coordinator	\$ 13.12	\$ 16.14	

Average \$ 20.28
 50th Percentile \$ 20.25
 75th Percentile \$ 21.16

City of Beaverton Salary Grade 6 \$ 21.13

Hillsboro	No Match
THPRD	No Match
Portland	No Match
Washington County	No Match

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Approve Mandatory Prequalification of Offerors

FOR AGENDA OF: 07-18-05 **BILL NO:** 05140

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: Engineering *[Signature]*

DATE SUBMITTED: 07-12-05

CLEARANCES: City Attorney *[Signature]*
Finance *[Signature]*
Purchasing *[Signature]*
Water Division *[Signature]*

PROCEEDING: Consent
(Contract Review Board)

EXHIBITS:

BUDGET IMPACT

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

The proposed ASR No. 4 Water Pump Station project consists of constructing a 1,250 square foot single-story water well pump house, site work, and landscaping. The pump house will contain pumping equipment, piping, specialized valves, electrical equipment, and chlorination and fluoridation systems. The building will be constructed on subdivision lots already owned by the City and the City already has land use approval for this use. The building architecture and site appearance is carefully designed to blend with the surrounding neighborhood.

The new ASR No. 4 production well was drilled during the summer of 2003 and a pump test of the well capacity was performed in June 2004 by Geo-Tech Exploration, Incorporated of Tualatin, Oregon. The ASR No. 4 well itself is a 16-inch diameter well approximately 480 feet in depth. During the pump test, the capacity of the well was established at 3 million gallons per day, which far exceeded the earlier estimated capacity of 2 million gallons per day.

To avoid any above-ground pump noise concerns raised by the neighborhood during the land use process, a submersible well pump and motor has been specified and will be installed deep below ground inside the well.

INFORMATION FOR CONSIDERATION:

Under traditional public contracting procedures, the City would publish an invitation to bid and award a construction contract to the lowest responsive, responsible bidder. Staff recommends in this case the use of mandatory prequalification of offerors as allowed by Beaverton Purchasing Code and state law. The Contract Review Board may approve mandatory prequalification requirement of offerors on prescribed forms. Prequalification standards are set out in Section 49-0220(C)(1-4) of the Purchasing

Code, which also provides for an appeal process and public hearing before the Council for any person who is deemed not prequalified. Staff will allow time for any such possible appeal in the timeline for prequalification of bidders and solicitation and award of competitive bids.

If the alternate purchasing procedure of prequalification of offerors is approved, a general contractor for the ASR No. 4 Water Pump Station Project would be selected using a two-step selection procedure. First a Request for Qualifications (RFQ) would be publicly issued, followed by an Invitation to Bid (ITB). More specifically, the selection process first entails the issuance of the RFQ describing the required qualifications of the general contractor for the project. The RFQ will be publicly advertised two weeks in advance of the deadline set for submitting a response to the RFQ. The content and publication of the advertisement will meet or exceed those standards applicable to usual solicitations for offers. The Director of the Engineering Department will appoint an internal Selection Committee. The Committee will evaluate the Statements of Qualifications (SOQ) submitted in response to the RFQ based on the evaluation criteria stated in the RFQ. The Committee may interview respondents, or references at its sole discretion. The Committee will review and rank the respondents and establish a group of best qualified potential contractors. Staff anticipates there will be 3-5 potential contractors resulting from the SOQ evaluation. Following review of SOQs, the best qualified contractors will be invited to bid on the project. The ITB will be extended only to the most qualified contractors identified by the RFQ process. Staff will provide the qualified contractors with necessary materials to permit them to prepare and submit a bid. The bids will be accepted and publicly opened using standard purchasing procedures. The overall process will be very similar to that used to award the Fluoride Feed Facility construction contract in December 2003.

RECOMMENDED ACTION:

Council, acting as Contract Review Board, approve use of mandatory prequalification of offerors pursuant to Beaverton Purchasing Code, Chapter 49, Section 49-0220 for the ASR No. 4 Water Pump Station Project.

AGENDA BILL

**B avert n City C uncil
B avert n, Or g n**

SUBJECT: ZMA2005-0003 The Village on Scholls Ferry; An Ordinance Amending Ordinance No. 2050, the Zoning Map, as to a Portion of a Specific Parcel, from Urban Medium Density (R2) to Neighborhood Service (NS) at the Southeastern Corner of SW Scholls Ferry Road and SW Barrows Road

FOR AGENDA OF: 7-18-05 **BILL NO:** 05141

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: CDD *[Signature]*

DATE SUBMITTED: 7-5-05

CLEARANCES: Devel Serv *[Signature]*
City Attorney *[Signature]*

PROCEEDING: First Reading

EXHIBITS: Vicinity Map
Draft Ordinance
Zoning Map "Exhibit A"
Land Use Order No. 1802

BUDGET IMPACT

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

On June 22, 2005, the Planning Commission held a public hearing to consider an application to amend Ordinance No. 2050, the Zoning Map, by redesignating a portion of the site located at Washington County Assessor's Map 2S1-05BC tax lot 6900 from Urban Medium Density (R2) to Neighborhood Service (NS).

The Zoning Map Amendment will affect only the eastern portion of tax lot 6900, approximately 65 feet in width the length of the parcel, all of which is Urban Medium Density (R2).

The Planning Commission has recommended approval of the request to rezone the portion of property from Urban Medium Density (R2) to Neighborhood Service (NS) on the Zoning Map.

INFORMATION FOR CONSIDERATION:

The site of the Zoning Map Amendment is generally located on the southeastern side of the intersection of SW Scholls Ferry Road and SW Barrows Road. The property totals approximately 3.15 acres in size; however, the zone change is for approximately 0.9 acres.

Since no City Council hearing is required and no appeal was filed from the Planning Commission's decision, this ordinance making the appropriate change to the Zoning Map is being presented for first reading at this time.

RECOMMENDED ACTION:

Conduct First reading.

SS:tr

Exhibit Name:DETAIL MAP

Exhibit Number: 1



Project: THE VILLAGE ON SCHOLLS FERRY	Date: 06/14/05	N
	Map Number 2S105BC06900	
	Application # ZMA2005-0003	
Department: COMMUNITY DEVELOPMENT Division: Development Services		

ORDINANCE NO. 4360

AN ORDINANCE AMENDING ORDINANCE NO. 2050,
THE ZONING MAP, AS TO A SPECIFIC PARCEL, FROM URBAN MEDIUM DENSITY (R2) TO
NEIGHBORHOOD SERVICE (NS); ZMA 2005-0003

WHEREAS, on June 22, 2005, the Planning Commission conducted a public hearing to consider an application to amend Ordinance No. 2050, the Zoning Map, redesignating a portion of the site located at Washington County Assessor's Map 2S1-05BC Tax Lot 6900 from Urban Medium Density (R2) to Neighborhood Service (NS); and

WHEREAS, the Planning Commission received testimony and exhibits and recommended approval of this zone change; and

WHEREAS, no appeals were filed with the City; and

WHEREAS, the Council adopts as to criteria applicable to this request and findings thereon Development Services Division Staff Report dated June 8, 2005 and Planning Commission Land Use Order No. 1802. Now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. Ordinance No. 2050, the Zoning Map, is amended to redesignate approximately 65 feet in width along the eastern property line, a total of approximately 0.9 acres of Tax Lot 6900 Map 2S1-05BC, from Urban Medium Density (R2) to Neighborhood Service (NS).

Section 2. The property affected by this ordinance is depicted in the attached map, marked Exhibit "A" and incorporated herein. The property is more specifically described on the records of the Washington County Department of Assessment and Taxation as Tax Lot 6900, on Map 2S1-05BC, Beaverton, Washington County, Oregon.

First reading this _____ day of _____, 2005.

Passed by the Council this _____ day of _____, 2005.

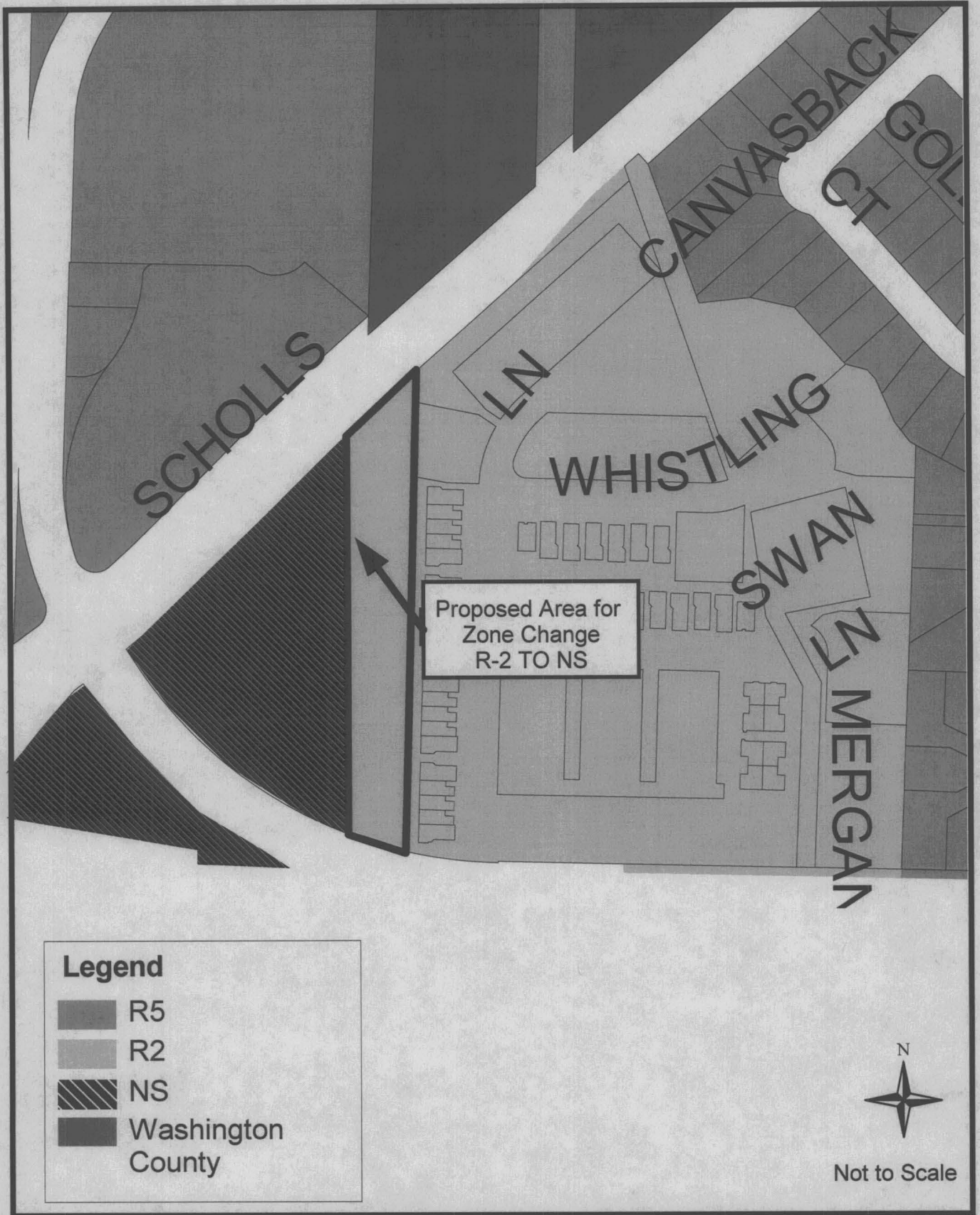
Approved by the Mayor this _____ day of _____, 2005.

ATTEST:

APPROVED:

SUE NELSON, City Recorder

ROB DRAKE, Mayor



**THE VILLAGE ON SCHOLLS FERRY
ZMA2005-0003**

**BEFORE THE PLANNING COMMISSION FOR
THE CITY OF BEAVERTON, OREGON**

IN THE MATTER OF A REQUEST FOR AN)	ORDER NO. 1802
AMENDMENT TO THE CITY ZONING MAP)	ZMA2005-0003 ORDER APPROVING
APPLICABLE TO SOUTHEASTERN)	REQUEST.
CORNER OF SW BARROWS ROAD AND SW)	
SCHOLLS FERRY ROAD, NORTH OF SW)	
ROSHAK ROAD. (ZONING MAP)	
AMENDMENT OF THE R2 ZONED)	
PORTION OF THE SITE TO NS). JOHN C.)	
RADOVICH DEVELOPMENT, APPLICANT.)	

The matter came before the Planning Commission on June 22, 2005, on a request for an amendment to the City Zoning Map, providing for a change to the zoning designation on property located at southeastern corner of SW Barrows Road and SW Scholls Ferry Road, north of SW Roshak Road, specifically identified as Tax Lots 6900 on Washington County Assessor's Map 2S1-05BC, and is approximately 3.15 acres in size. The zoning map designation for this property is currently a split zone parcel of Urban Medium Density (R2) and Neighborhood Service (NS), which the applicant requests to change the (R2) zoned portion of the site, approximately 0.9 acres of the approximately 3.15 parcel to (NS).

Pursuant to Ordinance 2050 (Development Code), Sections 50.45, the Planning Commission conducted a public hearing and considered testimony and exhibits on the subject proposal.

The Commission, after holding the public hearing and considering all oral and written testimony, adopts the Staff Report dated June 8, 2005, as amended.

Motion **CARRIED** by the following vote:

AYES: Pogue, Barnard, Kroger, Maks, Winter and Johansen.

NAYS: None.

ABSTAIN: None.

ABSENT: DeHarpport.

Dated this 30th day of June, 2005.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 1802, an appeal must be filed on an Appeal form provided by the direct at the City of Beaverton Recorder's Office by no later than 5:00 p.m. on Monday, July 11, 2005.

PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:

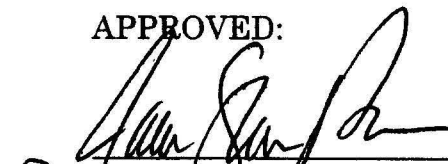


TYLER RYERSON
Associate Planner



STEVEN A. SPARKS, AICP
Development Services Manager.

APPROVED:



ERIC H. JOHANSEN
Chairman

AGENDA BILL

**B avert n City C uncil
B avert n, Or g n**

SUBJECT: ZMA2005-0004 Tri-Met ZMA at SW Merlo Road; an Ordinance Amending Ordinance No. 2050, the Zoning Map, as to a Specific Parcel, from Station Community – Employment (SC-E) to Station Community – Mixed Use (SC-MU)

FOR AGENDA OF: 7-18-05 **BILL NO:** 05142

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: CDD *[Signature]*

DATE SUBMITTED: 7-5-05

CLEARANCES: Devel Serv *[Signature]*
City Attorney *[Signature]*

PROCEEDING: First Reading

EXHIBITS: Draft Ordinance
Zoning Map Exhibit A
Land Use Order No. 1794

BUDGET IMPACT

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

On June 8, 2005, the Planning Commission held a public hearing to consider an application to amend Ordinance No. 2050, the Zoning Map, by redesignating the site located at 16130 SW Merlo Road from Station Community – Employment (SC-E) to Station Community – Mixed Use (SC-MU).

The zoning map amendment will affect all of Tax Lot 1100 (approximately 4.5 acres) and the northern most part of Tax Lot 900 (approximately 3.5 acres).

The Planning Commission has recommended approval of the request to rezone the property from Station Community – Employment (SC-E) to Station Community – Mixed Use (SC-MU) on the Zoning Map.

INFORMATION FOR CONSIDERATION:

The site of the zoning map amendment is specifically identified as Tax Lots 900 and 1100 on Washington County Assessor's Tax Map 1S1-08BB, which is generally located on the south side of SW Merlo Road east of SW Merlo Court. The property totals approximately 23 acres in size; however, the zone change is for approximately eight (8) acres.

Since no City Council hearing is required and no appeal was filed from the Planning Commission's decision, this ordinance making the appropriate change to the Zoning Map is being presented for first reading at this time.

RECOMMENDED ACTION:

Conduct First reading.

SS:sp

ORDINANCE NO. 4361

AN ORDINANCE AMENDING ORDINANCE NO. 2050,
THE ZONING MAP, AS TO A SPECIFIC PARCEL, FROM STATION COMMUNITY -
EMPLOYMENT (SC-E) TO STATION COMMUNITY MIXED-USE (SC-MU)
ZMA2005-0004

WHEREAS, on June 8, 2005, the Planning Commission conducted a public hearing to consider an application to amend Ordinance No. 2050, the Zoning Map, redesignating the site located at 16130 SW Merlo Road from Station Community – Employment (SC-E) to Station Community – Mixed Use (SC-MU); and

WHEREAS, the Planning Commission received testimony and exhibits and recommended approval of this zone change; and

WHEREAS, no appeals were filed with the City; and

WHEREAS, the Council adopts as to criteria applicable to this request and findings thereon Development Services Division Staff Report dated June 1, 2005 and Planning Commission Land Use Order No. 1794. Now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. Ordinance No. 2050, the Zoning Map, is amended to redesignate approximately 8 acres, located at 16130 SW Merlo Road from Station Community – Employment (SC-E) to Station Community – Mixed Use (SC-MU).

Section 2. The property affected by this ordinance is depicted in the attached map, marked Exhibit “A” and incorporated herein. The property is more specifically described on the records of the Washington County Department of Assessment and Taxation as Tax Lots 900 and 1100 of Washington County Assessor’s Map 1S1-08BB, Beaverton, Washington County, Oregon.

First reading this _____ day of _____, 2005.

Passed by the Council this _____ day of _____, 2005.

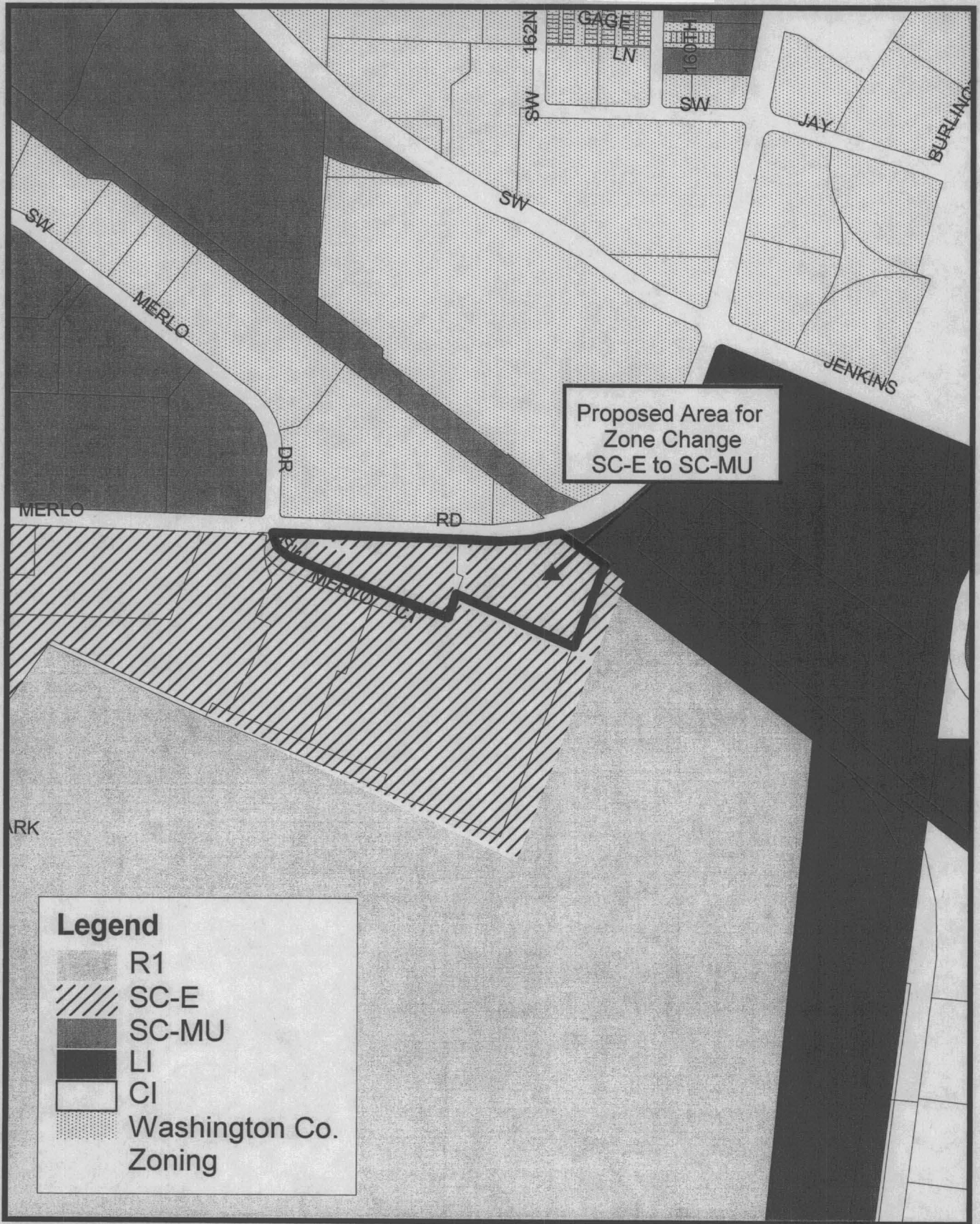
Approved by the Mayor this _____ day of _____, 2005.

ATTEST:

APPROVED:

SUE NELSON, City Recorder

ROB DRAKE, Mayor



**BEFORE THE PLANNING COMMISSION FOR
THE CITY OF BEAVERTON, OREGON**

IN THE MATTER OF A REQUEST FOR AN) ORDER NO. 1794
AMENDMENT TO THE CITY ZONING MAP) ZMA2005-0004 ORDER APPROVING
APPLICABLE TO SW MERLO ROAD SOUTH) REQUEST WITH CONDITION.
OF THE LIGHT RAIL TRACKS (ZONING)
MAP AMENDMENT FROM STATION)
COMMUNITY – EMPLOYMENT (SC-E) TO)
STATION COMMUNITY – MIXED USE (SC-)
MU). CITY OF BEAVERTON, APPLICANT.)

The matter came before the Planning Commission on June 8, 2005, on a request for an amendment to the City Zoning Map, providing for a change to the zoning designation on property located at SW Merlo Road south of the light rail tracks, specifically identified as Tax Lots 900 and 1100 on Washington County Assessor's Map 1S1-08BB, and is approximately eight acres in size. The zoning map designation for this property is currently Station Community – Employment (SC-E), which the applicant requests to change to Station Community – Mixed-Use (SC-MU).

Pursuant to Ordinance 2050 (Development Code), Sections 50.45, the Planning Commission conducted a public hearing and considered testimony and exhibits on the subject proposal.

The Commission, after holding the public hearing and considering all oral and written testimony, adopts the Staff Report dated June 1, 2005, as amended, and including the traffic analysis submitted by the traffic engineer dated June 8, 2005.

Motion **CARRIED** by the following vote:

AYES: Pogue, Winter, DeHarpport, and Kroger.
NAYS: Maks and Johansen.
ABSTAIN: None.
ABSENT: Barnard.

Dated this 16th day of June, 2005.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 1794, an appeal must be filed on an Appeal form provided by the direct at the City of Beaverton Recorder's Office by no later than 5:00 p.m. on Monday, June 27, 2005.

PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:

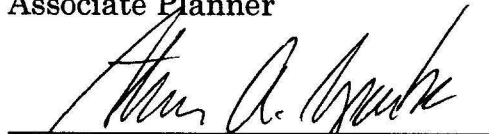
APPROVED:



SAMBO KIRKMAN
Associate Planner



ERIC H. JOHANSEN
Chairman



STEVEN A. SPARKS, AICP
Development Services Manager

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: An Ordinance Relating to The Building Code, Adding Beaverton Code Section 8.02.035 Permits Required

FOR AGENDA OF: 07-18-05 **BILL NO:** 05143

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: CDD *[Signature]*

DATE SUBMITTED:

CLEARANCES: City Attorney *[Signature]*

PROCEEDING: First Reading

EXHIBITS: Ordinance

BUDGET IMPACT

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

Beaverton Code Sections 8.02.015 (A) through (G) adopt the State Building Codes as required by Oregon Revised Statutes. Historically, the State Building Code has adopted provisions to require permits for the demolition of buildings, structures, and related appurtenances. The current State Building Code does not include any provision that clearly delineates a requirement for demolition permits.

INFORMATION FOR CONSIDERATION:

Requiring permits for and regulating the demolition of buildings, structures, and related appurtenances, protects the safety, welfare, and livability of the Citizens in the City.

RECOMMENDED ACTION:

First Reading

ORDINANCE NO. 4362

AN ORDINANCE RELATING TO THE BUILDING CODE, ADDING BEAVERTON CODE SECTION 8.02.035 PERMITS REQUIRED

WHEREAS, Requiring permits for and regulating the construction, alteration, and demolition of buildings, structures, and related appurtenances, protects the safety, welfare and livability of the citizens in the City; and

WHEREAS, The State Building Code does not clearly outline regulations for permitting all the construction, alteration, and demolition of buildings, structures, and related appurtenances within the City, now, therefore;

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. BC 8.02.035 is added to read as follows:

8.02.035 Permits Required. Any owner, person, or authorized agent who intends to construct, alter, enlarge, repair, move, demolish, or change the occupancy of any building, structure, appurtenance, or service equipment or cause any such work to be done shall first make application to the building official and obtain the required permit.

First reading this ___ day of _____, 2005.

Passed by the Council this ___ day of _____, 2005.

Approved by the Mayor this ___ day of _____, 2005.

ATTEST:

APPROVED:

SUE NELSON, City Recorder

ROB DRAKE, Mayor

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

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 14615 SW Walker Road; CPA 2005-0005/ZMA 2005-0006

FOR AGENDA OF: 07/18/05 **BILL NO:** 05135

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: CDD *[Signature]*

DATE SUBMITTED: 06/14/05

CLEARANCES: City Attorney *NR*
Planning Services *HB*

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

EXHIBITS: Ordinance
Exhibit A - Map
Exhibit B - Staff Report

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 - Medium Density (NR-MD), and the appropriate Zoning Map designation is Residential - 2,000 square foot minimum land area per dwelling unit (R-2). 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. 4359

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 14615 SW WALKER ROAD; CPA 2005-0005/ZMA 2005-0006

WHEREAS, This property is being annexed to the City of Beaverton, through a separate process, 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 this parcel, this is not a discretionary land use decision and therefore no public hearing is required; and

WHEREAS, The Council adopts as to criteria applicable to this request and findings thereon the Community Development Department staff report by Senior Planner Alan Whitworth, dated June 9, 2005, 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 14615 SW Walker Road (Tax Map 1S105AD, Lot 04800) Neighborhood Residential - Medium 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 – 2,000 square foot minimum land area per dwelling unit (R-2) on the City of Beaverton Zoning Map, as shown on Exhibit "A" and in accordance with the UPAA.

First reading this 11th day of July, 2005.

Passed by the Council this _____ day of _____, 2005.

Approved by the Mayor this _____ day of _____, 2005.

ATTEST:

APPROVED:

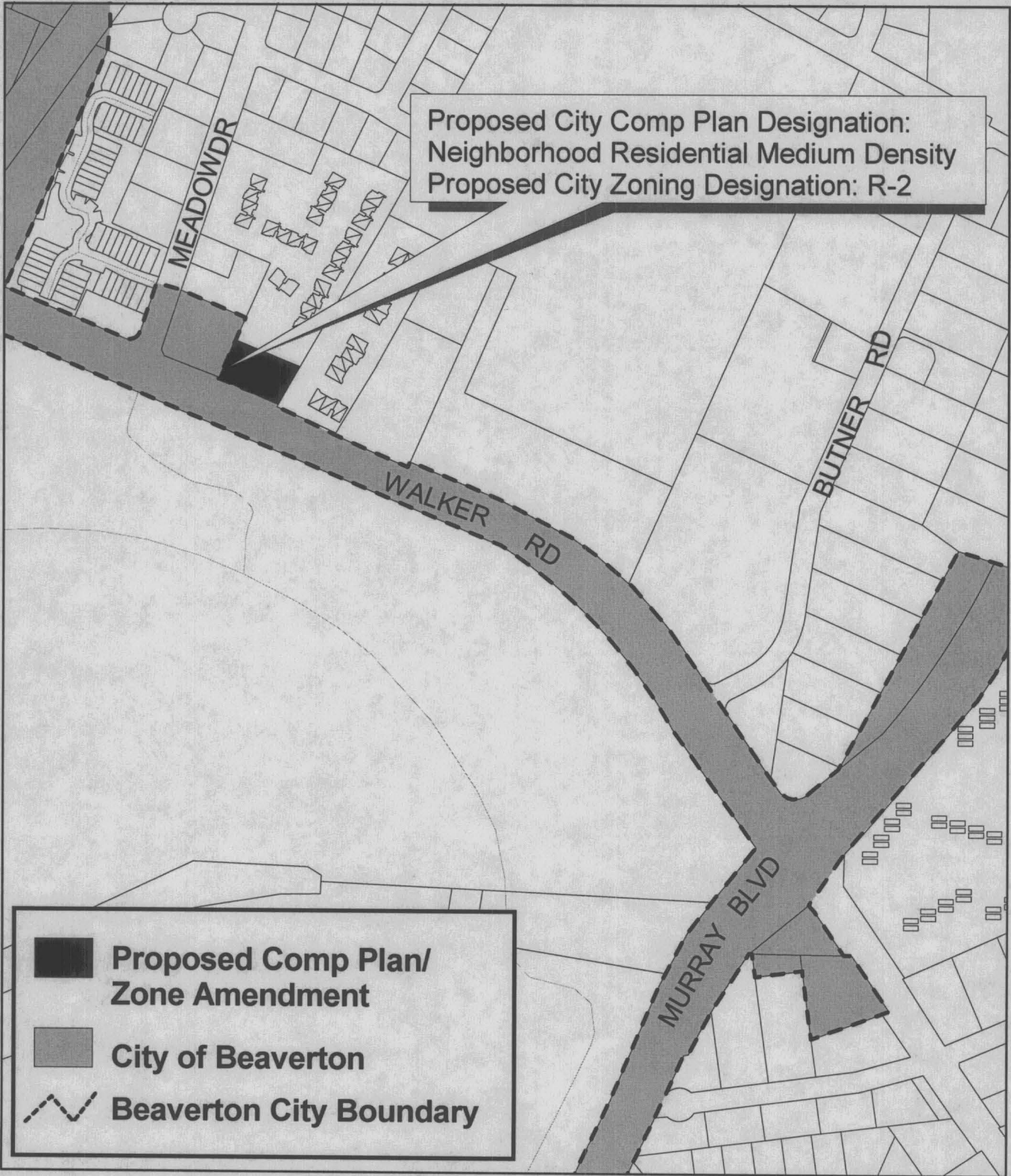
SUE NELSON, City Recorder

ROB DRAKE, Mayor

CPA/ ZMA MAP

Ordinance
No. 4359

EXHIBIT "A"



CITY OF BEAVERTON

14615 SW Walker Road
COMMUNITY DEVELOPMENT DEPARTMENT

Planning Services Division

6/7/05

Map #

1S105AD04800

N



Application #

CPA 2005-0005

ZMA 2005-0006