



FINAL AGENDA

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

REGULAR MEETING
JANUARY 9, 2006
6:30 P.M.

CALL TO ORDER:

ROLL CALL:

PRESENTATIONS:

Appointment of City Council President 2006

06001 Presentation of Shields and Swearing In of Four Officers to the Beaverton Police Department

VISITOR COMMENT PERIOD:

COUNCIL ITEMS:

STAFF ITEMS:

CONSENT AGENDA:

Minutes of the Regular Meeting of December 12, 2005

06002 Liquor Licenses: New Outlet - El Tapatio Mexican Restaurant; Change of Ownership - Treasure Island Restaurant; Change of Ownership & Greater Privilege - Haerim Restaurant;

06003 Boards and Commissions Appointment - Ray Bowman to Beaverton Committee for Citizen Involvement

06004 Traffic Commission Issues No:
TC 585 - Repeal of Two-Hour Parking Restrictions on SW Cascade Avenue;
TC 586 - Parking Restrictions on SW Sagehen Street, SW Chukar Terrace and SW Bunting Street;
TC 587 - Parking Restrictions on SW Larch Place;
TC 588 - Revisions to Traffic Enhancement Fund Project Allocations

PUBLIC HEARING:

- 06005 Public Hearing on Biggi Investment Partnership Measure 37 Claim
- 06006 Adopt Resolution and Authorize Implementation of Building, Mechanical, and Electrical Permit Fee Increases (Resolution No. 3846)

ORDINANCES:

First Reading:

- 06007 An Ordinance Annexing One Parcel Located at 16930 SW Spellman Drive to the City of Beaverton: Expedited Annexation 2005-0012 (Ordinance No. 4378)
- 06008 An Ordinance Annexing Three Parcels and Associated Right of Way, Located at 16655 SW Scholls Ferry Road in the City of Beaverton and Adding the Property to the Neighbors Southwest Neighborhood Association Committee: Expedited Annexation 2005-0009 (Ordinance No. 4379)

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 Four Officers to the Beaverton Police Department

FOR AGENDA OF: 01/09/06 **BILL NO:** 06001

MAYOR'S APPROVAL:



DEPARTMENT OF ORIGIN:

Police

DATE SUBMITTED:

12/28/05

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 four 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 Jason Billings, Joshua Griffin, David VanCleve, and Jeffrey Young.

RECOMMENDED ACTION:

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

DRAFT

BEAVERTON CITY COUNCIL
REGULAR MEETING
DECEMBER 12, 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 Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Monday, December 12, 2005, at 6:35 p.m.

ROLL CALL:

Present were Mayor Drake, Couns. Catherine Arnold, Betty Bode, Dennis Doyle, Fred Ruby and Cathy Stanton. Also present were Assistant City Attorney Bill Scheiderich, Chief of Staff Linda Adlard, Finance Director Patrick O'Claire, Operations/Maintenance Director Gary Brentano, Library Director Ed House, Human Resources Director Nancy Bates, Deputy Police Chief Chris Gibson and City Recorder Sue Nelson.

PRESENTATIONS:

05223 Stream Enhancement Project Update

Operations Manager Terry Priest introduced Operations Technician John Mitchell, the Fats, Oil & Grease Program Manager for the Operations Department. Priest and Mitchell presented a PowerPoint presentation about the stream enhancement project.

Priest said the purpose of the stream enhancement project was to eliminate non-native invasive vegetation that choke out native vegetation and take over stream areas. He showed the damaged areas due to invasive vegetation which included stream erosion. He referred to slides of how the stream banks were cleared, repaired and replanted. He said the first year maintenance was frequent to remove invasive plants that were trying to re-establish themselves and for watering during dry periods; by the second year maintenance was done quarterly to remove unwanted vegetation.

Priest said Beaverton Creek was identified in a contamination study by Clean Water Services (CWS) as a creek that needed work. He said the Creek was surrounded by old development and had water quality issues. He said CWS performed enhancement work on Beaverton Creek west of Hocken Avenue, in conjunction with a sewer project that was completed a few years ago. He said improvements to the Creek from Hocken Avenue to The Round were in the City's Capital Improvement Plan. The City started the creek enhancement projects on the section of Beaverton Creek from The Round east to Griffith Park. He said the City then targeted areas upstream from Beaverton Creek and areas around Capital Improvement Projects including portions of Erickson Creek, the Fanno Tributary and Camille Park and 30 of the City's 120 public ponds were prepped for enhancement projects this year.

Priest said many of the creeks that needed work were not owned by the City. The City worked in cooperation with other property owners to do the necessary enhancement projects. He said the City partnered with CWS, Tri-Met, Tualatin Hills Park and Recreation District, apartment complex owners, business owners, the Boy Scouts and SOLV on these projects. He said future events were planned in cooperation with the Friends of Trees and the Tualatin River Keepers. He reviewed some of the projects that were completed in 2005.

Mayor Drake said this year the City planted almost 7,000 trees along or near waterways in the City; exceeding the minimum number requested by CWS.

Coun. Stanton said she always enjoys this presentation because it indicated staff's diligence in promoting healthy streams in Beaverton. She thanked staff for their work and for the presentation.

Coun. Doyle asked if the Beaverton Creek work would continue.

Priest said next year Camille Park would be a large project and work would be done on Beaverton Creek, south of Griffith Park. He said they try to be flexible in case problems are encountered that necessitate a change in the work plans.

Coun. Doyle said he was glad they were flexible because it would allow quick reaction when needed.

Coun. Arnold asked what was needed to keep invasive species out of an area; she referred to blackberries.

Priest said the key was to get the native plants established and growing, so the blackberries would not receive sun and cannot grow. He said the key to canary grass was to keep it mowed down as the other plants grow; spot spraying was done as necessary. He said during the first year each site is checked monthly to keep on top of the situation.

Mitchell distributed material on the City's Fats, Oil and Grease (FOG) Program. He said the number one cause of sewer contaminants in the streams was grease buildup in the sewer system. He reviewed how grease traps/interceptors operate, and how grease buildup in manholes and sewer pipes creates problems. He said the FOG Program becomes involved at the planning stage to ensure grease traps are installed where needed. He said staff works to ensure that the source of contamination in problem areas is identified, the problem resolved and inspections were done to prevent future problems. He said the City also monitors the haulers that pickup the grease and inspect the lines after the haulers have removed the grease to ensure they do a thorough job of removing grease from the lines. He said the City developed a handout to educate the public about the proper way to dispose of FOG. He said he works with the businesses in the City to ensure compliance with the requirements for grease traps; businesses have 90 days to reach compliance. He said he has also worked with apartment complexes that were having problems.

Coun. Arnold asked how much the grease traps/interceptors cost.

Mitchell said the cost runs from \$1200 to \$4200 for the small interior traps. He said outside interceptors can run in excess of \$10,000. He reviewed the Save the Drain brochure stating he had distributed the handout to over 2900 apartments. He said this year they kept over 4.14 tons of grease out of the sewer system.

Mayor Drake asked staff to explain why this program was required by the Clean Water Act.

Priest said the Clean Water Act requires that cities have no overflows. He said if a city did not reach the zero overflow requirement, it has to work actively to achieve it. He said Beaverton used to average two to three backups due to grease even though they were cleaning 200,000 feet of sewer lines each year. He said with the FOG Program the City did not have any backups this last year and reduced the cleaning of the lines to 135,000 feet a year. He said the savings in staff time alone from the reduced cleaning would pay for the program. He said this program would result in cost savings through reduced cleaning and grease treatment costs.

Mayor Drake said citizens were interested in clean water in creeks, streams and rivers for pollution in the water could kill the fish.

Coun. Bode said it was an interesting presentation. She asked if this information could be sent to citizens in the water bills.

Mitchell said he had discussed sending it out in the water bills for apartment complexes; however, only a single water bill to the property manager was generated for apartment complexes. He said the information could also be sent to single-family residential homes. He said the restaurants and business owners have been very cooperative.

Coun. Doyle suggested this information be distributed to the apartment residents with the recycling information the City is distributing. He said he had heard a lot of compliments about the FOG Program.

Coun. Stanton said she thought grease must be the biggest cause of blockage problems in sewer lines, which could be very expensive. She thanked staff for their work. She referred to the Grease Inspection Form and asked if businesses were given a timeframe for cleaning out their traps.

Mitchell said if there is a problem he lets them know their cleaning service needs to be increased to a monthly service. He said he often contacts their cleaner service for them and that has worked well for this was a highly competitive business. He said some people preferred to clean their own traps adding that has not been successful.

Coun. Stanton asked what percentage of businesses did their own cleaning as opposed to using a service.

Mitchell said about 50 percent; most of the Asian restaurant owners preferred to do their own cleaning.

Mayor Drake thanked staff for the presentation.

COUNCIL ITEMS:

Coun. Doyle said that tomorrow night, December 13, 2005, would be the City's Holiday Open House from 5:00 p.m. to 7:00 p.m. at City Hall. He said there would be refreshments and Santa Claus would be there for the children. He invited everyone to attend.

Coun. Arnold said she attended the National League of Cities Conference in Charlotte, North Carolina with Coun. Doyle and Mayor Drake. She said it was helpful to see what other cities were doing and the training was excellent. She said she was grateful for this opportunity to learn.

VISITOR COMMENT PERIOD:

Henry Kane, Beaverton, said he submitted a letter dated December 12, 2005 (revision to his letter of December 5, 2005), regarding the Highway 217 toll road option. He read from the letter his suggestion that the City Council hold a public hearing on several issues regarding the proposed toll lanes on Highway 217 (in the record). He said the Highway 217 Advisory Committee was not able to obtain accurate information regarding toll roads. He said after two years of studying this issue, it was still not known if it was viable. He said the only way this could be built was by subsidizing the project at one-third of a billion dollars. He said he was going to ask the Oregon Transportation Commission to obtain the Attorney General's opinion on whether or not gas taxes can be used to subsidize a toll road. He said toll road projects were not viable unless the entire road becomes a toll road. He said holding a public hearing would provide informed input from the public and Metro staff.

STAFF ITEMS:

Chief of Staff Linda Adlard said the City closed the real estate transaction on the Westgate Theater property today. She said the next steps would be to determine the demolition schedule for the building and to start the process for finding a developer to develop that land.

CONSENT AGENDA:

Mayor Drake said Agenda Bill 05227 was pulled for separate consideration at the request of Coun. Stanton.

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

Minutes of the Regular Meeting of December 5, 2005.

05224 Reclassification of Position and Transfer Resolution (Resolution No. 3843)

05225 Boards and Commissions Appointments

05226 Transfer of Road Jurisdiction from Washington County to the City of Beaverton (Resolution No. 3844)

05227 Pulled for Separate Consideration - Authorization to Enter into an Intergovernmental Agreement with Metro to Develop the Westgate Property - Tax Lots 1S116AA06800 and 1S109DD00400

Contract Review Board:

05228 Purchase of Software License Renewals and New Licenses From the State of Oregon Price Agreement

05229 A Resolution Amending the Beaverton Purchasing Code (Resolution No. 3845)

Coun. Stanton said she had some corrections to the minutes. She asked if the sentence "He said the grant program was trying to cover sites that were not in the Healthy Streams Plan." was correct (page 6, third paragraph). She said she thought the word "not" should not be there.

Planning Services Manager Hal Bergsma said the sentence was correct as written; it should say not. He said for stream corridors, Surface Water Management (SWM) fees would pay for restoration projects. He said for areas not subject to SWM fees, the grant could pay for improvements or restoration projects.

Question called on the motion. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0) Coun. Arnold abstained from the December 5, 2005 Minutes as she was not at that meeting.

05227 Authorization to Enter into an Intergovernmental Agreement with Metro to Develop the Westgate Property - Tax Lots 1S116AA06800 and 1S109DD00400

Coun. Stanton said she asked for this to be pulled for separate consideration because Metro was putting up money for the City to purchase the Westgate property to expand The Round. She said this was a rare opportunity and she was looking forward to this process. She said for the record that whatever the City ends up with through the expansion of the project she wanted it to look like it belongs in Beaverton.

Mayor Drake said the goal was to have the projects integrate as much as possible. He said the design would also go through the City's design review process.

Coun. Stanton said it will be interesting to see what projects are submitted through the Request for Proposal.

Coun. Stanton MOVED, SECONDED by Coun. Bode, that Council approve Agenda Bill 05227, Authorization to Enter into an Intergovernmental Agreement with Metro to Develop the Westgate Property - Tax Lots 1S116AA06800 and 1S109DD00400.

Coun. Arnold said because she was gone last week, she would abstain from voting on this issue as she had not had time to get the answers to her questions.

Question called on the motion. Couns. Bode, Doyle, Ruby and Stanton voting AYE, Coun. Arnold abstaining, the MOTION CARRIED. (4:0:1)

WORK SESSION:

05222 Design Review Text Implementation Update (Rescheduled from December 5, 2005 meeting)

Development Services Manager Steve Sparks introduced Senior Planner Colin Cooper and said they were going to update Council on the effect the new Design Code has had on processing development applications. He said they experienced new challenges with the design review. He said the greatest challenge has been educating the staff and the public in terms of what the new standards mean. He said the biggest change has been the new Design Review One process, also known as the Design Review Compliance Letter. He said they do not see many applications they can do over the counter. He said they do receive small projects that can be reviewed in a few days. He said what may look like a minor change needs to be checked to ensure everything is done correctly, since much of the information they receive on an application is not always correct. He said the City has improved its turn-around time on these projects and clients were pleased with that. He said there has been a reduction in the Type Three applications (public hearing). He said under the old Code, any new structure required a public hearing. He said there are now size thresholds; if a project is less than 50,000 square feet in a commercial zone, not close to a residential area, it can be done as a Type Two application. He said the project next to City Hall (formerly Saylor's Restaurant) was an example of a Type Two application. He said he thought the City Council would be satisfied with this new project being built next to City Hall.

Sparks said they have been working through the pre-application process. He said previously if someone met the design standards they were a Type Two application; if they could not meet the standards they were a Type Three application. He said the plans in a pre-application process are very general, so staff has to give a very general review without specific suggestions. He said under the new Code, staff offers a free follow-up pre-application review when the design is put together. He said staff can then meet with the planner and designer and tell them specifically what standards are being met and which are not. He said they discovered that everyone applied for Type Two and the vast majority of the applications really needed Type Three approval because they did not meet all the standards. He said the pre-application process has been changed to say all applications are Type Three unless the applicant can demonstrate they have met all design standards, in which case they will be a Type Two. He said this eliminates the surprises applicants were encountering.

Mayor Drake said this year the Board of Design Review had nine meetings; he said this was less than half of the meetings the Board has had in previous years.

Sparks said that was correct; the Board has been meeting less. He said he thought this was attributable to the new Code and a lack of applicable development proposals. He added there had been no appeals of the Board's decisions this year either.

Coun. Arnold asked if this primarily affected the Board of Design Review or the Planning Commission meetings.

Sparks said he thought it was equal. He said the Planning Commission had not met a lot this year and the number of design review applications that go to the Planning Commission also decreased.

Coun. Arnold asked Sparks to send her the development statistics on the applications received for the last two years.

Senior Planner Colin Cooper said along with the reduction in Type Three Applications, there was also a corresponding shift going from Type Two Applications to Design Review Compliance Letters, which was the intent behind the streamlining of the Code.

Cooper said staff was working with the Economic Development staff on a proposed text amendment that would streamline development within the Regional Center/Old Town. He said the text amendment was focused on design review standards, so that areas of historic character and smaller parcels might be able to make small additions without running into difficulties encountered in the past.

Sparks said one of the lessons they learned was that many applicants see Type Two as their right, without fully appreciating the changes that have occurred; that they have an opportunity for a Type Two but they still need to perform to a certain expectation. He said the applicants see that by not meeting standards, going through a Type Three is a major obstacle for them. He said it has been a bit difficult to explain to applicants that they were not a Type Two, though it was achievable with a few changes. He said it was hard for applicants to learn that staff did not have the discretion to approve their Type Three project and that much more was required from them, which would extend the timeline on their project. He said the staff continued to work with people cooperatively to get them to the Type Two level; however, that was not always possible.

Coun. Arnold asked if the design standards were not sufficiently clear to the applicants.

Sparks said he thought it was wishful thinking to a large degree. He said the applicants often think they are Type Two because they meet one or two criteria. He said they were not paying attention to the details in the standards, i.e., glazing, parking, lighting, etc. He said they were not paying attention to the details that also have to be evaluated. He said they have also heard from people that the pre-application was very process oriented. He said this was because staff wants to be sure applicants understand what is expected and what will happen regarding their projects.

Coun. Stanton referred to Sparks comment that if the staff was given more discretion, the process would be easier for applicants.

Sparks said that was the customers' perception.

Coun. Stanton said she would be comfortable with having staff keep a log on the types of incoming applications and what they could have been with a few additions. She said that information could then be presented to Council in a few months for discussion.

Sparks said they were already tracking that information.

Coun. Doyle referred to the comment on page three that the Design Review text requires more staff resources to clearly communicate expectations and processes, and to review applications, as there were clearly defined design expectations to consider. He said he thought that was good as this meant better and faster customer service.

Sparks said that was the optimistic view. He said the pessimistic view was that staff was delving into details; spending too much time worrying about the little things. He said he felt it was an investment in time from which everyone would benefit. He said as more projects go through the process, the benefits will be seen.

Coun. Doyle referred to the "Shops at Griffith Park" development and said because of the changes to the Code, the City saved the developer five weeks in the process. He said the public needs to know that one of the reasons for the changes to the Code was to improve and speed up the development review process.

Sparks said the majority of the applicants they work with understand that and work hard to stay within the "safe harbor" approach of the design standards. He said as a result of that, the applicants find a way to make their architectural design statements and stay within the design standards.

Coun. Doyle said he was glad to read that in the staff report and felt this message should be heard by the community.

Mayor Drake said the Design Review text revisions went through a heavy citizen/industry filter. He said with the new Code it is easier for an applicant to go through the process and they do not have to pay a consultant to hand walk an application through the process when City staff is more than capable of processing the application.

Sparks said when staff returns with a matrix of needs that are not being met, he thought the majority of the examples would be where an applicant could not meet the full standard, but they could get part of way there; such as an applicant saying they could not meet the ten foot sidewalk width but could do eight. He said he was not sure what that would eventually lead to in terms of staff discretion allowed by Council.

Mayor Drake said this came from a contact through his office where someone was partially improving an old building on an old site. He said staff was frustrated because the Code did not allow a transition process to a medium point in the standards where a site could be improved in appearance but not reach the full design standard. He said the transition, especially in the Old Town, would allow more discretion in property improvements and makes it possible for people to invest in redeveloping the downtown. He said staff deserved compliments for listening to the comments on operational concerns when developing the next stage.

Coun. Stanton said she was glad staff was working toward achieving those objectives. She said it appeared the four objectives were not ranked in any type of hierarchy and asked if that was correct.

Sparks confirmed that was correct.

Coun. Stanton said regarding sidewalks, she could understand if someone wanted to go from ten to eight foot widths. She said if the rest of the area had ten foot sidewalks she hoped there would be mechanisms to not allow a decreased width on the basis of safety.

Sparks said those were the type of issues they considered all the time in design review to make the improvements safe, efficient and still attractive.

Coun. Bode asked how this impacted the Planning Commission.

Sparks said the impact to the Planning Commission was minimal since the Commission does not handle design review. He said the Commission only looks at design review if it is attached to an application, such as conditional use or variance. He said any reduction the Commission has experienced was from a slow down in certain application types.

Coun. Bode asked if the Planning Commission still met every Wednesday night.

Sparks said the Commission was scheduled to meet every Wednesday but the meetings are cancelled fairly often.

Coun. Arnold referred to the Design Review Compliance Letter Process (in the record) and asked if the Over-the-Counter review was a Type One process.

Sparks said that was correct. He said Type One applications were limited in scope and did not involve site development or transportation.

Coun. Stanton asked if Type One applications went to Facilities Review.

Sparks said only Type Two and Type Three applications went to Facilities Review.

Mayor Drake said Type Two would be the same as Type Three, other than the fact that someone can request a public hearing from a Type Two, but they actually have to appeal the staff decision.

Sparks said there was notification with the Type Two and Type Three applications, but not with Type One.

Mayor Drake said that was a great improvement to the Type One process; previously notification was required for very small changes, such as changing door locations. He thanked staff for the update and said it appeared the changes were successful so far.

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

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: LIQUOR LICENSES

FOR AGENDA OF: 01/09/06 **BILL NO:** 06002

NEW OUTLET

El Tapatio Mexican Restaurant
8220 SW Hall Boulevard

MAYOR'S APPROVAL: 

DEPARTMENT OF ORIGIN: Police 

CHANGE OF OWNERSHIP

Treasure Island Restaurant
15930 SW Regatta Lane

DATE SUBMITTED: 12/27/05

CHANGE OF OWNERSHIP & GREATER PRIVILEGE

Haerim Restaurant
11729 SW Beaverton-Hillsdale Highway

PROCEEDING: Consent Agenda

EXHIBITS: None

BUDGET IMPACT

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

Background investigations have been completed and the Chief of Police finds that the applicants meet 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 requests.

INFORMATION FOR CONSIDERATION:

Guitron-Alcazar/D, Inc. is opening a new establishment and has made application for a Full On-Premises Sales License under the trade name of El Tapatio Mexican Restaurant. The establishment will serve Mexican food. It will operate seven days a week, serving lunch from 11:00 a.m. to 3:00 p.m., and dinner from 3:00 p.m. to 10:00 p.m. 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.

Treasure Island, formerly licensed by the OLCC to Treasure Island Restaurant Corp., is undergoing a change of ownership. Sang Min and Su Mi Lee, have made application for a Limited On-premises sales license under the trade name of Treasure Island Chinese Buffet. The establishment will serve Chinese 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 Limited On-premises Sales license allows the sale of malt beverages, wine and cider for consumption at the licensed business, and the sale of kegs of malt

beverages to go.

Hanami Sushi, formerly licensed by the OLCC to 4J Corporation, is undergoing a change of ownership, and is requesting to change from a Limited On-Premises Sales License to a Full On-Premises Sales License under the trade name of Haerim Restaurant. The establishment will serve Korean food. It will operate Monday through Friday from 11:00 a.m. to 10:00 p.m., Saturday from 11:00 a.m. to 11:00 p.m., and Sunday from 5:00 p.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 licenses.

AGENDA BILL

B averton City Council
Beaverton, Oregon

SUBJECT: Boards and Commissions Appointment –
Ray Bowman to Beaverton Committee for
Citizen Involvement

FOR AGENDA OF: 01-09-06 **BILL NO:** 06003

Mayor's Approval: 

DEPARTMENT OF ORIGIN: Mayor's
Office/Neighborhood Program

DATE SUBMITTED: 12-15-05

CLEARANCES:

PROCEEDING: CONSENT AGENDA

EXHIBITS: Application for new appointment

BUDGET IMPACT

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

There is a vacancy on the Beaverton Committee for Citizen Involvement (BCCI). Mayor Rob Drake is forwarding Ray Bowman's application with the recommendation that he be appointed to fill the vacancy. Mr. Bowman's term will be effective immediately and expire on December 31, 2007.

RECOMMENDED ACTION:

Confirm recommended appointment to the Beaverton Committee for Citizen Involvement.

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Traffic Commission Issues No. :
TC 585 – Repeal of Two-Hour Parking
Restrictions on SW Cascade
Avenue
TC 586 – Parking Restrictions on SW
Sagehen Street, SW Chukar
Terrace and SW Bunting Street
TC 587 – Parking Restrictions on SW
Larch Place
TC 588 – Revisions to Traffic
Enhancement Fund Project
Allocations

FOR AGENDA OF: 1-09-06 **BILL NO:** 06004

Mayor's Approval: *Bob Drake*

DEPARTMENT OF ORIGIN: Engineering *TJR*

DATE SUBMITTED: 12-23-05

CLEARANCES: Transportation *PLW*
City Attorney *US*
Finance *H. Hualt*

PROCEEDING: Consent

- EXHIBITS:**
1. Vicinity Map
 2. City Traffic Engineer's reports on Issues TC 585 - 588
 3. Materials received at the hearing
 4. Final Written Orders on TC 586 - 588
 5. Draft minutes of the meeting of December 1, 2005 (excerpt)

BUDGET IMPACT

EXPENDITURE REQUIRED \$0	AMOUNT BUDGETED \$600,332*	APPROPRIATION REQUIRED \$0
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*Fund 310-75-3223 (Traffic Enhancement Projects). This is the amount available in the current fiscal year budget for the new projects proposed in Issue TC 588 and for completion of Traffic Enhancement projects previously approved.

HISTORICAL PERSPECTIVE:

On December 1, 2005, the Traffic Commission considered the subject traffic issues. The staff reports are attached as Exhibit 2.

INFORMATION FOR CONSIDERATION:

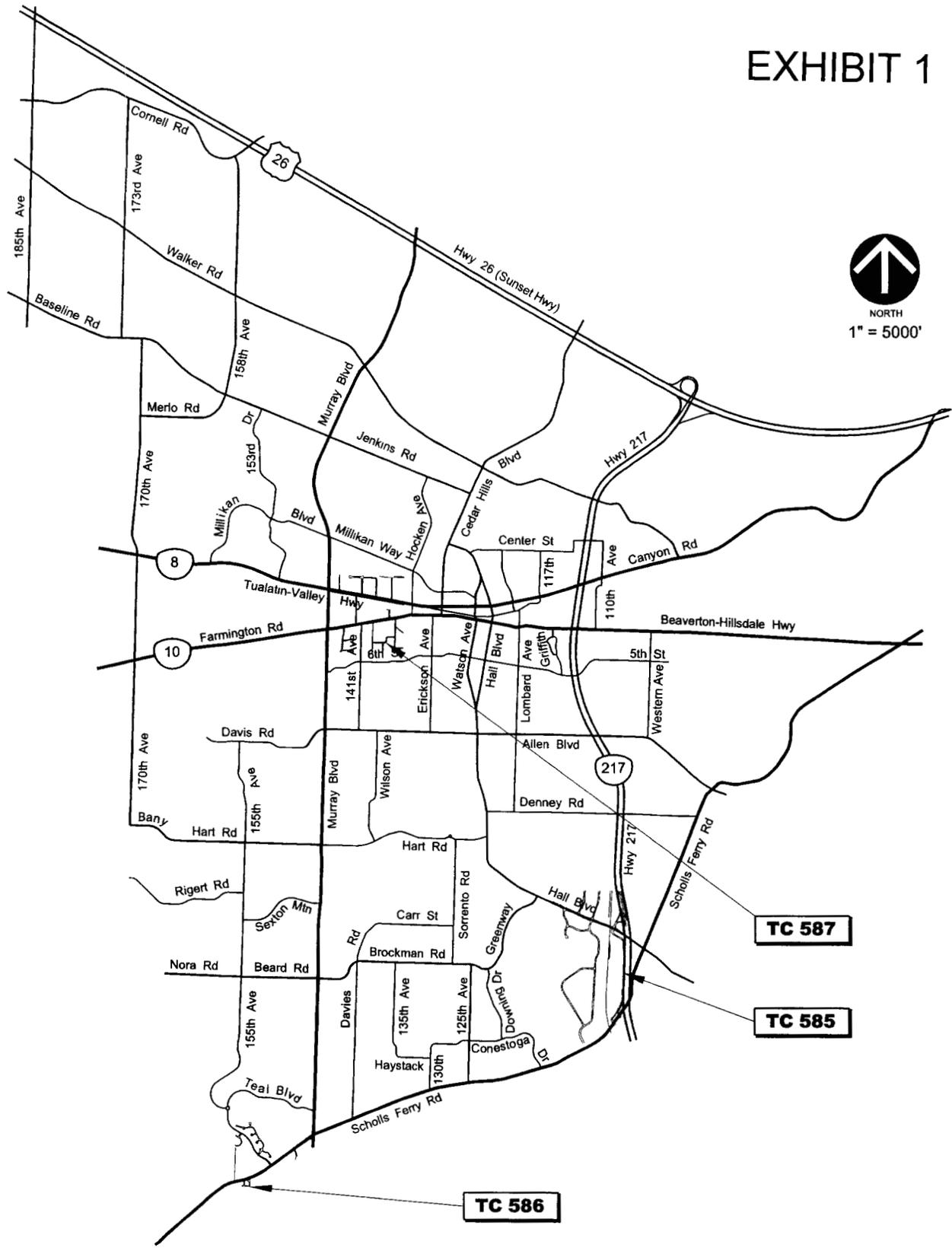
The staff recommendation on Issue TC 585 was approved by the Commission on consent agenda.

Public hearings were held on Issues TC 586 - 588. Following the hearings, the Commission voted to approve the staff recommendations on all three issues.

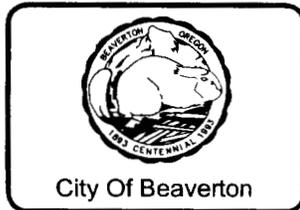
RECOMMENDED ACTION:

Approve the Traffic Commission recommendations on Issues TC 585 - 588.

EXHIBIT 1



Y:\Traffic\Drawings\TC Vicinity Map\VICINITY MAP TC 585-587 12-01-05.dwg



Vicinity Map for December 2005
 TC Issues: 585, 586 and 587

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 11/09/05
 Reviewed By: _____ Date: _____
 Approved By: _____ Date: 001

**CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 585**

(Repeal of Two-Hour Parking Restrictions on SW Cascade Avenue)

October 12, 2005

Background Information

In Issue No. TC 580, new parking restrictions were considered for Cascade Avenue. The Traffic Commission recommended prohibition of truck parking and a four-hour parking limit for all other vehicles. This decision was ratified by City Council on October 10, 2005.

The staff report for TC 580 mentioned that two-hour parking signs existed on a short section of the west side of Cascade Avenue. The intention of the decision on TC 580 was for the new four-hour limit to replace the previous two-hour limit. However, nothing in the final order formally removes the previous two-hour limit.

To assure that the process is complete, staff requests that the previous two-hour limit be formally removed.

Applicable Criteria

1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion).

Conclusions:

The Traffic Commission previously determined that a four-hour parking limit plus truck restrictions is the best way to accommodate the parking needs of residents and businesses. Therefore, removal of previous two-hour limits satisfies Criterion 1d and is consistent with the decision under Issue TC 580.

Recommendation:

On SW Cascade Avenue between Hall Boulevard and Scholls Ferry Road, eliminate any existing two-hour parking limits.

MEMORANDUM

Beaverton Police Department



Chief David G. Bishop

DATE: November 18, 2005
TO: Randy Wooley
FROM: Jim Monger
SUBJECT: TC 585

TC 585. I concur with the recommendation to eliminate any existing two-hours parking limits on SW Cascade Avenue between Hall and Scholls Ferry.

CITY TRAFFIC ENGINEER'S REPORT

ISSUE NO. TC 586

(Parking Restrictions on SW Sagehen Street, SW Chukar Terrace and SW Bunting Street)

November 10, 2005

Background Information

Hamilton Heights Homeowner's Association requested restricting parking on the west side of SW Sagehen Street and SW Chukar Terrace and on the south side of SW Bunting Street. (See attached letter.) The neighborhood is concerned about emergency accessibility and traffic safety when cars are parked on both sides of the street.

SW Sagehen Street, SW Chukar Terrace and SW Bunting Street are 24 feet wide local streets. The north end of SW Chukar Terrace has a cul-de-sac. SW Sagehen and SW Chukar Terrace are extended to the south to Progress Ridge Development. The new street connections have emergency access gates to prevent through traffic between the two developments until nearby collector street connections are completed.

The narrow lot configuration and close driveway spacing throughout the development limit the on-street parking opportunities. The fire hydrant and mail boxes also limit on street parking on the south side of Bunting Street.

Under the current standards of the City's Engineering Design Manual, parking should not be allowed on both sides on a 24-foot wide street.

Staff supports the request to prohibit parking along the west side of SW Sagehen Street and SW Chukar Terrace and on the south side of SW Bunting Street.

Applicable Criteria

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians); and
- 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion);

Conclusions:

1. Restricting parking on the west side of SW Sagehen Street and SW Chukar Terrace and on the south side of Bunting Street improves vehicular safety and ensures orderly and predictable movement of vehicles, satisfying Criterion 1a and 1b.
2. The proposed parking restriction would not adversely impact parking and accommodate the needs of the residents satisfying Criterion 1d.

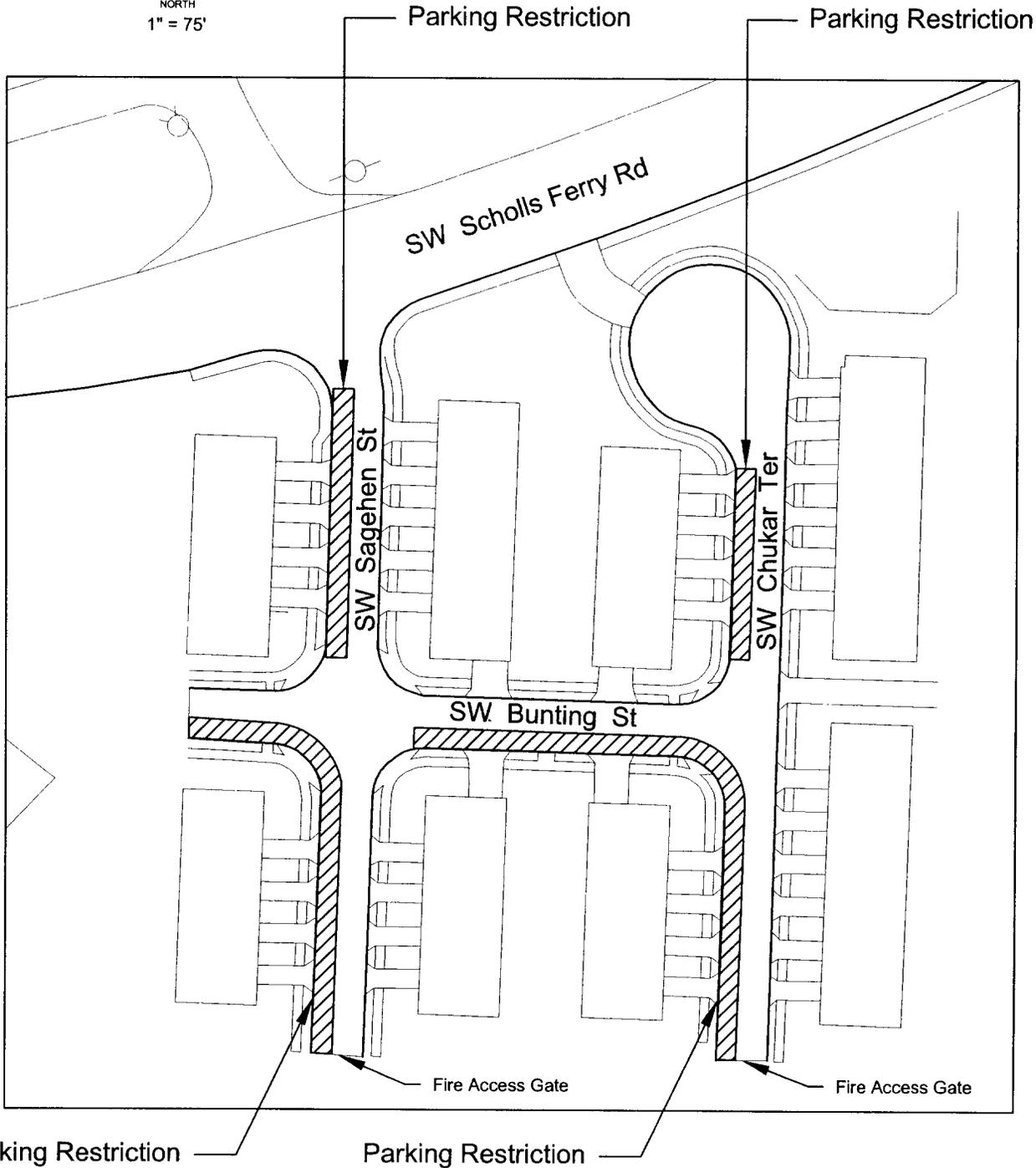
Recommendation:

Prohibit parking along the west side of SW Sagehen Street, along the west side of SW Chukar Terrace except in the cul-de-sac bulb, and along the south side of SW Bunting Street.

TC 586



NORTH
1" = 75'



Y:\Traffic\Drawings\2005\05-117 Scholls Ferry at Sagehen Parking.dwg



City Of Beaverton

Parking Restrictions On SW Sagehen St
SW Chukar Ter and SW Bunting St

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 11/09/05

Reviewed By: _____ Date: _____

Approved By: _____ Date: 11/09/05

**HAMILTON HEIGHTS HOMEOWNER'S ASSOCIATION
12020 SW SAGEHEN
BEAVERTON, OREGON 97007**

RECEIVED
OCT 31 2005
ENGINEERING DEPT

October 25, 2005

City Traffic Engineer
City of Beaverton
PO Box 4755
Beaverton, OR 97076

Per our telephone conversation of October 24, 2005, please consider this letter the official request of the Hamilton Heights Homeowner's Association that the City of Beaverton designate one side of our streets as "No Parking" areas.

Our streets are very narrow and do not allow more than one car to pass at a time when vehicles are parked on both sides. We are also very concerned that in the event of an emergency, our streets may not be accessible to Fire Department equipment because of the clearance problems.

We request that the west sides of Sagehen and Chukar and the south side of Bunting be designated as "No Parking" and that the city install the required signage.

If there are any questions or if you require any additional clarification, please give me a call.

Sincerely,



Torri Betts
Hamilton Heights
Homeowner's Association
503-579-1434

MEMORANDUM

Beaverton Police Department



Chief David G. Bishop

DATE: November 18, 2005
TO: Randy Wooley
FROM: Jim Monger
SUBJECT: TC 586

TC 586. I concur with the recommendation to prohibit parking along the west side of SW Sagehen, along the west side of Chukar except in the cul-de-sac, and along the south side of SW Bunting.

CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 587
(Parking Restrictions on SW Larch Place)

November 10, 2005

Background Information

Ms. Catherine Heisler, Site Manager of the Madrona Apartments requested prohibiting parking on both sides of Larch Place along the Marrona Apartments property (see attached letter). Staff contacted Ms. Heisler and she indicated that she would like to prohibit parking on both sides of Larch Place between 139th Avenue and Menlo Drive. She indicated that some apartment tenants prefer to park on the street because it is closer to their residence. She is concerned about the livability of the neighborhood when cars are left parked on the street for several days.

Larch Place between 139th Avenue and Menlo Drive is 34 feet wide residential street. Parking is allowed on both sides of the street. Most of the dwellings along Larch Place are Multifamily except at the west end between Spencer Avenue and 139th Avenue where there are five single family homes.

When cars are parked along both sides of the street, it is narrowed down to 20 feet. This width is sufficient for two way traffic for a typical street with low speed and low volume of traffic.

Staff has reviewed the street and monitored the on street parking activity during different times of the day. The review revealed that there are very few cars that are parked on the street and there are no impacts to safety associated with it. Therefore staff does not support the request to prohibit parking on both sides of Larch Place.

Applicable Criteria

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles, and pedestrians); and
- 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion);

Conclusions:

1. Maintaining on street parking on both sides of Larch Place would maintain and provide safe and orderly movement of vehicles, bicycles and pedestrians, satisfying Criterion 1a and 1b.
2. Maintaining parking on both sides of the street would accommodate the needs the residents, satisfying Criterion 1d.

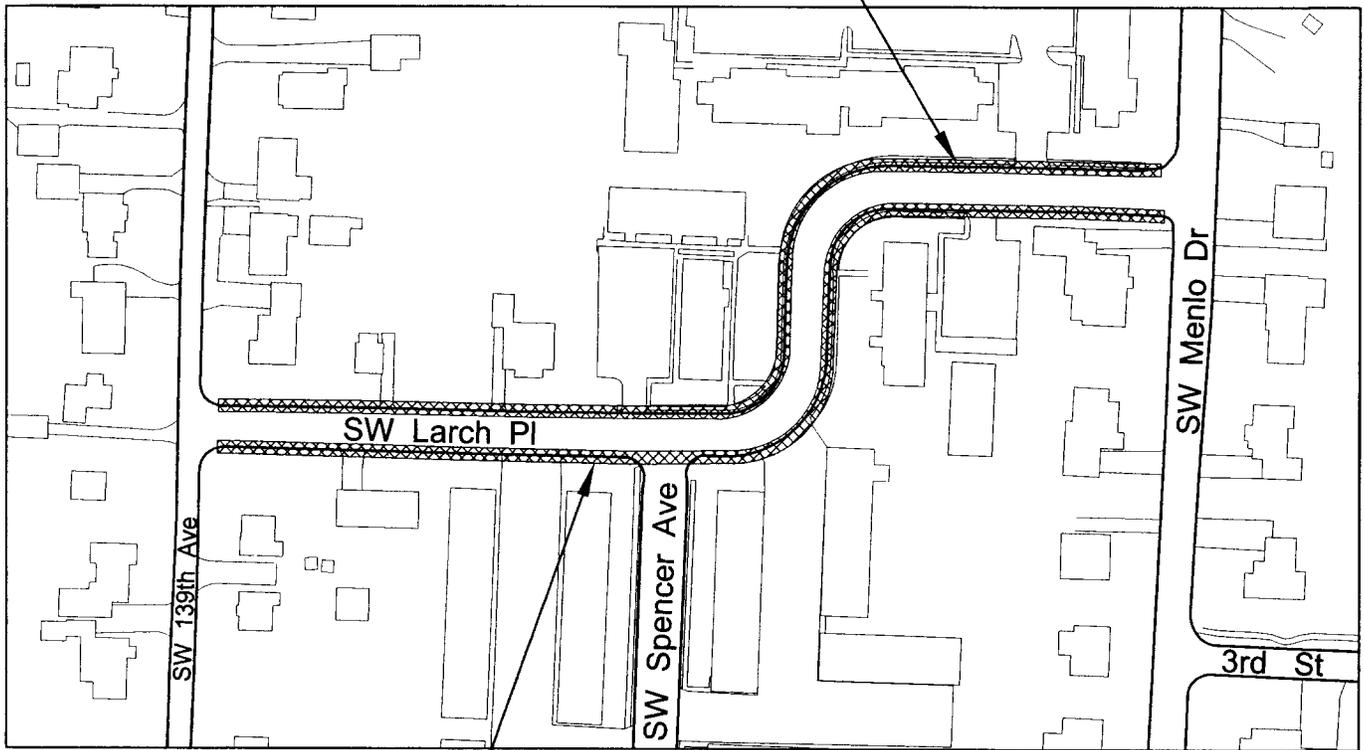
Recommendation:

1. Deny the request to restrict parking on both sides of Larch Place between Menlo Drive and 139th Avenue.



NORTH
1" = 150'

Parking Restriction



Parking Restriction

Y:\Traffic\Drawings\2005\05-116 Larch Form 139th To Menlo Parking Restriction.dwg



City Of Beaverton

Parking Restrictions
On SW Larch Place

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 11/07/05

Reviewed By: _____ Date: _____

Approved By: _____ Date: 11

TC587

RECEIVED

OCT 26 2005

ENGINEERING DEPT

Madrona Apartments

Catherine Heisler
On-Site Managers

13775 S.W. March Place
Beaverton, Or. 97005

503-646-6400
503-646-6400

10-24-05

Dear City Traffic,

I am requesting No Parking street signs, on both-sides of the street at the address above.

I manage both-sides of the street. There is a serious problem in the Making.

I will see you at the meeting
12-1- 7: PM.

I would love to have this problem resolved, before then
Any-questions, give me a call.

Catherine Heisler
2012

MEMORANDUM

Beaverton Police Department

DATE: November 18, 2005
TO: Randy Wooley
FROM: Jim Monger
SUBJECT: TC 587



Chief David G. Bishop

TC 587. I concur with the recommendation to deny the request to restrict parking on both sides of SW Larch Place between Menlo Drive and 139 Avenue.

CITY TRAFFIC ENGINEER'S REPORT ISSUE NO. TC 588

(Revisions to Traffic Enhancement Fund Project Allocations)

November 10, 2005

Background Information

Funding for the Traffic Enhancement Program was part of the tax base measure approved by the voters in 1996. The funds are to be used for improvements to the traffic signal system and neighborhood traffic relief. In 1997 the City Council directed staff to work with the Traffic Commission to develop recommendations for specific projects to be funded under the Program.

In past actions, the Traffic Commission and the City Council have approved allocation of Traffic Enhancement Program funds to 19 projects. Most of these projects have been completed. Attachment A shows revised cost estimates for the 19 projects. Those marked with an asterisk are final costs for completed projects.

Under the City budget for Fiscal Year 2005-06, funding is available for \$376,811 of new projects. No additional revenues are expected in future years except for any interest that may accrue to the fund.

New Traffic Signals

Item 13 in Attachment A provides for the installation of a new traffic signal at one additional intersection. The intersection will be selected from the adopted Signal Priority List after a public hearing before the Commission. At the October meeting, the Commission recommended that a signal not be installed at Denney and Lombard. On November 7, 2005, the City Council ratified this decision. Therefore, staff will complete more detailed review of the next signal on the priority list.

Because previous funding remains for one additional signal, the proposed list of new projects includes no additional funding for new signals. However, the estimated cost of Item 13 in Attachment A has been increased because the next signal may be at a very wide intersection which will increase the cost of signal masts and poles.

New Projects

Staff proposes the following new projects to be funded with the remaining \$376,811. Project numbers match those shown on Attachment A.

20. School Zone Flashing Beacons at Southridge and Sunset High Schools: The flashing beacons designate the time when the school speed limit is in effect. Under the new state law effective next July, flashing beacons may be used in all school zones. Staff concludes that flashing beacons would be beneficial in two additional locations. One is on SW 125th Avenue at Southridge High School. The other is on NW Cornell Road at

Sunset High School. Estimated cost is \$40,000 total to add the flashing beacons in both school zones.

21. Upgrade Controls for Existing Flashing Beacons: The flashing beacons in school zones are currently controlled by a paging system. The paging system has become overloaded and is very slow. As a result, the times of beacon turn-on and turn-off can vary by several minutes from day to day. In addition, the required software works only on an old computer that is undependable. Staff proposes to abandon the pager system and to install a more dependable clock system at each beacon location. The estimated cost is \$20,000 to convert the controls at the 12 existing locations.
22. Pedestrian Countdown Signals Phase 2: Pedestrian countdown signals have previously been installed at seven intersections. Public response has been quite positive. Staff proposes a Phase 2 to extend the countdown signals to eleven additional intersections where pedestrians cross wide streets. The estimated cost is \$25,000. The proposed intersections are:
 - Cedar Hills & Millikan
 - Cedar Hills & Hall
 - Cedar Hills & Walker
 - Allen & Lombard
 - Farmington & Murray
 - Farmington & Watson
 - Hall & Nimbus
 - Hall & Hart
 - Hall & Denney
 - Denney & King
 - 125th & Conestoga
23. Accessible Pedestrian Signals Reserve: Accessible pedestrian signals provide audible and tactile information to help visually-impaired pedestrians safely cross the street. In the Portland region, most jurisdictions add the accessible signals only where there has been a request for the equipment. Staff proposes to establish a reserve fund to install the accessible signals as requests are received. The proposed budget of \$15,000 would provide accessible signals at up to three intersections.
24. Signal Interconnects on Hall and Millikan: Traffic signal interconnect provides communication between signal controllers at adjacent intersections, which allows signal timing to be coordinated. On the City signal system, there are two locations with gaps in the traffic signal interconnect system where elimination of the gaps would benefit signal operations. One location is on Hall between Greenway and Nimbus. The other is on Millikan between Hocken and Cedar Hills. The estimated total cost to complete the interconnect at both locations is \$30,000.
25. Signal Detection Replacement at Allen and Erickson: The traffic signal detection needs to be upgraded at the intersection of Allen and Erickson. Staff proposes to install video detection at an estimated cost of \$35,000.
26. Signal Software Upgrade: The City has a system that allows remote monitoring and adjustment of signal timing and signal status at most of the City signals. The software that operates this system is expected to become obsolete within the next five years. Staff proposes to purchase new software and any hardware required for compatibility with the new software at an estimated cost of \$30,000. The new software will increase the capabilities of the system and will make the system compatible with other major signal

- systems in the Portland region. Compatibility will be important as we begin to implement the ITS (Intelligent Transportation Systems) networks planned for our area.
27. Canyon Road Signal Timing: Canyon Road is one of the City's most congested streets. It is also the most difficult roadway for coordination of signal timing due to capacity restrictions, high left-turn volumes, high pedestrian crossing volumes and irregular intersection spacing. Traffic volumes on Canyon and on the side streets continue to grow as development continues in the area. Signal timing is reviewed and adjusted periodically. However, it has been several years since we went through the full process of collecting new traffic data and analyzing timing for the entire Canyon Road system. Canyon is a state highway; however, through an agreement with ODOT, the City provides much of the signal timing and maintenance. Staff proposes to use outside consultants to collect traffic data, perform analysis and propose a new signal timing plan for Canyon Road between Hocken and 107th. We feel it will be beneficial to have an outside team, independent of City and ODOT, have a fresh look at this difficult timing challenge. The estimated cost is \$50,000.
28. Signal Revisions at Hall and Nimbus: Currently, the Nimbus approaches to this intersection have only a permissive left turn signal; left-turning vehicles must wait for oncoming traffic to clear. The Transportation System Plan recognizes that there is a need to change to protected/permissive operation (with a green left-turn arrow) as traffic volumes grow. Recent counts indicate that intersection volumes have reached the point where the protected/permissive signals are needed now. At this intersection, longer mast arms will be needed to support the required signal configuration. The estimated cost for this revision is \$50,000.
29. Mid-Block Pedestrian Safety Improvements: Staff proposes to install pedestrian safety improvements at two mid-block crossings. The improvements would consist of curb extensions or a center refuge island. One location is on NW 173rd Avenue at the pathway near Autumn Ridge Drive. The other is on Schendel between Walker Road and 158th Avenue. Estimated total cost is \$25,000.
30. Traffic Counting Equipment: Traffic counting equipment is important to the data collection for many of the programs. It is especially critical to the traffic calming program, where the data is important to determination of eligibility for the traffic calming funds. It is also important to the review of traffic signal warrants and to evaluation of many of the requests that come before the Traffic Commission. The existing equipment has spent many hours in the field and is wearing out. More important, the current equipment is dependent on obsolete software that will only run on one old computer that is not part of the regular City system. Staff proposes to replace this equipment at an estimated cost of \$25,000.
31. Traffic Calming Reserve: Staff proposes that all remaining funds be placed in a reserve for future traffic calming projects. In addition, staff proposes that any funds remaining after completion of the other Traffic Enhancement Projects would be placed in the Traffic Calming Reserve. The cost estimates for the other projects all contain substantial contingencies; it is likely that some of these contingency funds will remain after completion of the projects. For neighborhoods that previously qualified for the traffic calming program, all projects have been completed. There are no neighborhoods currently waiting for the traffic calming program. However, we continue to receive frequent inquiries about the program. It is likely that additional neighborhoods will qualify in the future. The cost of traffic calming projects varies widely with the size of the neighborhood and the types of traffic calming measures selected by the neighborhood. The proposed reserve would be expected to fund one or two additional typical traffic calming projects. As other projects are completed, any remaining

contingency funds would be transferred to the Traffic Calming Reserve, potentially providing for additional future projects.

Conversion of Existing Traffic Signals to Protected/Permissive Operation

“Protected/permissive” means that portions of the signal cycle provide a green left arrow for “protected” left turns, while other portions of the cycle allow left turns after yielding to oncoming traffic and pedestrians. On all recent installations, the City has used the flashing yellow arrow display for the permissive portion of the cycle.

In 2000 the Traffic Commission and the City Council approved a specific list of intersections to be considered for protected/permissive conversion. A revised list was approved by the Traffic Commission in August 2003 and by the Council in September 2003 (Agenda Bill 03208).

After additional review and experience with the protected/permissive signals, staff proposes to again revise the list by adding two intersections and deleting four intersections. No additional funding is required. Existing funding (Item 5 on Attachment A) is adequate.

The intersections to be added are Farmington Road at Hocken Avenue (eastbound left-turn signal only) and Jenkins Road at 153rd Drive (westbound left-turn signal only).

Two intersections are proposed for deletion due to sight distance restrictions on some approaches. Due to curving street alignments, a large vehicle stopped in the opposing left-turn lane could block the view of oncoming traffic. These intersections are on Millikan Way at 153rd Drive and at Hocken Avenue.

The intersection of Canyon Road and 107th Avenue is being deleted because ODOT determined that this is not an acceptable intersection for protected/permissive operation. The intersection of Hall Boulevard and Denney Road is being deleted based on operational problems experienced when we tried the protected/permissive operation at that intersection.

Applicable Criteria

- 1c (meet the overall circulation needs of the City);
- 1g (carry anticipated traffic volumes safely);
- 3 (all decisions shall comply with officially approved policies of the City Council).

Conclusions:

- Each of the proposed projects is intended to improve traffic circulation or to improve traffic safety or both, satisfying Criteria 1c and 1g.
- The Traffic Commission is following the funding process established by the Council in 1997, satisfying Criterion 3.

Recommendation:

- Approve the revised project allocations for the Traffic Enhancement Program as shown in Attachment A, including the twelve new projects shown in Attachment A as projects number 20 through 31.

- Revise the list of intersections eligible for conversion to protected/permissive operation by adding the following intersections:
 - Jenkins Road at 153rd Drive (westbound left turn signal)
 - Farmington Road at Hocken Avenue (eastbound left turn signal)
- Revise the list of intersections eligible for conversion to protected/permissive operation by deleting the following intersections:
 - Hocken Avenue at Millikan Way
 - Millikan Way at 153rd Drive
 - Canyon Road at 107th Avenue
 - Hall Boulevard at Denney Road

**Attachment A
Traffic Enhancement Program
Projected Expenditures
11/10/2005**

<u>Project</u>	<u>Previous Budget</u>	<u>Cost to Date</u>	<u>Estimated Total Cost</u>
1. Traffic Calming Phase 1 (Waterhouse, Canyon Ln., 130th, Conestoga, Haystack/135th)	\$75,157	\$75,157	\$75,157 *
2. School Zone Flashing Beacons	217,073	217,073	217,073 *
3. Expert Panel	3,248	3,248	3,248 *
4. Signal Detection Improvements	324,000	323,817	323,817 *
5. Protected/Permitted Signal Mod.	65,000	41,040	65,000
6. Signal Modifications (Brockman/Bridletrail, Denney/King, 5th/Lombard, 5th/Hall)	177,774	177,774	177,774 *
7. New Signal at Murray & 6th	259,278	259,278	259,278 *
8. New Signal at Scholls Ferry & Davies	0	0	0 *
9. Traffic Calming Phase 2 (Bel Aire, 152nd)	110,000	88,747	88,747 *
10. In-house Engineering Costs (Surveying and other staff time outside Transportation Division)	16,000	16,839	20,000
11. Traffic Calming Phase 3 (Laurelwood/Birchwood/87th, Sorrento, Davies)	187,960	187,960	187,960 *
12. Traffic Calming Phase 4 (Erickson/17th, 141st, Fieldstone, Nora, 6th)	34,566	34,566	34,566 *
13. New Signals			
Cedar Hills/Fairfield	200,000	210,779	210,779 *
Farmington/Erickson	200,000	144,081	144,081 *
(To be determined)	200,000	0	225,000
14. Pedestrian Countdown Signals	25,000	13,816	13,816 *
15. Traffic Calming Phase 5 (Heather Lane; 170th Dr.)	120,000	29,612	30,000

16. Signal Revisions at B-H & Griffith	60,000	36,428	36,428 *
17. Traffic Calming Phase 6 (Indian Hill, 6th, Davies, 155th)	175,000	7,220	50,000
18. Accessible Pedestrian Signals	15,000	0	20,000
19. Advance Street Name Signing	10,000	0	0 *

NEW PROJECTS

20. School Zone Flashing Beacons at Southridge and Sunset High Schools			40,000
21. Upgrade Controls for Existing Flashing Beacons			20,000
22. Pedestrian Countdown Signals Phase 2			25,000
23. Accessible Pedestrian Signals Reserve			15,000
24. Signal Interconnects on Hall and Millikan			30,000
25. Signal Detection Replacement at Allen & Erickson			35,000
26. Signal Software Upgrade			30,000
27. Canyon Road Signal Timing			50,000
28. Signal Revisions at Hall & Nimbus			50,000
29. Mid-Block Pedestrian Safety Improvements			25,000
30. Traffic Counting Equipment			25,000
31. Traffic Calming Reserve			31,811

Estimated Total Traffic Enhancement Program Revenue & Expenditures **2,559,535**

** Asterisk indicates that the project is complete and that cost shown is final cost.*

ATTACHMENT B

PROTECTED/PERMISSIVE SIGNALS IN BEAVERTON

Existing Protected/Permissive Signal Locations using the "Doghouse" Display

Intersection	Direction
Western/5th Avenue	Northbound
Lombrd/5th Avenue	North and Southbound
Greenway/Brockman/125th	Westbound
Hart/155th	East and Westbound

Existing Protected/Permissive Signal Locations using the Flashing Yellow Arrow on City Streets

Intersection	Direction
Allen Blvd & Wilson Avenue	Westbound
Allen Blvd & Menlo Drive	East and Westbound
125th Avenue & Longhorn Drive	North and Southbound
Barrows Road & Walnut Street	Westbound
Barrows Road & Horizon Blvd	All Approaches
BH Hwy & Griffith Drive	North and Southbound
Farmington Rd & Erickson Avenue	Westbound
125th Avenue & Conestoga Drive	North and Southbound
Hall Blvd & Hart Road	Northbound
Allen Blvd & Arctic Drive	East and Westbound
Hall Blvd & Nimbus Avenue	East and Westbound

Existing ODOT Protected/Permissive Signal Locations using the Flashing Yellow Arrow within the City

Intersection	Direction
BH Hwy & 110th Avenue	Eastbound
BH Hwy & 107th Avenue	East and Westbound
BH Hwy & Western Avenue	Westbound
BH Hwy & 91st Avenue	East and Westbound
BH Hwy & White Pine Ln	Eastbound
BH Hwy & Laurelwood Ave	East and Westbound

Locations Proposed (as proposed by staff report of 11-10-05) for Conversion to Protected/Permissive but not yet Converted

Intersection	Direction
Allen Blvd & King Blvd	Westbound
Allen Blvd & Lombard Avenue	North and Southbound
Allen Blvd & Main Street	East and Westbound
Cedar Hills Blvd & Mall B	East and Westbound
Jenkins Road & Mall B	East and Westbound
Canyon Road & 110th Avenue	East and Westbound
Jenkins Road & 153rd Dr	Westbound
Farmington Rd & Hocken Ave	Eastbound

MEMORANDUM

Beaverton Police Department



Chief David G. Bishop

DATE: November 18, 2005
TO: Randy Wooley
FROM: Jim Monger
SUBJECT: TC 588

TC 588. I concur with the recommendation as detailed in the City Traffic Engineer's report dated November 10, 2005.

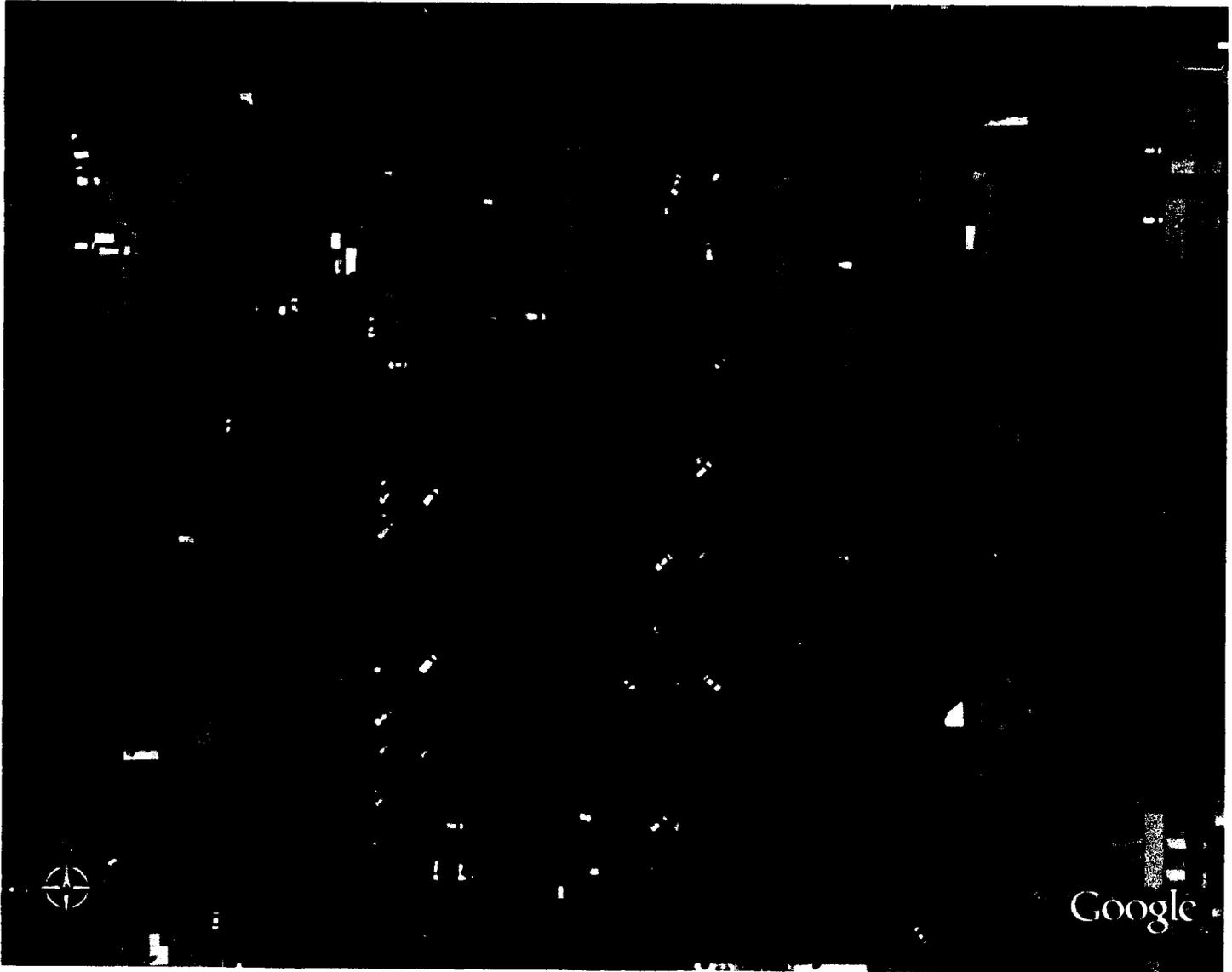
TC 587

RECORD COPY

139th



Menlo



5050



↑
Spencer

RECEIVED
DEC 1 2005
ENGINEERING DEPT.

CITY OF BEAVERTON

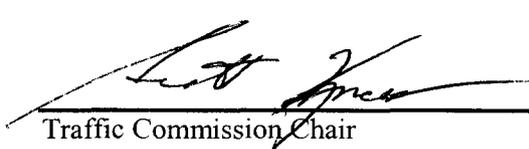
FINAL WRITTEN ORDER OF THE TRAFFIC COMMISSION

REGARDING ISSUE NUMBER TC 586

(Parking Restrictions on SW Sagehen Street, SW Chukar Terrace and SW Bunting Street)

1. A hearing on the issue was held by the Traffic Commission on December 1, 2005.
2. The following criteria were found by the City Traffic Engineer to be relevant to the issue:
 - 1a (provide for safe vehicle, bicycle and pedestrian movements);
 - 1b (help ensure orderly and predictable movement of vehicles, bicycles and pedestrians);
 - 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion).
3. In making its decision, the Traffic Commission relied upon the following facts from the staff report and public testimony:
 - Parking restrictions were requested by the Hamilton Heights Homeowners Association. The Association requests that parking be prohibited on one side of the street to provide for emergency access and traffic safety in the neighborhood.
 - The streets are 24 feet wide. The City's Engineering Design Manual indicates that parking should not be allowed on both sides of a 24-foot wide street.
4. Following the public hearing, the Traffic Commission voted (6 aye, 0 nay) to recommend the following action:
 - Prohibit parking along the west side of SW Sagehen Street, along the west side of SW Chukar Terrace except in the cul-de-sac bulb, and along the south side of SW Bunting Street.
5. The Traffic Commission decision was based on the following findings:
 - Restricting parking on the west side of SW Sagehen Street and SW Chukar Terrace and on the south side of Bunting Street improves vehicular safety and ensures orderly and predictable movement of vehicles, satisfying Criterion 1a and 1b.
 - The proposed parking restriction would not adversely impact parking and accommodate the needs of the residents satisfying Criterion 1d.
6. The decision of the Traffic Commission shall become effective upon formal approval of the City Council.

SIGNED THIS 1st DAY OF DECEMBER 2005



Traffic Commission Chair

CITY OF BEAVERTON

FINAL WRITTEN ORDER OF THE TRAFFIC COMMISSION

REGARDING ISSUE NUMBER TC 587
(Parking Restrictions on SW Larch Place)

1. A hearing on the issue was held by the Traffic Commission on December 1, 2005.
2. The following criteria were found by the City Traffic Engineer to be relevant to the issue:
 - 1a (provide for safe vehicle, bicycle and pedestrian movements);
 - 1b (help ensure orderly and predictable movement of vehicles, bicycles and pedestrians);
 - 1d (accommodate the parking needs of residents and businesses in a safe and equitable fashion).
3. In making its decision, the Traffic Commission relied upon the following facts from the staff report and public testimony:
 - Parking restrictions were requested by the Site Manager of the Madrona Apartments.
 - Larch Place is 34 feet wide. The City's Engineering Design Manual indicates that parking may be allowed on both sides of a 34-foot wide street.
 - The City Traffic Engineer has concluded that parking is not a problem on Larch Place. He has recommended that the request for parking restrictions be denied.
 - At the hearing, the Commission heard from __ people in favor of the parking restrictions and __ people in opposition to the parking restrictions.
4. Following the public hearing, the Traffic Commission voted (6 aye, 0 nay) to recommend the following action:
 - Deny the request to restrict parking on both sides of Larch Place between Menlo Drive and 139th Avenue.
5. The Traffic Commission decision was based on the following findings:
 - Maintaining on-street parking on both sides of Larch Place would maintain and provide safe and orderly movement of vehicles, bicycles and pedestrians, satisfying Criterion 1a and 1b.
 - Maintaining parking on both sides of the street would accommodate the needs the residents, satisfying Criterion 1d.
6. The decision of the Traffic Commission shall become effective upon formal approval of the City Council.

SIGNED THIS 15th DAY OF DECEMBER 2005



 Traffic Commission Chair

CITY OF BEAVERTON

FINAL WRITTEN ORDER OF THE TRAFFIC COMMISSION

REGARDING ISSUE NUMBER TC 588

(Revisions to Traffic Enhancement Fund Project Allocations)

1. A hearing on the issue was held by the Traffic Commission on December 1, 2005.
2. The following criteria were found by the City Traffic Engineer to be relevant to the issue:
 - 1c (meet the overall circulation needs of the City);
 - 1g (carry anticipated traffic volumes safely);
 - 3 (all decisions shall comply with officially approved policies of the City Council).
3. In making its decision, the Traffic Commission relied upon the following facts from the staff report and public testimony:
 - The City Council previously directed staff to work with the Traffic Commission to develop recommendations for specific projects to be funded under the Traffic Enhancement Program.
 - Under the adopted City budget for the current fiscal year, approximately \$376,811 remains for funding of new projects under the Traffic Enhancement Program.
 - The City Traffic Engineer has recommended that the funding be allocated to twelve projects identified in the City Traffic Engineer's Report.
 - The Traffic Commission and the City Council previously approved use of Traffic Enhancement Program funds for conversion of certain existing traffic signals to protected/permissive operation. Based on staff review of safety issues, the City Traffic Engineer has recommended revisions to the list of signals to be converted to protected/permissive operation.
4. Following the public hearing, the Traffic Commission voted (6 aye, 0 nay) to recommend the following action:
 - Approve the revised project allocations for the Traffic Enhancement Program as shown in Attachment A, including the twelve new projects shown in Attachment A as projects number 20 through 31.
 - Revise the list of intersections eligible for conversion to protected/permissive operation by adding the following intersections:
 - Jenkins Road at 153rd Drive (westbound left turn signal)
 - Farmington Road at Hocken Avenue (eastbound left turn signal)
 - Revise the list of intersections eligible for conversion to protected/permissive operation by deleting the following intersections:
 - Hocken Avenue at Millikan Way
 - Millikan Way at 153rd Drive
 - Canyon Road at 107th Avenue
 - Hall Boulevard at Denney Road
5. The Traffic Commission decision was based on the following findings:
 - Each of the proposed projects is intended to improve traffic circulation or to improve traffic safety or both, satisfying Criteria 1c and 1g.
 - The Traffic Commission is following the funding process established by the Council in 1997, satisfying Criterion 3.

6. The decision of the Traffic Commission shall become effective upon formal approval of the City Council.

SIGNED THIS 1ST DAY OF DECEMBER 2005



Traffic Commission Chair

DRAFT

City of Beaverton

TRAFFIC COMMISSION

Minutes of the December 1, 2005, Meeting

CALL TO ORDER

Chairman Scott Knees called the meeting to order at 7 p.m. in the Forrest C. Soth City Council Chamber at Beaverton City Hall, Beaverton, Oregon.

ROLL CALL

Traffic Commissioners Scott Knees, Kimberly Overhage, Tom Clodfelter, Ramona Crocker, Carl Teitelbaum and Holly Isaak constituted a quorum. Commissioner Louise Clark was absent by previous arrangement. Alternate Member Bob Sadler was in the audience.

City staff included City Traffic Engineer Randy Wooley, Traffic Sergeant Jim Monger, Project Engineer Jabra Khasho and Recording Secretary Debra Callender.

— EXCERPT START —

CONSENT ITEMS

Chairman Knees reviewed the consent items, including the draft minutes of the meeting of October 6, 2005, and Issue TC 585 (Repeal of Two-Hour Parking Restriction on SW Cascade Avenue).

Commissioner Crocker asked for a change to the minutes.

Commissioner Overhage **MOVED** and Commissioner Teitelbaum **SECONDED** a **MOTION** to approve the October minutes as amended and the staff recommendation on Issue TC 585.

The **MOTION CARRIED** unanimously, 6:0. Chairman Knees abstained from approving the minutes as he was not at the October meeting.

Chairman Knees determined that the majority of the audience was attending because of their interest in Issue TC 587. The Commission and staff agreed to consider Issue TC 587 before TC 586.

PUBLIC HEARINGS**ISSUE TC 587: PARKING RESTRICTIONS ON SW LARCH PLACE**

Chairman Knees opened the public hearing on Issue TC 587.

Staff Report

Mr. Jabra Khasho gave the staff report. Mr. Khasho said this request to restrict parking on both sides of Larch Place originated with the site manager for the Madrona Apartments, Ms. Catherine Heisler.

Mr. Khasho said Larch Place is 34 feet wide. When cars park on both sides of the roadway, each travel lane is still 10 feet wide. This is plenty of clearance for two-way traffic to safely pass. Twenty feet also allows sufficient room for wider emergency vehicles.

Mr. Khasho said staff visited Larch Place several times during various times of day in order to better understand the complaint. They saw few parked vehicles on any of the visits. On one visit they saw three to four vehicles parked near the Menlo Drive end of Larch, and two more vehicles parked on Larch near 139th.

Mr. Khasho said staff never saw a problem with vehicle parking on Larch during any of their visits. He asked the Commission to deny the request to restrict parking on both sides of Larch Place.

The Commission had no questions for Mr. Khasho.

Public Testimony

The Commission received written testimony relating to this hearing from Traffic Sergeant Jim Monger. (*Written testimony is on file.*)

Catherine Heisler, Beaverton, Oregon, identified herself as the requestor and site manager for the Madrona Apartments on Larch Place. Ms. Heisler explained that the Madrona Apartments have buildings both sides of Larch Place. She insisted that there is a parking problem because the roadway is extremely narrow when vehicles park on both sides. She saw City staff come out and measure the street; however, they arrived at a time when no cars were parked on the street. Ms. Heisler said the reason staff saw so few parked vehicles is because of her ongoing efforts to make tenants park in the apartment parking lots, not on the street.

Ms. Heisler expressed her opinion that vehicles parked on the street encourage vandalism and other crimes such as "killings and knifings." She said vehicles parked tightly on a street make the neighborhood look "junky" and the neighborhood is bound to have problems.

Ms. Heisler said she has sympathy for the homeowners on Larch who have lived there many years and who always park on the street. She said it is wonderful that the City of Beaverton lets them do that. Ms. Heisler said campers, travel trailers, trucks and everything else parks on Larch in front of the Madrona Apartments. Now, she has had enough and wants "the City to do something about it." She told the Commission that they are welcome to have these people park in front of their homes.

Ms. Heisler said every tenant near Larch has either a garage or parking space available to them. They should use it.

Commissioner Overhage asked how many parking spaces are available per apartment unit for tenants living at the Madrona Apartments.

Ms. Heisler said there are about two parking spaces per unit.

Commissioner Overhage said it might be closer to the tenant's front door and thus more convenient for some tenants to park on the street; for example, a mother carrying a child and several bags of groceries.

Ms. Heisler said they can park on the street while they unload their vehicle. After that, they should return and move their vehicle into the apartment parking lot.

Commissioner Overhage asked if she was objecting only to parked cars, or also to parked trucks and trailers.

Ms. Heisler answered that they all are a nuisance.

Commissioner Overhage asked if Ms. Heisler ever noticed semi trucks parked on Larch Place.

Ms. Heisler answered no.

Commissioner Overhage asked how long vehicles are left parked on Larch.

Ms. Heisler said they are sometimes left for months. She has requested that Police tow some of these cars because they are "unsightly around her complex." Some tenants will move their vehicles just a few feet after the City applies towing tags. She then has to call Police a second or third time to begin the entire removal process again.

Commissioner Clodfelter asked if she has seen much vandalism in her neighborhood.

Ms. Heisler has heard about thieves breaking into cars, people scratching the paint on a parked car with a sharp key, and stealing stereos.

Commissioner Clodfelter requested a more specific answer to Commissioner Overhage's earlier question about the exact number of parking spaces available in the Madrona Apartments.

Ms. Heisler said most tenants start with only one to two cars per unit, but sometimes the cars "multiply" to three to four cars per unit. She tries to discourage this. Some tenants are devious about how many vehicles they actually own. It takes much time and effort for her to track down the owners.

Commissioner Clodfelter asked Ms. Heisler where she sees a safety issue.

Ms. Heisler said both sides of the street are usually lined with parked cars. However, when City staff came out, they did not see any cars because she had been working hard to get tenants to stop parking on the street.

Commissioner Clodfelter asked her where the cars went.

Ms. Heisler answered that the tenants had all gone to work. She said if they park on the street she hammers on their door and tells them to please move their car to a parking lot.

Commissioner Teitelbaum said that the traffic engineer measured Larch Place at 34 feet wide from curb to curb. With a vehicle parked on both sides there are still 10 foot lanes in both directions. Commissioner Teitelbaum said he still cannot see the safety issue.

Ms. Heisler gave the example of a fire truck. She said the fire department paramedics and ambulance are frequently called to the Madrona Apartments. These vehicles have to park on the street and they block through traffic. This is a safety hazard.

Commissioner Teitelbaum said he still did not see the safety issue in this request.

Ms. Heisler said they could have an accident.

Commissioner Crocker asked how long Ms. Heisler has managed the Madrona Apartments.

Ms. Heisler answered about one year. She has been in the apartment management business for more than 30 years. She tries to catch problems while they are still small. This parking situation needs to be corrected.

Commissioner Crocker noted that newer apartment complexes have very narrow streets, often just 24 feet wide from curb to curb. Their reduced width discourages tenants from parking on the street. The Madrona Apartments are in a much older part of Beaverton. The complex was constructed when it was standard planning practice to have very wide neighborhood streets; in this case the

driving lanes alone are 20 feet wide. Commissioner Crocker said it is difficult for her to see a safety issue on Larch—even with vehicles parked on each side of the street.

Ms. Heisler said the apartment complex is the tenants' home. She asked if Commissioner Crocker would like to have a line of cars parked in front of her home.

Commissioner Crocker said cars do park in front of her home and she is not annoyed by their action.

Ms. Heisler said "I do not want my place being trashed."

Commissioner Crocker said she and Ms. Heisler have a difference of perception on whether a car parked in front of a residence is "trash" or whether it is simply a parked car. It is hard to see this as a safety issue when the street is so broad.

Ms. Heisler said the street is very cramped when a fire truck or emergency vehicle is blocking one lane. She reiterated that staff did not see cars on the street when they visited the area only because she has worked so hard to stop tenants from parking on the street. Ms. Heisler said they are surrounded by other apartment complexes that do not allow their tenants to park travel trailers, recreational vehicles, and bigger trucks in their parking lots. Because of this policy, those vehicles park for days on the street in front of her complex. She objects to this.

Commissioner Teitelbaum asked how often she sees fire trucks at her complex.

Ms. Heisler answered that several tenants have conditions that require emergency medical services. She estimates that paramedics are called twice a month.

John and Cecilia Thompson, Beaverton, Oregon, said they have owned the 59 unit apartment complex just to the south of Ms. Heisler's complex for the past 30 years. Mrs. Thompson distributed copies of an aerial photo showing their property in relation to Larch Place, Spencer Avenue, Menlo Drive and 139th Avenue (*document is on file*). This year they paid \$35,000 in property taxes on this complex.

Mr. Thompson said his buildings have extensive frontage on Larch. The complex also covers both sides of Spencer Avenue. He pointed out that 139th has no roadside parking. The same is true of Menlo Drive. The Thompson's and their on-site managers are in favor of keeping parking available on Larch.

Mr. Thompson said he has 114 parking spaces on his property for 59 apartment units. This is nearly two per unit. Although Ms. Heisler testified differently earlier in this hearing, he believes the Madrona Apartments have 26 rental units and only 34 parking spaces.

Mr. Thompson restricts his parking lot parking to resident's vehicles only. Guests are expected to park on the street. If parking is removed from Larch, everyone will have to park on Spencer and that street will become choked with cars. If the Commission restricts parking on Larch, Mr. Thompson said he will return with a request to restrict parking on Spencer.

Mrs. Thompson said restricting parking on Larch will likely bring the displaced vehicles into their parking lots. This will create a headache for their managers as they try to monitor which vehicles belong to tenants and which do not. As for the vandalism issue mentioned by Ms. Heisler, Mrs. Thompson said vandals are just as likely to target cars parked in a lot as on the street.

Mrs. Thompson asked that Ms. Heisler stop harassing individuals who park on Larch. According to Mrs. Thompson, even after their property suffered a deadly fire last June and several tenants were left homeless, Ms. Heisler continued to harass a tenant who was forced to park on the street.

Chairman Knees asked how parking spaces are assigned to their tenants.

Mr. Thompson said most tenants are assigned two, diagonal parking spaces directly in front of their apartment. Most tenants own two vehicles. A few specific apartments are limited to only one vehicle parking space. Prospective tenants are informed of the restrictions before they rent apartments.

Discussion determined that the width of Spencer is approximately the same as the width of Larch. Both have curbs and sidewalks.

Jennifer York, Beaverton, Oregon, said she has lived in the Madrona Apartments for nearly 10 years. Ms. York praised Ms. Heisler and her brother as being "the best managers they've ever had;" nevertheless, she disagrees with Ms. Heisler's request to restrict parking. Ms. York told how earlier this week she returned home after work at 7:30 p.m. and found no empty parking spaces in Madrona parking lot. Her only choice was to park on the street. She has a two-bedroom apartment and is assigned two parking spaces. Many of the tenants with one-bedroom apartments own two or more vehicles and they want to park all of them in the lot.

Ms. York said people sometimes block the mailbox structures located on the west side of Larch. It might be helpful to restrict parking there if the Post Office agrees. Ms. York said she notices that motorists drive more slowly on Larch when cars are parked on both sides. She believes the reduced speeds make Larch safer.

Commissioner Overhage asked if there is a designated no parking area in front of the mailboxes.

Ms. York said there are currently no parking restrictions anywhere on Larch.

Russell Johnson, Beaverton, Oregon, said he lives in a house on 139th Avenue and 139th is a narrow street with no public parking, no curbs and no sidewalks. Mr. Johnson said his guests must park on Larch. He said he rarely sees more than five to 10 vehicles parked along the entire length of Larch. Through traffic can always move along safely.

Mr. Johnson said the police actually closed Larch and many of the surrounding neighborhood streets for several hours during that fatal fire last June that the Thompson's mentioned. Emergency vehicles and television crews were parked everywhere. Mr. Russell said that event was memorable, but temporary, and had nothing at all to do with safety on Larch Place.

Franklin Webster Sr., Beaverton, Oregon, said he lives in a home on the corner of 139th and Larch Place. He said he has lived there for nine years and he is against the proposal to restrict parking on Larch.

Mr. Webster said 139th is so narrow that two cars can barely pass one another. There are no signs on 139th to prevent parking and when someone occasionally parks there at night, the street is so dark and narrow that the vehicle is very difficult to see. Police have confirmed that it is legal for cars to park on 139th, although Mr. Webster continues to believe that parking there is not safe.

Mr. Webster said Larch Place is occasionally used by residents of 139th and Menlo for parking because Larch and Spencer are the only nearby streets that are wide enough to safely park. If the Commission removes parking from Larch, Mr. Webster believes it will be a hardship on the whole neighborhood.

Mr. Webster added that he drives on Larch nearly everyday when he goes to visit his grandchildren. He has never observed any parking situation on Larch that looks unsafe. He remembers once seeing a parked camper bearing the kind of orange warning sticker issued by the City's Municipal Codes Department. The camper was there only a few days before it was removed.

Bonnie and Dale Goodno, Beaverton, Oregon, said they live in a private home on Larch Place. Mrs. Goodno said she lived in the Heather Place apartments on Larch Place about 32 years ago. She liked the neighborhood so well that she later bought a home on the same street.

Mrs. Goodno said she has never had problems with vehicles parking on Larch and she has never noticed a problem with too many vehicles parking on the curve. She added that although she drives a large pickup truck, there is still plenty of room on the curve. Mrs. Goodno added that they have an unusually large extended family. When the family gets together, most of the vehicles have to park on Larch Place. Their home's driveway only has parking for two vehicles.

Mr. Goodno said traffic safety on Larch has been discussed several times during this hearing. He has observed that drivers are more likely to drive 25 mph or less on Larch when vehicles are parked on the roadside. Otherwise, some drivers go through the neighborhood at 35 mph. That is one good reason to keep parking on Larch.

Mr. Goodno said their home is on the opposite end of Larch from the Madrona Apartments. He recalls when vandalism and drug dealers were a problem in the neighborhood; however, he said it appears the police have taken care of that problem. He sees only benefits from allowing vehicles to continue to park on Larch Place.

Staff Comments

Staff had no additional comments.

Chairman Knees asked if there are traffic calming measures installed on Larch Place.

Mr. Khasho said there are none on Larch, but nearby 141st Avenue and also 6th Street both have traffic calming projects.

Commissioner Teitelbaum asked if Larch carries much traffic to and from Beaverton High School.

Mr. Khasho said Larch carries a light traffic load. The majority of those vehicle trips originate in the immediate neighborhood.

Chairman Knees closed the public hearing on Issue TC 587.

Commission Deliberation

Commissioner Crocker thanked the neighborhood for showing up tonight. Their attendance helps the Commission get a larger perspective on the issue. Commissioner Crocker noted that newer developments have much narrower streets. She sees no safety issue even when vehicles park on both sides of Larch Place. Larch is very wide and there is adequate room for vehicles to safely pass. Testimony pointed out that the neighborhood, and especially the older apartment complexes, have limited household parking on site. Families with additional vehicles must park on the street. Testimony also pointed out that when vehicles are parked on the street through traffic proceeds more slowly. Lower traffic speeds increase neighborhood safety. Commissioner Crocker agrees with the staff recommendation to not restrict parking. Her only concern involves vehicles parking in front of mailbox clusters (multiple mailbox stands?).

Commissioner Teitelbaum asked staff if they have heard complaints from the Post Office about vehicles blocking mailboxes.

Mr. Wooley said, when there is a problem, the Post Office typically calls him to complain. He has received no complaints about blockages on Larch Place. If a regular problem developed, the City Traffic Engineer has the authority to create short no parking zones without going through the Commission process.

Commissioner Teitelbaum said public streets are paid for and maintained with public taxes and should be available for legal use by the general public. Restricting parking along an entire street to suit the views of one person does not make sense unless there is a clear safety issue. He supports the staff recommendation to leave parking on Larch as it is now. He will trust that the Post Office will contact staff if they have specific concerns about parking in front of mailbox stands.

Commissioner Overhage sees livability issues, but not traffic safety issues. It appears to her that traffic safety is increased when vehicles park on Larch Place because driving speeds are slower. Commissioner Overhage supports the staff recommendation.

Commissioner Clodfelter noted that several people who testified tonight live on 139th. These residents need to park on Larch because there is no safe parking on 139th. He heard nothing concrete tonight to convince him that there are vandalism issues associated with vehicles parking on the street. The street is plenty wide to accommodate parking on both sides and two-way traffic. He supports the staff recommendation.

Commissioner Isaak heard nothing to support Ms. Heisler's request. She would like staff to contact the Post Office to see if Larch Place mail deliveries have been adversely affected by parked vehicles. If there is vandalism, it is not a traffic issue. She supports the staff recommendation.

Chairman Knees concurred because doing so appears to serve the greater needs of the community.

Commissioner Overhage **MOVED** and Commissioner Teitelbaum **SECONDED** a **MOTION** to accept the staff recommendation and final written order on TC 587 to deny the request to restrict parking on both sides of Larch Place between Menlo Drive and 139th Avenue.

The **MOTION CARRIED** unanimously, 6:0.

Chairman Knees thanked the audience for showing up to express their opinions.

**ISSUE TC 586: PARKING RESTRICTIONS ON SW SAGEHEN STREET,
SW CHUKAR TERRACE AND SW BUNTING STREET**

Chairman Knees opened the public hearing on Issue TC 586.

Staff Report

Mr. Wooley said Hamilton Heights Homeowner's Association made this request for parking restrictions on the west side of SW Sagehen Street and Chukar Terrace, and on the south side of Bunting Street. All three streets are 24 feet wide and serve as local streets. Under current City standards, parking would only be allowed on one side of a 24 foot wide roadway. The Association requested that parking restrictions go on the side of the street with mailboxes.

Mr. Wooley said this restriction should have been included when the subdivision was first developed, but somehow the need for parking restrictions was overlooked. Staff recommends that the Commission approve the Homeowner Association's request.

Commissioner Crocker noted Mr. Wooley's comment about this restriction being overlooked when the City approved the subdivision plans. She asked why this problem was not caught earlier.

Mr. Wooley said the potential need for parking restrictions is customarily reviewed in subdivisions going through the approval process. Typically, the fire district would also make parking recommendations.

Commissioner Teitelbaum said during the last hearing he expressed his general view that public streets should be available for public use. He said this is exactly the kind of situation where a reasonable exception to that rule can be applied. He said these streets are narrow and restricting parking will increase public safety.

Public Testimony

The Commission received written testimony relating to this hearing from Traffic Sergeant Jim Monger. (*Written testimony is on file.*)

Chairman Knees noted that no one was waiting to testify.

Staff Comments

Mr. Wooley had no additional comments. He took questions.

Chairman Knees asked how involved the homeowner's association was in putting forward this request.

Mr. Wooley said he understood that the association held a neighborhood meeting to discuss this issue. Staff posted three large notice signs on the involved neighborhood streets 20 days before this hearing. To the best of his knowledge, no one from the neighborhood called to ask for more information. Mr. Wooley

did receive one call from the local postal carrier. The carrier wanted to know which side of the streets would have restricted parking.

Commissioner Clodfelter asked if staff checked the number of vehicles parked on these streets.

Mr. Wooley said both he and Mr. Khasho visited the neighborhood. They saw only a few vehicles parked on the streets. Mr. Wooley said the townhome lots are quite narrow and, allowing for the driveway entrances, there are only a few areas where it is possible to park. Currently the new housing developments to the south are separated from the neighborhood by temporary street barricades. When the barriers are removed, Hamilton Heights will likely get more traffic on their streets

Chairman Knees closed the public hearing on Issue TC 586.

Commission Deliberation

Commissioner Isaak concurs with the staff recommendation.

Commissioner Overhage concurred.

Commissioner Overhage **MOVED** and Commissioner Isaak **SECONDED** a **MOTION** to approve the staff recommendation and the draft final written order on TC 586 to restrict parking on SW Sagehen Street, Chukar Terrace and Bunting Street.

On discussion, Commissioner Crocker said this was the development she visited before visiting Larch Place. During her visit to these narrow streets, she encountered both a large moving van and an oversize vehicle with a trailer. She noted that these streets are so tight it was even difficult to find a place to turn her car around. She asked about the size of the streets in the new subdivision to the south.

Mr. Wooley said that subdivision, Progress Ridge, also meets the narrow street standard. He said the gates between the two subdivisions will stay in place until a connection is complete between Horizon and Teal. This will provide a collector street connection between Scholls Ferry Road and Barrows Road. That should ensure that Chukar and Sagehen will remain low volume streets.

The **MOTION CARRIED** unanimously, 6:0.

ISSUE TC 588: REVISIONS TO TRAFFIC ENHANCEMENT FUND PROJECT ALLOCATIONS

Chairman Knees opened the public hearing on Issue TC 588.

Staff Report

Mr. Wooley said this issue was discussed with the Commission at the October meeting in a workshop format. Mr. Wooley made a few changes from that preliminary list and these are explained in the memo. He said there is about \$400,000 left in the Traffic Enhancement Fund to be allocated to specific projects.

Mr. Wooley said this proposal has about \$30,000 for a traffic enhancement reserve. He added that funds left over from any of the other projects will go into the traffic enhancement reserve. The package also includes funds for additional protected permissive flashing yellow arrows.

Commissioner Teitelbaum asked about Item No. 22, Pedestrian Countdown Signals Phase 2. He asked for a list of all such signals currently installed.

Mr. Wooley listed several intersections that currently have countdown signals.

Commissioner Teitelbaum has five intersections he would like to see converted to pedestrian countdown signals: Scholls Ferry/125th, 5th/Hall, 158th/Schendel, Hall/Allen, Murray/Tualatin Valley Highway.

Mr. Wooley said most of those mentioned are wide intersections which is important. He said staff tried to restrict its list to only City intersections. Scholls Ferry/125th is a County road with half the intersection in Tigard. Schendel/158th has similar issues. He understood from the earlier workshop discussion with the Commission that they wanted to focus this fund on Beaverton streets, not County roads. Otherwise, all those locations are possibilities. He said the wider the street, the more likely it is that pedestrians will benefit from the new countdown signals.

Chairman Knees asked if the school zone flashing beacons are adjusted to change with daylight savings time.

Mr. Wooley said these changes are all programmed in advance.

Chairman Knees asked about Item No. 26, Signal Software Upgrade. He asked if the need for an upgrade is urgent.

Mr. Wooley said the current software is obsolete. Newer software and hardware will allow the City to coordinate with other jurisdictions in the region.

Commissioner Overhage said she drives through the intersection at Schendel/158th several times a day and pedestrian crossings there are already efficient and quick. She is very enthusiastic about Item No. 29, Mid-Block Pedestrian Safety Improvements. She is concerned about deletion of Millikan Way/153rd Drive and Millikan Way/ Hocken Avenue from the list of intersections waiting to be converted to protected/permissive operation. She discussed her

reasons for believing these intersections should be converted. She asked staff to double check the sight distance at Millikan/153rd and possibly keep the intersection on the list.

Commissioner Overhage asked the meaning of "Mall B" at Cedar Hills and Jenkins, as found on Attachment B in the report.

Mr. Wooley said Mall B refers to the intersection between Jenkins and Walker on Cedar Hills and also to the intersection on Jenkins at the Win-Co driveway. The roadway through Mall B is unnamed.

Commissioner Crocker turned to Item No. 27, Canyon Road Signal Timing, and asked why we would pay \$50,000 to outside consultants. Has staff calculated what it would cost the City of Beaverton to do this work in-house?

Mr. Wooley said staff has done similar work in-house in the past. The largest part of the cost would be to update the traffic counts. The data to be gathered includes turning movement counts. These counts require substantial staff time. The Transportation Division has fewer staff now than in past years, so it is more practical to hire a consultant to do this extra work. Another reason to hire a consultant is that both the City and the Oregon Department of Transportation (ODOT) have already looked at the problems of signal timing on Canyon. Mr. Wooley believes it would be beneficial to have Canyon's timing reviewed by an outside company. A consultant could also identify the intersections that are so far over capacity that no amount of improved timing would offer a cure. A consultant would also have the resources to suggest possible cures and their costs. Mr. Wooley said a consultant is likely to have more sophisticated software to compile the data results than the City has.

Commissioner Crocker asked if it would be the same consultant the City used to collect traffic data at the intersection of Hall Boulevard and Greenway at Albertsons.

Mr. Wooley said that typically the traffic count is done by one company and the data analysis is done by a different company. Any company selected would have to have a high level of experience.

Regarding Attachment A, Item 13, New Signals, Commissioner Crocker asked that the intersection of Greenway/Downing be considered as a potential traffic signal location.

Mr. Wooley said staff has been following the investigation order outlined on the Traffic Signal Priority List that was established by the Commission. Greenway/Downing is not currently on that list; however, the Commission can always amend the list.

Public Testimony

The Commission received written testimony relating to this hearing from Traffic Sergeant Jim Monger. (*Written testimony is on file.*)

The Chairman observed that no one was waiting to testify.

Staff Comments

Mr. Wooley had no additional comments on this issue.

The Commission had no further questions.

Chairman Knees closed the public hearing on Issue TC 586.

Commission Deliberation

Chairman Knees said the report was mostly information that the Commission was already aware of. He called for final discussion and a motion.

Commissioner Overhage said this document will enhance the safety and livability of Beaverton. She is still concerned about Millikan Way/153rd Drive being deleted from the list of intersections eligible for protected/permissive operation. She asked for input from fellow Commissioners.

Chairman Knees said he was not ready for that discussion at this time. He asked Mr. Wooley for suggestions on how to proceed.

Mr. Wooley said several options were available. There is enough funding for protected/permissive whether or not Millikan/153rd is included. He said the Commissioner could adopt the budget and ask staff to bring Millikan/153rd back as a further amendment at a later date.

Commissioner Overhage **MOVED** and Commissioner Isaak **SECONDED** a **MOTION** to approve TC 588, Revisions to Traffic Enhancement Fund Project Allocations, and the draft final written order and bring back Millikan/153rd Drive as an amendment to the list at a later date.

On discussion, Commissioner Teitelbaum said he would like to see a traffic count on Millikan/153rd. He commented that he rarely sees much traffic there.

The **MOTION CARRIED** unanimously, 6:0.

— EXCERPT END —

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Public Hearing on Biggi Investment Partnership Measure 37 Claim.

FOR AGENDA OF: 01-09-06 **BILL NO:** 06005

Mayor's Approval: 

DEPARTMENT OF ORIGIN: City Attorney 

DATE SUBMITTED: 01-04-09

CLEARANCES: CDD/Develop Srvc 

PROCEEDING: Public Hearing

EXHIBITS: Map

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

Steve Biggi, the property owner of 3661-3775 SW Hall Boulevard and 3720 SW Cedar Hills Boulevard (also known as TLID#s 1S109DD00105, 00107 and 00109 respectively) has filed a claim for compensation under the provisions of Ballot Measure 37. In the claim, Mr. Biggi states that the City owes Mr. Biggi a total of \$1,767,125.00 for the imposition of land use restrictions on these properties. Specifically, the claim states that imposition of Clean Water Services regulations on the property reduces the value of the property by \$772,125.00 and the imposition of City zoning regulations concerning building orientation, flood plain restrictions, use limitations and sidewalk requirements reduces the value of the property by \$995,000.00. Beaverton Municipal Code Section 2.07.001 et seq. establishes the procedures for processing Ballot Measure 37 claims.

INFORMATION FOR CONSIDERATION:

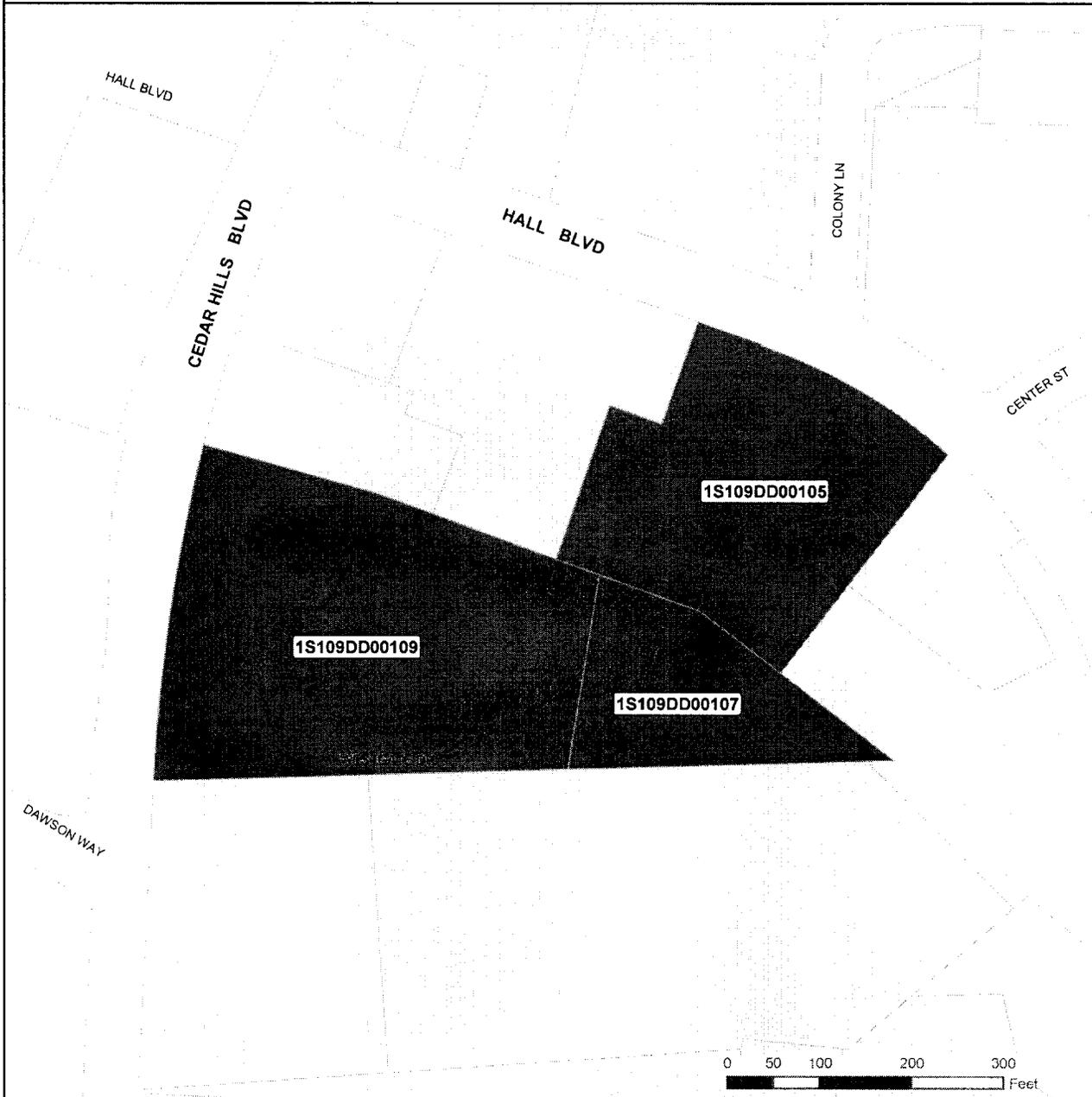
The Supreme Court is currently reviewing the constitutionality of Ballot Measure 37. As such, the claimant has agreed to a stay of the proceedings as of December 9, 2005. Ballot Measure 37 allows local governments 180 days to make a decision. The stay as of December 9, 2005 will allow the City 40 days in which to make a decision after the issuance of the Supreme Court decision.

RECOMMENDED ACTION:

Continue this hearing until after the the Supreme Court decision on the constitutionality of Measure 37. As this date is uncertain, direct staff to renote the hearing once the decision is made.

Exhibit Name: Detail Map

Exhibit Number: 1



Project: BIGGI BM 37 Claim	Date: 11/21/2005	N 
	Map Number: 1S109DD00105 1S109DD00107 1S109DD00109	
<i>Department: Community Development Division: Development Services</i>	Application #: MS37 2005-0001	

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Adopt Resolution and Authorize
Implementation of Building, Mechanical, and
Electrical Permit Fee Increases

FOR AGENDA OF: 1-09-06 **BILL NO:** 06006

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: CDD *[Signature]*

DATE SUBMITTED: 11-18-05

CLEARANCES: Finance *[Signature]*
City Attorney *[Signature]*

PROCEEDING: Public Hearing

EXHIBITS: Resolution with Exhibits A and B
Revenue and Expense Data
Current and Proposed Fee Tables

BUDGET IMPACT

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

Each budget year, revenues and expenditures for the Building Operating Fund (Fund) are evaluated to determine if adjustments are needed. Revenue has risen at a slower pace than the costs associated with the operation of the Building Services Division (Division). The Division's Fund is intended to be wholly permit-fee supported while maintaining a reasonable contingency fund. There are programs within the Fund with expenses exceeding revenues to the point they are diminishing the contingency fund.

INFORMATION FOR CONSIDERATION:

Since the last fee adjustment, costs associated with the Mechanical and Electrical permit programs have continued to exceed revenues and will continue to diminish the Division's contingency fund unless the fees are adjusted. Costs for the Building Permit Program continue to rise. As a method to more closely cover the costs associated with the Building, Mechanical, and Electrical permit programs, staff propose a 3-percent increase in building permit fees and a 5-percent increase in mechanical permit fees. The building and mechanical fee adjustments are proposed to take effect February 1, 2006. In addition, staff propose an incremental increase in electrical permit fees of 10-percent to take effect on February 1, 2006 and an additional 10-percent increase to take effect on July 1, 2006.

Details of the proposed fee adjustments were reviewed by the City's Development Liaison Committee and found to be necessary. Information providing greater detail for the basis of the proposed fee adjustments is included in the attached exhibits. The information provides the programs' revenues, expenditures, and contingency balances including estimates through FY 2006-07.

RECOMMENDED ACTION:

Council to hold a public hearing and adopt attached resolution authorizing increases in building, mechanical, and electrical permit fees.

A RESOLUTION TO INCREASE BUILDING, MECHANICAL, AND ELECTRICAL PERMIT FEES

WHEREAS, the Building Operating Fund is entirely dependent upon revenue generated by the sale of permits for the construction of buildings and their support systems; and,

WHEREAS, the current building permit fee levels do not generate sufficient revenue to sustain a reasonable contingency fund for FY 2005-06; and,

WHEREAS, the current mechanical permit fee levels do not generate sufficient revenue to offset operating costs for FY 2005-06; and,

WHEREAS, the current electrical permit fee levels do not generate sufficient revenue to offset operating costs for FY 2005-06; and,

WHEREAS, it is desirable to increase electrical permit fees in two incremental steps; and,

WHEREAS, Beaverton Code Section 8.02.040 allows the Council by resolution to set certain fees for permits relating to site development; and,

WHEREAS, the Council has previously adopted schedules of fees for those services and now desires to adopt a new schedule that will supercede those formerly adopted; therefore,

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

Section 1. The Council adopts the Building and Mechanical and Electrical Permit Fee Tables attached as Exhibit A to this Resolution, effective on February 1, 2006; and the Electrical Permit Fee Table attached as Exhibit B to this Resolution, effective on July 1, 2006 as to all applications for Building or Mechanical permits that are completed on or after that date.

Section 2. This resolution shall take effect on February 1, 2006.

Adopted by the Council this _____ day of _____, 2006.

Approved by the Mayor this _____ day of _____, 2006.

Ayes: _____

Nays: _____

ATTEST:

APPROVED:

SUE NELSON, CITY RECORDER

ROB DRAKE, MAYOR

CITY OF BEAVERTON

NEW ONE AND TWO FAMILY DWELLING BUILDING PERMIT FEE TABLE

(See below for determining valuation.)

\$0.00 to \$500.00 valuation	\$47.10
\$501.00 to \$2,000.00 valuation	\$47.10 for the first \$500.00 and \$2.10 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$78.60 for the first \$2,000.00 and \$7.15 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$243.05 for the first \$25,000.00 and \$6.30 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$400.55 for the first \$50,000.00 and \$5.05 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$653.05 for the first \$100,000.00 and \$3.00 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$1,853.05 for the first \$500,000.00 and \$2.10 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 and over valuation	\$2,903.05 for the first \$1,000,000.00 and \$1.45 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated (minimum charge – one-half hour)..... \$78.70 per hour*
4. Additional plans review required by changes, additions, or revisions to proposed or approved plans (minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Utility Locate Fee.....	\$25.00
Engineering Division Review Fee	\$40.00

Erosion Control Fee - Value:	\$0 to \$25,000.00	\$50.00
	\$25,001.00 to 50,000.00.....	\$75.00
	\$50,001.00 to \$100,000.00.....	\$100.00
	\$100,001.00 and over.....	\$100.00 plus \$75.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

Valuation is determined by multiplying the square footage of the dwelling and garage by the “per square foot cost factor” identified in the Building Valuation Data Table.

(New one and two family dwelling building permit fee table, continued.)

Building Permit Fee Schedule For Stand-Alone Residential Fire Sprinkler Systems

Square Footage of Dwelling (including garage)	Permit/Plans Review Fee
0-2,000 square feet	\$140.20
2,001-3,600 square feet	\$178.45
3,601-7,200 square feet	\$242.15
Greater than 7,200 square feet.....	\$305.90

CITY OF BEAVERTON

COMMERCIAL, MULTI-FAMILY, AND INDUSTRIAL BUILDING PERMIT FEE TABLE FOR NEW BUILDINGS

(See below for determining valuation.)

\$0.00 to \$500.00 valuation	\$71.70
\$501.00 to \$2,000.00 valuation	\$71.70 for the first \$500.00 and \$2.80 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$113.70 for the first \$2,000.00 and \$11.40 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$375.90 for the first \$25,000.00 and \$8.60 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$590.90 for the first \$50,000.00 and \$6.10 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$895.90 for the first \$100,000.00 and \$4.50 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$2,695.90 for the first \$500,000.00 and \$3.95 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 to \$10,000,000.00 valuation.....	\$4,670.90 for the first \$1,000,000.00 and \$2.60 for each additional \$1,000.00 or fraction thereof
\$10,000,001.00 and over valuation.....	\$28,070.90 for the first \$10,000,000.00 and \$2.50 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$78.70 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
Fire and Life Safety Plans Review Fee	40 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Engineering Division Review Fee	\$40.00

Erosion Control Fee - Value:	\$0 to \$25,000.00	\$50.00
	\$25,001.00 to 50,000.00.....	\$75.00
	\$50,001.00 to \$100,000.00.....	\$100.00
	\$100,001.00 and over.....	\$100.00 plus \$75.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

(Commercial, multi-family, and industrial building permit fee table for new buildings, continued.)

Valuation is determined by multiplying the square footage of the building (based on use and construction type) by the “per square foot cost factor” identified in the Building Valuation Data Table.

Phased Projects: There shall be a minimum plans review phasing fee of \$157.50 for each separate phased portion of the project. In addition, a plans review phasing fee shall be charged in an amount equal to ten percent of the total project building permit fee calculated in accordance with OAR 918-050-100 through 110 not to exceed an additional \$1,500 for each phase.

Deferred Submittals: The plans review fee for processing deferred plan submittals shall be an amount equal to 65 percent of the building permit fee calculated in accordance with OAR 918-050-110(2) and (3) using the value of the particular deferred portion of the project with a minimum fee of \$117.80. This fee is in addition to the project plans review fee based on total project value.

CITY OF BEAVERTON

SINGLE FAMILY, MULTI-FAMILY, COMMERCIAL, AND INDUSTRIAL BUILDING PERMIT FEE TABLE FOR ALTERATIONS, ADDITIONS, AND DEMOLITIONS

\$0.00 to \$500.00 valuation	\$45.10
\$501.00 to \$2,000.00 valuation	\$45.10 for the first \$500.00 and \$2.85 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$87.85 for the first \$2,000.00 and \$12.90 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$384.55 for the first \$25,000.00 and \$9.30 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$617.05 for the first \$50,000.00 and \$6.35 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$934.55 for the first \$100,000.00 and \$5.10 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$2,974.55 for the first \$500,000.00 and \$4.30 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 and over valuation	\$5,124.55 for the first \$1,000,000.00 and \$2.85 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated (minimum charge – one-half hour) \$78.70 per hour*
4. Additional plans review required by changes, additions, or revisions to proposed or approved plans (minimum charge – one-half hour) \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
Fire and Life Safety Plans Review Fee.....	40 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Engineering Division Review Fee	\$40.00

Erosion Control Fee - Value:	\$0 to \$25,000.00	\$50.00
	\$25,001.00 to 50,000.00.....	\$75.00
	\$50,001.00 to \$100,000.00.....	\$100.00
	\$100,001.00 and over.....	\$100.00 plus \$75.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

(Commercial, multi-family, and industrial building permit fee table for alterations, additions, and demolitions, continued.)

Building Permit Fee Schedule For Stand-Alone Residential Fire Sprinkler Systems

Square Footage of Dwelling (including garage)	Permit/Plans Review Fee
0-2,000 square feet	\$140.20
2,001-3,600 square feet	\$178.45
3,601-7,200 square feet	\$242.15
Greater than 7,200 square feet.....	\$305.90

Phased Projects: There shall be a minimum plans review phasing fee of \$157.50 for each separate phased portion of the project. In addition, a plans review phasing fee shall be charged in an amount equal to ten percent of the total project building permit fee calculated in accordance with OAR 918-050-100 through 110 not to exceed an additional \$1,500 for each phase.

Deferred Submittals: The plans review fee for processing deferred plan submittals shall be an amount equal to 65 percent of the building permit fee calculated in accordance with OAR 918-050-110(2) and (3) using the value of the particular deferred portion of the project with a minimum fee of \$117.80. This fee is in addition to the project plans review fee based on total project value.

CITY OF BEAVERTON

MECHANICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO ONE AND TWO FAMILY DWELLINGS

Air Handling Units.....	\$30.00 per appliance
Air Conditioning.....	\$42.00 per appliance
Alteration of Existing HVAC System.....	\$30.00 per appliance
Heat Pump.....	\$54.85 per appliance
Install/Replace Furnace	
Up to 100,000 btu.....	\$42.00 per appliance
Over 100,000 btu.....	\$49.30 per appliance
Install/Replace/Relocate Heaters	
Suspended, Wall, or Floor Mounted.....	\$42.00 per appliance
Vent for Appliance other than Furnace.....	\$30.00 per appliance
Appliance Vent.....	\$20.95 per appliance
Dryer Exhaust.....	\$30.00 per appliance
Hood.....	\$30.00 per appliance
Exhaust Fan Connected to a Single Duct.....	\$20.95 per appliance
Gas Piping: 1 to 4 Outlets.....	\$12.70
Each Additional Outlet.....	\$3.60
Fireplace.....	\$30.00 per appliance
Wood Stove.....	\$30.00 per appliance
Other.....	\$20.95 per appliance
Minimum Fee.....	\$87.70
State Surcharge.....	8 percent of mechanical permit fee

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$78.70 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

CITY OF BEAVERTON

MECHANICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO COMMERCIAL, MULTI-FAMILY, AND INDUSTRIAL PROJECTS

(See Mechanical Valuation Table to determine valuation.)

\$0.00 to \$500.00 valuation	\$62.05
\$501.00 to \$5,000.00 valuation	\$62.05 for the first \$500.00 and \$2.75 for each additional \$100.00 or fraction thereof
\$5,001.00 to \$10,000.00 valuation	\$185.80 for the first \$5,000.00 and \$2.50 for each additional \$100.00 or fraction thereof
\$10,001.00 to \$50,000.00 valuation.....	\$310.80 for the first \$10,000.00 and \$2.30 for each additional \$100.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$1,230.80 for the first \$50,000.00 and \$2.25 for each additional \$100.00 or fraction thereof
\$100,001.00 and over valuation	\$2,355.80 for the first \$100,000.00 and \$2.60 for each additional \$100.00 or fraction thereof
Minimum Fee	\$87.70

Plans review equals 25 percent of the mechanical permit fee.

State surcharge equals 8 percent of the mechanical permit fee.

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$78.70per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

CITY OF BEAVERTON

ELECTRICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO MULTI-FAMILY, COMMERCIAL, INDUSTRIAL PROJECTS, AND ONE AND TWO FAMILY DWELLINGS

New residential – single or multi-family per dwelling unit (includes attached garage)

Service Included:

1000 square feet or less	\$98.50
Each additional 500 square feet or portion thereof	\$17.55
Limited energy, residential.....	\$23.45
Limited energy, nonresidential.....	\$46.40
Each manufactured home or modular dwelling service and/or feeder.....	\$46.40

Services or feeders – installation, alteration, or relocation:

200 amps or less	\$58.60
201 amps to 400 amps.....	\$69.75
401 amps to 600 amps.....	\$116.05
601 amps to 1000 amps.....	\$151.75
Over 1000 amps or volt	\$349.25
Reconnect only.....	\$46.40

Temporary services or feeders – installation, alteration, or relocation:

200 amps or less	\$46.40
201 amps to 400 amps.....	\$64.45
401 amps to 600 amps.....	\$93.15

Branch circuits – new, alteration, or extension per panel:

A. Fee for branch circuits with purchase of service or feeder fee, each branch circuit	\$2.15
B. Fee for branch circuits without purchase of service or feeder fee, first branch circuit	\$41.05
Each additional branch circuit.....	\$2.15

Miscellaneous (service or feeder not included):

Each pump or irrigation circle	\$46.40
Each sign or outline lighting.....	\$46.40
Signal circuit(s) or a limited energy panel, alteration, or extension	\$46.40

Plans review equals 25 percent of the electrical permit fee.
State Surcharge equals 8 percent of the electrical permit fee.

1. Inspections outside of normal business hours
(minimum charge – two hours) \$58.60 per hour*
2. Each additional inspection over the allowable for
the permitted work
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$58.60 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$58.60 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

**Proposed Fee Schedule Effective July 1, 2006
CITY OF BEAVERTON**

Exhibit B

ELECTRICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO MULTI-FAMILY, COMMERCIAL, INDUSTRIAL PROJECTS, AND ONE AND TWO FAMILY DWELLINGS

New residential – single or multi-family per dwelling unit (includes attached garage)

Service Included:

1000 square feet or less	\$108.35
Each additional 500 square feet or portion thereof	\$19.30
Limited energy, residential.....	\$25.80
Limited energy, non-residential.....	\$51.05
Each manufactured home or modular dwelling service and/or feeder	\$51.05

Services or feeders – installation, alteration or relocation:

200 amps or less	\$64.45
201 amps to 400 amps	\$76.70
401 amps to 600 amps	\$127.65
601 amps to 1000 amps	\$166.90
Over 1000 amps or volt	\$384.20
Reconnect only.....	\$51.05

Temporary services or feeders – Installation, alteration, or relocation:

200 amps or less	\$51.05
201 amps to 400 amps	\$70.90
401 amps to 600 amps	\$102.45

Branch circuits – new, alteration, or extension per panel:

A. Fee for branch circuits with purchase of service or feeder fee, each branch circuit	\$2.35
B. Fee for branch circuits without purchase of service or feeder fee, first branch circuit	\$45.15
Each additional branch circuit.....	\$2.35

Miscellaneous (Service or feeder not included):

Each pump or irrigation circle	\$51.05
Each sign or outline lighting.....	\$51.05
Signal Circuit(s) or a limited energy panel, alteration, or extension	\$51.05

Plans review equals 25 percent of the electrical permit fee.
State Surcharge equals 8 percent of the electrical permit fee.

1. Inspections outside of normal business hours
(minimum charge – two hours)
2. Each additional inspection over the allowable for
the permitted work
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour).....
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour).....

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

CITY OF BEAVERTON
BUILDING SERVICES DIVISION
Building Operating Fund

Building Operating Fund History

In FY 1992-93, the Beaverton City Council established the Building Operating Fund (Fund) to account for the Building Services Division's (Division) revenues and expenditures. The Fund is intended to have each individual program (building/mechanical, plumbing, and electrical) generate permit revenue sufficient to cover operating costs and maintain a reasonable contingency fund. When the Fund was initiated, the Council determined it would not assess the full amount of reasonable overhead charges, so the Fund could appropriately build a contingency fund. Over the following years, the City increased the overhead charges to 90 percent of the rate for FY 2005-06, with the intent to eventually have the fund contribute 100 percent of the rate. In addition, personnel and material costs continue to rise. Incremental fee adjustments have been implemented in previous fiscal years to stabilize the contingency level that had seen significant reductions through FY 2002-03. The revenue and expenditures for the Fund are evaluated on an annual basis to determine if further fee adjustments are necessary.

Revenues and Expenditures

The Division is made up of five programs:

1. Administration
2. Plans Review and Permit Processing
3. Building and Mechanical Field Inspection
4. Plumbing Plans Review and Field Inspection
5. Electrical Plans Review and Field Inspection

The Division operates through a dedicated fund. Fees collected by the Division in connection with the above programs are to be used only for the administration and enforcement of those programs. Each program has revenue and expenditures accounted for individually. The fees collected by the Division are established in Beaverton Code (BC) 8.02.040 to provide funding of each program. Each program is budgeted out of the Building Operating Fund with revenue and expenditures not exceeding the reasonable and necessary costs of administration and enforcement of these programs (including establishing and maintaining a reasonable contingency fund).

Direct expenditures are charged to the applicable program fund account. Administration, general supplies, training, overhead, accounting, reprographic, and Information Systems Department (ISD) costs are charged to the Division Administration Fund. These administrative costs are divided (based on the number of employees) into two programs (Plan Review and Permits, and Building Inspection). Revenues collected in excess of expenditures are placed in the Building Services Division's contingency fund for the purpose of maintaining services during short duration reductions in development activity. The amount of funds to be maintained in the contingency is determined by the City Administration with the consultation of the development community through the City Development Liaison Committee (DLC).

Revenues

- Revenues from building and mechanical permit fees fund the Building and Mechanical Field Inspection Program.
- Revenue from plans review fees funds the Plans Review and Permit Processing Program.
- Revenue from plumbing permit fees funds the Plumbing Plans Review and Field Inspection Program.
- Revenue from electrical permit fees funds the Electrical Plans Review and Field Inspection Program.
- Revenue from miscellaneous fees are divided into the Building and Mechanical Field Inspection Program, the Plans Review and Permit Processing Program, the Plumbing Plans Review and Field Inspection Program, and the Electrical Plans Review and Field Inspection Program based on the number of employees in each program.
- Revenue from investment income is divided into two programs (Plans Review and Permit Processing, and Building and Mechanical Field Inspection) based on the amount of contingency in each fund.

Expenditures

Each program has a separate fund to account for expenditures directly related to that program. This includes personnel costs, materials, and supplies (furniture, equipment, code books, cellular telephones, etc.). The Division’s budget has transfers to several accounts to pay for services provided by those sections of the City.

- Overhead: This pays a portion of Mayor/City Administration, City Council, City Attorney, Records Management, Human Resources, light, heat, water, power, and building space.
- Reprographics: Permit and inspection printing, copier/fax maintenance and replacement, and paper supplies.
- ISD: Computer system repair, maintenance, and technical support.
- Finance: Daily deposit; Division’s accounting, payroll, and accounts payable.
- Mapping and Technical Services: Mapping and address database.
- Garage: Inspection vehicle operation, repair, maintenance, and replacement.

None of the figures provided below reflect the anticipated cost for the purchase of a permit tracking system, which is anticipated during FY 2005-06. The contingency for each of the programs will need to share in that cost.

BUILDING PERMIT ACTIVITY

The information below provides a brief history of workload statistics. In addition, a forecast for future indicators is also provided.

Permit Activity

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Single Family New/Alterations	453	517	464	425	420
Commercial Tenant Improvement	658	695	648	700	700
New Commercial, Multi-Family	39	51	109	100	100

Inspections

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Building, Mechanical, Plumbing, and Electrical Inspections	35,807	34,399	39,417	39,000	39,000

BUILDING PERMIT FEE INCREASE

A 3-percent building permit and plans review fee increase is proposed. The proposed increase would generate an estimated \$21,825 of additional revenue for FY 2005-06.

The Plans Review and Permit Processing Program includes fees for building plans review and inspections. Previous fee increases have stabilized the program's contingency fund; however, the overall fund will continue to experience increases in operating costs. The proposed fee increase is intended to maintain the fund's revenues and expenditures at an even level. Industry support of previous fee increases has allowed the City some flexibility in incremental fee adjustments. Staff recommends implementation of the proposed increase with further evaluations in twelve months. The information below provides a brief history of workload, revenue, and expenditure statistics. In addition, a forecast for future indicators is also provided. The proposed increase is based on the anticipated revenues and expenditures through FY 2006-07.

Permits Issued

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Building Permits	1,150	1,301	1,452	1,175	1,200

Inspections

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Building Inspections	14,051	12,508	15,807	14,000	15,000

Program Revenues

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
Permit Fees:					
Building Inspection	\$524,637	\$645,179	\$853,328	\$820,000/ \$832,300	\$850,000/ \$875,500
Plans Review	\$426,115	\$682,820	\$721,975	\$635,000/ \$644,525	\$650,000/ \$669,500
Interest Income:					
Building Inspection	\$28,366	\$24,966	\$39,331	\$39,327	\$40,000
Plans Review	\$0	\$0	\$0	\$0	\$0

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
Miscellaneous Fees:					
Building Inspection	\$60,918	\$14,022	\$19,557	\$10,988	\$10,000
Plans Review	\$106,236	\$23,515	\$39,393	\$20,348	\$20,000
Totals					
Building Inspection	\$613,921	\$684,167	\$912,216	\$870,315/ \$882,615	\$900,000/ \$925,500
Plans Review	\$532,351	\$706,335	\$761,368	\$655,348/ \$664,873	\$670,000/ \$689,500

Expenditures

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Building Inspection	\$478,184	\$462,075	\$591,809	\$615,000	\$639,000
Plans Review	\$629,669	\$697,268	\$859,268	\$893,000	\$928,000

FY Income/Loss

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
+ / (-)					
Building Inspection	\$135,737	\$222,092	\$320,407	\$255,315/ \$267,615	\$261,000/ \$286,500
Plans Review	(\$97,318)	\$9,067	(\$97,900)	(\$237,652)/ (\$228,127)	(\$258,000)/ (\$238,500)

Contingency

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
+ / (-)					
Building Inspection	\$2,018,067	\$2,240,159	\$2,560,566	\$2,815,881/ \$2,828,181	\$3,076,881/ \$3,114,681
Plans Review	(\$694,488)	(\$685,421)	(\$783,321)	(\$1,020,973)/ (\$1,011,448)	(\$1,278,973)/ (\$1,249,948)
Total Contingency	\$1,323,579	\$1,554,738	\$1,777,245	\$1,794,908/ \$1,816,733	\$1,797,908/ \$1,864,733

*Estimated

MECHANICAL PERMIT FEE INCREASE

A 5-percent permit fee increase is proposed. The mechanical permits are a part of the Plans Review and Permit Processing Program. The same staff conduct plan reviews and inspections. Revenues and expenditures for these programs have historically been included in the Plans Review and Permit Processing Program and Building and Mechanical Field Inspection Program.

In spite of previous increases, mechanical permit fees continue to under fund the program; however, the rate of expenditures exceeding revenues has significantly been reduced. The proposed increase would generate an estimated \$6,000 of additional revenue for FY 2005-06. The program would, however, continue to see an operating loss of \$12,291 for FY 2006-07.

The City is heeding the request from industry to increase fees to reasonable and necessary levels in smaller increments over several years rather than large jumps. Staff recommends implementation of the proposed increase, with further evaluations in 12-month increments, until the program is self-supporting. The information below provides a brief history of workload, revenue, and expenditure statistics. In addition, a forecast for future indicators is also provided. The proposed increase is based on the anticipated revenues and expenditures through FY 2006-07.

Permits Issued

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Mechanical Permits	1,169	1,355	1,466	1,200	1,300

Inspections

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Mechanical Inspections	5,786	4,587	6,064	5,800	6,000

Program Revenues

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
Mechanical Permit Fees	\$125,174	\$169,459	\$237,097	\$240,000/ \$246,000	\$240,000/ \$252,000
Miscellaneous Fees	\$26,107	\$8,563	\$10,831	\$4,709	\$4,000
Interest Income	\$0	\$0	\$0	\$0	\$0
Total	\$151,281	\$178,022	\$247,928	\$244,709/ \$250,709	\$244,000/ \$256,000

Expenditures

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Mechanical Inspection	\$204,936	\$198,032	\$253,632	\$263,000	\$273,000

FY Income/Loss

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
+ / (-)	(\$63,655)	(\$20,010)	(\$5,704)	(\$18,291)/ (\$12,291)	(\$29,000)/ (\$17,000)

Contingency

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
+ / (-)	(\$566,912)	(\$586,922)	(\$592,626)	(\$610,917)/ (\$604,917)	(\$639,917)/ (\$621,917)

*Estimated

ELECTRICAL PERMIT FEE INCREASE

Electrical permit fees were decreased by 20 percent January 1, 2002 as a result of the contingency fund for this program having grown beyond a reasonable level. With annual increases in costs to the program **and the addition of electrical inspection staff to support the growing electrical plans review and inspection workload**, the contingency fund for the Electrical Plans Review and Field Inspection Program is anticipated to drop below an acceptable level by the end of FY 2005-06. In order to maintain the contingency funds at a reasonable level, incremental electrical permit fee increases are necessary. A larger fee increase is necessary in order to create a revenue source that covers expenditures. The City, however, is heeding the request from industry to increase fees to reasonable and necessary levels in smaller increments rather than large jumps.

An Incremental increase in electrical permits fees of 10 percent February 1, 2006 and 10 percent July 1, 2006 is proposed. The proposed increase would generate an estimated \$13,250 of additional revenue for FY 2005-06. The Electrical Plan Review and Field Inspection Program would, however, continue to see an operating loss of \$106,329 for FY 2005-06.

Permits Issued

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Electrical Permits	1,832	2,144	2,321	2,000	2,000

Inspections

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Electrical Inspections	8,718	9,682	9,718	9,600	9,600

Program Revenues

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
Electrical Permit Fees	\$169,419	\$173,886	\$226,342	\$265,000/ \$278,250	\$265,000/ \$318,000
Miscellaneous Fees	\$30,400	\$15,482	\$8,445	\$8,444	\$8,000
Interest Income	\$5,050	\$4,445	\$13,506	\$6,977	\$6,500
Total	\$204,869	\$193,813	\$248,293	\$280,421/ \$293,671	\$279,500/ \$332,500

Expenditures

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06*	FY 2006-07*
Electrical Inspection	\$233,883	\$259,510	\$385,902	\$400,000	\$416,000

FY Income/Loss

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
+ / (-)	(\$29,014)	(\$65,697)	(\$137,609)	(\$119,579)/ (\$106,329)	(\$136,500)/ (\$83,500)

Contingency

	FY 2002-03 Actual	FY 2003-04 Actual	FY 2004-05 Actual	FY 2005-06* Without Increase/With Increase	FY 2006-07* Without Increase/With Increase
+ / (-)	\$290,955	\$225,258	\$87,649	(\$31,930)/ (\$18,680)	(\$168,430)/ (\$102,180)

*Estimated

Proposed Fee Schedule

CITY OF BEAVERTON

NEW ONE AND TWO FAMILY DWELLING BUILDING PERMIT FEE TABLE

(See below for determining valuation.)

\$0.00 to \$500.00 valuation	\$47.10
\$501.00 to \$2,000.00 valuation	\$47.10 for the first \$500.00 and \$2.10 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$78.60 for the first \$2,000.00 and \$7.15 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$243.05 for the first \$25,000.00 and \$6.30 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$400.55 for the first \$50,000.00 and \$5.05 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$653.05 for the first \$100,000.00 and \$3.00 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$1,853.05 for the first \$500,000.00 and \$2.10 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 and over valuation	\$2,903.05 for the first \$1,000,000.00 and \$1.45 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$78.70 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Utility Locate Fee.....	\$25.00
Engineering Division Review Fee	\$40.00

Erosion Control Fee –Value:	\$0 to \$25,000.00	\$50.00
	\$25,001.00 to 50,000.00.....	\$75.00
	\$50,001.00 to \$100,000.00.....	\$100.00
	\$100,001.00 and over.....	\$100.00 plus \$75.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

Valuation is determined by multiplying the square footage of the dwelling and garage by the “per square foot cost factor” identified in the Building Valuation Data Table.

(New one and two family dwelling building permit fee table, continued.)

Building Permit Fee Schedule For Stand-Alone Residential Fire Sprinkler Systems

Square Footage of Dwelling (including garage)	Permit/Plans Review Fee
0-2,000 square feet	\$140.20
2,001-3,600 square feet	\$178.45
3,601-7,200 square feet	\$242.15
Greater than 7,200 square feet.....	\$305.90

Proposed Fee Schedule

CITY OF BEAVERTON

COMMERCIAL, MULTI-FAMILY, AND INDUSTRIAL BUILDING PERMIT FEE TABLE FOR NEW BUILDINGS

(See below for determining valuation.)

\$0.00 to \$500.00 valuation	\$71.70
\$501.00 to \$2,000.00 valuation	\$71.70 for the first \$500.00 and \$2.80 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$113.70 for the first \$2,000.00 and \$11.40 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$375.90 for the first \$25,000.00 and \$8.60 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$590.90 for the first \$50,000.00 and \$6.10 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$895.90 for the first \$100,000.00 and \$4.50 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$2,695.90 for the first \$500,000.00 and \$3.95 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 to \$10,000,000.00 valuation.....	\$4,670.90 for the first \$1,000,000.00 and \$2.60 for each additional \$1,000.00 or fraction thereof
\$10,000,001.00 and over valuation.....	\$28,070.90 for the first \$10,000,000.00 and \$2.50 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated (minimum charge – one-half hour) \$78.70 per hour*
4. Additional plans review required by changes, additions, or revisions to proposed or approved plans (minimum charge – one-half hour) \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
Fire and Life Safety Plans Review Fee	40 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Engineering Division Review Fee	\$40.00

Erosion Control Fee –Value:	\$0 to \$25,000.00	\$50.00
	\$25,001.00 to 50,000.00.....	\$75.00
	\$50,001.00 to \$100,000.00.....	\$100.00
	\$100,001.00 and over.....	\$100.00 plus \$75.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

(Commercial, multi-family, and industrial building permit fee table for new buildings, continued.)

Valuation is determined by multiplying the square footage of the building (based on use and construction type) by the "per square foot cost factor" identified in the Building Valuation Data Table.

Phased Projects: There shall be a minimum plans review phasing fee of \$157.50 for each separate phased portion of the project. In addition, a plans review phasing fee shall be charged in an amount equal to ten percent of the total project building permit fee calculated in accordance with OAR 918-050-100 through 110 not to exceed an additional \$1,500 for each phase.

Deferred Submittals: The plans review fee for processing deferred plan submittals shall be an amount equal to 65 percent of the building permit fee calculated in accordance with OAR 918-050-110(2) and (3) using the value of the particular deferred portion of the project with a minimum fee of \$117.80. This fee is in addition to the project plans review fee based on total project value.

Proposed Fee Schedule

CITY OF BEAVERTON

SINGLE FAMILY, MULTI-FAMILY, COMMERCIAL, AND INDUSTRIAL BUILDING PERMIT FEE TABLE FOR ALTERATIONS, ADDITIONS, AND DEMOLITIONS

\$0.00 to \$500.00 valuation	\$45.10
\$501.00 to \$2,000.00 valuation	\$45.10 for the first \$500.00 and \$2.85 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$87.85 for the first \$2,000.00 and \$12.90 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$384.55 for the first \$25,000.00 and \$9.30 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$617.05 for the first \$50,000.00 and \$6.35 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$934.55 for the first \$100,000.00 and \$5.10 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$2,974.55 for the first \$500,000.00 and \$4.30 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 and over valuation	\$5,124.55 for the first \$1,000,000.00 and \$2.85 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated (minimum charge – one-half hour)..... \$78.70 per hour*
4. Additional plans review required by changes, additions, or revisions to proposed or approved plans (minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
Fire and Life Safety Plans Review Fee	40 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Engineering Division Review Fee	\$40.00

Erosion Control Fee –Value:	\$0 to \$25,000.00	\$50.00
	\$25,001.00 to 50,000.00.....	\$75.00
	\$50,001.00 to \$100,000.00.....	\$100.00
	\$100,001.00 and over.....	\$100.00 plus \$75.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

(Commercial, multi-family, and industrial building permit fee table for alterations, additions, and demolitions, continued.)

Building Permit Fee Schedule For Stand-Alone Residential Fire Sprinkler Systems

Square Footage of Dwelling (including garage)	Permit/Plans Review Fee
0-2,000 square feet	\$140.20
2,001-3,600 square feet	\$178.45
3,601-7,200 square feet	\$242.15
Greater than 7,200 square feet.....	\$305.90

Phased Projects: There shall be a minimum plans review phasing fee of \$157.50 for each separate phased portion of the project. In addition, a plans review phasing fee shall be charged in an amount equal to ten percent of the total project building permit fee calculated in accordance with OAR 918-050-100 through 110 not to exceed an additional \$1,500 for each phase.

Deferred Submittals: The plans review fee for processing deferred plan submittals shall be an amount equal to 65 percent of the building permit fee calculated in accordance with OAR 918-050-110(2) and (3) using the value of the particular deferred portion of the project with a minimum fee of \$117.80. This fee is in addition to the project plans review fee based on total project value.

Proposed Fee Schedule

CITY OF BEAVERTON

MECHANICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO ONE AND TWO FAMILY DWELLINGS

Air Handling Units.....	\$30.00 per appliance
Air Conditioning.....	\$42.00 per appliance
Alteration of Existing HVAC System	\$30.00 per appliance
Heat Pump	\$54.85 per appliance
Install/Replace Furnace	
Up to100,000 btu.....	\$42.00 per appliance
Over 100,000 btu.....	\$49.30 per appliance
Install/Replace/Relocate Heaters	
Suspended, Wall, or Floor Mounted	\$42.00 per appliance
Vent for Appliance other than Furnace	\$30.00 per appliance
Appliance Vent	\$20.95 per appliance
Dryer Exhaust	\$30.00 per appliance
Hood	\$30.00 per appliance
Exhaust Fan Connected to a Single Duct.....	\$20.95 per appliance
Gas Piping: 1 to 4 Outlets.....	\$12.70
Each Additional Outlet.....	\$3.60
Fireplace	\$30.00 per appliance
Wood Stove.....	\$30.00 per appliance
Other	\$20.95 per appliance
Minimum Fee	\$87.70
State Surcharge8 percent of mechanical permit fee

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$78.70 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Proposed Fee Schedule

CITY OF BEAVERTON

MECHANICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO COMMERCIAL, MULTI-FAMILY, AND INDUSTRIAL PROJECTS

(See Mechanical Valuation Table to determine valuation.)

\$0.00 to \$500.00 valuation	\$62.05
\$501.00 to \$5,000.00 valuation	\$62.05 for the first \$500.00 and \$2.75 for each additional \$100.00 or fraction thereof
\$5,001.00 to \$10,000.00 valuation	\$185.80 for the first \$5,000.00 and \$2.50 for each additional \$100.00 or fraction thereof
\$10,001.00 to \$50,000.00 valuation.....	\$310.80 for the first \$10,000.00 and \$2.30 for each additional \$100.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$1,230.80 for the first \$50,000.00 and \$2.25 for each additional \$100.00 or fraction thereof
\$100,001.00 and over valuation	\$2,355.80 for the first \$100,000.00 and \$2.60 for each additional \$100.00 or fraction thereof
Minimum Fee	\$87.70

Plans review equals 25 percent of the mechanical permit fee.

State surcharge equals 8 percent of the mechanical permit fee.

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge – two hours) \$78.70 per hour*
2. Reinspection fees assessed under provisions of Building Division Administrative Rules Section 309.10..... \$78.70
3. Inspections for which no fee is specifically indicated (minimum charge – one-half hour)..... \$78.70per hour*
4. Additional plans review required by changes, additions, or revisions to proposed or approved plans (minimum charge – one-half hour)..... \$78.70 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Proposed Fee Schedule

CITY OF BEAVERTON

ELECTRICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO MULTI-FAMILY, COMMERCIAL, INDUSTRIAL PROJECTS, AND ONE AND TWO FAMILY DWELLINGS

New residential – single or multi-family per dwelling unit (includes attached garage)

Service Included:

1000 square feet or less	\$98.50
Each additional 500 square feet or portion thereof	\$17.55
Limited energy, residential.....	\$23.45
Limited energy, nonresidential.....	\$46.40
Each manufactured home or modular dwelling service and/or feeder	\$46.40

Services or feeders – installation, alteration, or relocation:

200 amps or less	\$58.60
201 amps to 400 amps	\$69.75
401 amps to 600 amps	\$116.05
601 amps to 1000 amps	\$151.75
Over 1000 amps or volt	\$349.25
Reconnect only.....	\$46.40

Temporary services or feeders – installation, alteration, or relocation:

200 amps or less	\$46.40
201 amps to 400 amps	\$64.45
401 amps to 600 amps	\$93.15

Branch circuits – new, alteration, or extension per panel:

A. Fee for branch circuits with purchase of service or feeder fee, each branch circuit	\$2.15
B. Fee for branch circuits without purchase of service or feeder fee, first branch circuit	\$41.05
Each additional branch circuit.....	\$2.15

Miscellaneous (service or feeder not included):

Each pump or irrigation circle	\$46.40
Each sign or outline lighting.....	\$46.40
Signal circuit(s) or a limited energy panel, alteration, or extension	\$46.40

Plan review equals 25 percent of the electrical permit fee.

State Surcharge equals 8 percent of the electrical permit fee.

1. Inspections outside of normal business hours
(minimum charge – two hours)
2. Each additional inspection over the allowable for
the permitted work
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour).....
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour).....

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Proposed Fee Schedule Effective July 1, 2006

CITY OF BEAVERTON

ELECTRICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO MULTI-FAMILY, COMMERCIAL, INDUSTRIAL PROJECTS, AND ONE AND TWO FAMILY DWELLINGS

New residential – single or multi-family per dwelling unit (includes attached garage)

Service Included:

1000 square feet or less	\$108.35
Each additional 500 square feet or portion thereof	\$19.30
Limited energy, residential.....	\$25.80
Limited energy, non-residential.....	\$51.05
Each manufactured home or modular dwelling service and/or feeder	\$51.05

Services or feeders – installation, alteration or relocation:

200 amps or less	\$64.45
201 amps to 400 amps	\$76.70
401 amps to 600 amps	\$127.65
601 amps to 1000 amps	\$166.90
Over 1000 amps or volt	\$384.20
Reconnect only.....	\$51.05

Temporary services or feeders – Installation, alteration, or relocation:

200 amps or less	\$51.05
201 amps to 400 amps	\$70.90
401 amps to 600 amps	\$102.45

Branch circuits – new, alteration, or extension per panel:

A. Fee for branch circuits with purchase of service or feeder fee, each branch circuit	\$2.35
B. Fee for branch circuits without purchase of service or feeder fee, first branch circuit	\$45.15
Each additional branch circuit.....	\$2.35

Miscellaneous (Service or feeder not included):

Each pump or irrigation circle	\$51.05
Each sign or outline lighting.....	\$51.05
Signal Circuit(s) or a limited energy panel, alteration, or extension	\$51.05

Plan review equals 25 percent of the electrical permit fee.
State Surcharge equals 8 percent of the electrical permit fee.

(Electrical fee schedule for new and additions or alterations to multi-family, commercial, industrial projects, and one and two family dwellings continued.)

1. Inspections outside of normal business hours
(minimum charge – two hours) \$64.45 per hour*
2. Each additional inspection over the allowable for
the permitted work \$45.15
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour) \$64.45 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour) \$64.45 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Current Fee Schedule

CITY OF BEAVERTON

NEW ONE AND TWO FAMILY DWELLING BUILDING PERMIT FEE TABLE

(See below for determining valuation.)

\$0.00 to \$500.00 valuation	\$45.75
\$501.00 to \$2,000.00 valuation	\$45.75 for the first \$500.00 and \$2.05 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$76.50 for the first \$2,000.00 and \$6.95 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$236.35 for the first \$25,000.00 and \$6.15 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$390.10 for the first \$50,000.00 and \$4.90 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$635.10 for the first \$100,000.00 and \$2.90 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$1,795.10 for the first \$500,000.00 and \$2.05 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 and over valuation	\$2,820.10 for the first \$1,000,000.00 and \$1.40 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge – two hours) \$76.40 per hour*
2. Reinspection fees assessed under provisions of Building Division Administrative Rules Section 309.10..... \$76.40
3. Inspections for which no fee is specifically indicated (minimum charge – one-half hour)..... \$76.40 per hour*
4. Additional plans review required by changes, additions, or revisions to proposed or approved plans (minimum charge – one-half hour)..... \$76.40 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Utility Locate Fee.....	\$25.00
Engineering Division Review Fee	\$33.75

Erosion Control Fee –Value:	\$0 to \$25,000.00	\$25.00
	\$25,001.00 to 50,000.00.....	\$35.00
	\$50,001.00 to \$100,000.00.....	\$50.00
	\$100,001.00 and over.....	\$50.00 plus \$32.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

Erosion Control Plans Review: 65 percent of erosion control fee

(New one and two family dwelling building permit fee table, continued.)

Valuation is determined by multiplying the square footage of the dwelling and garage by the “per square foot cost factor” identified in the Building Valuation Data Table.

Building Permit Fee Schedule For Stand-Alone Residential Fire Sprinkler Systems

Square Footage of Dwelling (including garage)	Permit/Plans Review Fee
0-2,000 square feet	\$136.10
2,001-3,600 square feet	\$173.25
3,601-7,200 square feet	\$235.10
Greater than 7,200 square feet.....	\$297.00

Current Fee Schedule

CITY OF BEAVERTON

COMMERCIAL, MULTI-FAMILY, AND INDUSTRIAL BUILDING PERMIT FEE TABLE FOR NEW BUILDINGS

(See below for determining valuation.)

\$0.00 to \$500.00 valuation	\$69.60
\$501.00 to \$2,000.00 valuation	\$69.60 for the first \$500.00 and \$2.75 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$110.85 for the first \$2,000.00 and \$11.10 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$366.15 for the first \$25,000.00 and \$8.35 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$574.90 for the first \$50,000.00 and \$5.90 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$869.90 for the first \$100,000.00 and \$4.40 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$2,629.90 for the first \$500,000.00 and \$3.85 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 to \$10,000,000.00 valuation.....	\$4554.90 for the first \$1,000,000.00 and \$2.50 for each additional \$1,000.00 or fraction thereof
\$10,000,001.00 and over valuation.....	\$27,054.90 for the first \$10,000,000.00 and \$2.40 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours) \$76.40 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$76.40
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$76.40 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$76.40 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
Fire and Life Safety Plans Review Fee	40 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Engineering Division Review Fee	\$33.75

(Commercial, multi-family, and industrial building permit fee table for new buildings, continued.)

Erosion Control Fee - Value:	\$0 to \$25,000.00	\$25.00
	\$25,001.00 to 50,000.00.....	\$35.00
	\$50,001.00 to \$100,000.00.....	\$50.00
	\$100,001.00 and over.....	\$50.00 plus \$32.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

Erosion Control Plans Review: 65 percent of erosion control fee

Valuation is determined by multiplying the square footage of the building (based on use and construction type) by the “per square foot cost factor” identified in the Building Valuation Data Table.

Phased Projects: There shall be a minimum plans review phasing fee of \$152.90 for each separate phased portion of the project. In addition, a plans review phasing fee shall be charged in an amount equal to ten percent of the total project building permit fee calculated in accordance with OAR 918-050-100 through 110 not to exceed an additional \$1,500 for each phase.

Deferred Submittals: The plans review fee for processing deferred plan submittals shall be an amount equal to 65 percent of the building permit fee calculated in accordance with OAR 918-050-110(2) and (3) using the value of the particular deferred portion of the project with a minimum fee of \$114.40. This fee is in addition to the project plans review fee based on total project value.

Current Fee Schedule

CITY OF BEAVERTON

SINGLE FAMILY, MULTI-FAMILY, COMMERCIAL, AND INDUSTRIAL BUILDING PERMIT FEE TABLE FOR ALTERATIONS, ADDITIONS, AND DEMOLITIONS

\$0.00 to \$500.00 valuation	\$43.80
\$501.00 to \$2,000.00 valuation	\$43.80 for the first \$500.00 and \$2.75 for each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00 valuation	\$85.05 for the first \$2,000.00 and \$12.50 for each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00 valuation.....	\$372.55 for the first \$25,000.00 and \$9.00 for each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$597.55 for the first \$50,000.00 and \$6.15 for each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00 valuation.....	\$905.05 for the first \$100,000.00 and \$4.95 for each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00 valuation.....	\$2,885.05 for the first \$500,000.00 and \$4.15 for each additional \$1,000.00 or fraction thereof
\$1,000,001.00 and over valuation	\$4,960.05 for the first \$1,000,000.00 and \$2.75 for each additional \$1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge – two hours) \$76.40 per hour*
2. Reinspection fees assessed under provisions of Building Division Administrative Rules Section 309.10..... \$76.40
3. Inspections for which no fee is specifically indicated (minimum charge – one-half hour)..... \$76.40 per hour*
4. Additional plans review required by changes, additions, or revisions to proposed or approved plans (minimum charge – one-half hour)..... \$76.40 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Structural Plans Review Fee	65 percent of building permit fee
Fire and Life Safety Plans Review Fee	40 percent of building permit fee
State Surcharge	8 percent of building permit fee
Development Code Review Fee	\$75.00
Sidewalk/Driveway/Approach Fee	\$25.00
Engineering Division Review Fee	\$33.75

Erosion Control Fee - Value:	\$0 to \$25,000.00	\$25.00
	\$25,001.00 to 50,000.00.....	\$35.00
	\$50,001.00 to \$100,000.00.....	\$50.00
	\$100,001.00 and over.....	\$50.00 plus \$32.00 per
	\$100,000.00 of valuation or fraction thereof over \$100,000.00	

Erosion Control Plans Review: 65 percent of erosion control fee

(Commercial, multi-family, and industrial building permit fee table for alterations, additions, and demolitions, continued.)

Building Permit Fee Schedule For Stand-Alone Residential Fire Sprinkler Systems

Square Footage of Dwelling (including garage)	Permit/Plans Review Fee
0-2,000 square feet	\$136.15
2,001-3,600 square feet	\$173.25
3,601-7,200 square feet	\$235.10
Greater than 7,200 square feet.....	\$297.00

Phased Projects: There shall be a minimum plans review phasing fee of \$152.90 for each separate phased portion of the project. In addition, a plans review phasing fee shall be charged in an amount equal to ten percent of the total project building permit fee calculated in accordance with OAR 918-050-100 through 110 not to exceed an additional \$1,500 for each phase.

Deferred Submittals: The plans review fee for processing deferred plan submittals shall be an amount equal to 65 percent of the building permit fee calculated in accordance with OAR 918-050-110(2) and (3) using the value of the particular deferred portion of the project with a minimum fee of \$114.40. This fee is in addition to the project plans review fee based on total project value.

Current Fee Schedule

CITY OF BEAVERTON

MECHANICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO ONE AND TWO FAMILY DWELLINGS

Air Handling Units.....	\$28.60 per appliance
Air Conditioning.....	\$40.00 per appliance
Alteration of Existing HVAC System.....	\$28.60 per appliance
Heat Pump.....	\$52.25 per appliance
Install/Replace Furnace	
Up to 100,000 btu.....	\$40.00 per appliance
Over 100,000 btu.....	\$46.95 per appliance
Install/Replace/Relocate Heaters	
Suspended, Wall, or Floor Mounted.....	\$40.00 per appliance
Vent for Appliance other than Furnace.....	\$28.60 per appliance
Appliance Vent.....	\$19.95 per appliance
Dryer Exhaust.....	\$28.60 per appliance
Hood.....	\$28.60 per appliance
Exhaust Fan Connected to a Single Duct.....	\$19.95 per appliance
Gas Piping: 1 to 4 Outlets.....	\$12.10
Each Additional Outlet.....	\$3.45
Fireplace.....	\$28.60 per appliance
Wood Stove.....	\$28.60 per appliance
Other.....	\$19.95 per appliance
Minimum Fee.....	\$83.55
State Surcharge.....	8 percent of mechanical permit fee

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours)..... \$76.40 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$76.40
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$76.40 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$76.40 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Current Fee Schedule

CITY OF BEAVERTON

MECHANICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO COMMERCIAL, MULTI-FAMILY, AND INDUSTRIAL PROJECTS

(See Mechanical Valuation Table to determine valuation.)

\$0.00 to \$500.00 valuation	\$59.10
\$501.00 to \$5,000.00 valuation	\$59.10 for the first \$500.00 and \$2.60 for each additional \$100.00 or fraction thereof
\$5,001.00 to \$10,000.00 valuation	\$176.10 for the first \$5,000.00 and \$2.40 for each additional \$100.00 or fraction thereof
\$10,001.00 to \$50,000.00 valuation.....	\$296.10 for the first \$10,000.00 and \$2.20 for each additional \$100.00 or fraction thereof
\$50,001.00 to \$100,000.00 valuation.....	\$1,176.10 for the first \$50,000.00 and \$2.15 for each additional \$100.00 or fraction thereof
\$100,001.00 and over valuation	\$2,251.10 for the first \$100,000.00 and \$2.50 for each additional \$100.00 or fraction thereof
Minimum Fee	\$83.55

Plans review equals 25 percent of the mechanical permit fee.

State surcharge equals 8 percent of the mechanical permit fee.

Other Inspections and Fees:

1. Inspections outside of normal business hours
(minimum charge – two hours) \$76.40 per hour*
2. Reinspection fees assessed under provisions of
Building Division Administrative Rules Section 309.10..... \$76.40
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour) \$76.40 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour) \$76.40 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

Current Fee Schedule

CITY OF BEAVERTON

ELECTRICAL FEE SCHEDULE FOR NEW AND ADDITIONS OR ALTERATIONS TO MULTI-FAMILY, COMMERCIAL, INDUSTRIAL PROJECTS, AND ONE AND TWO FAMILY DWELLINGS

New residential – single or multi-family per dwelling unit (includes attached garage)

Service Included:

1000 square feet or less	\$89.55
Each additional 500 square feet or portion thereof	\$15.95
Limited energy, residential.....	\$21.30
Limited energy, non-residential.....	\$42.15
Each manufactured home or modular dwelling service and/or feeder	\$42.15

Services or feeders – installation, alteration or relocation:

200 amps or less	\$53.25
201 amps to 400 amps	\$63.40
401 amps to 600 amps	\$105.50
601 amps to 1000 amps	\$137.95
Over 1000 amps or volt	\$317.50
Reconnect only.....	\$42.15

Temporary services or feeders – Installation, alteration, or relocation:

200 amps or less	\$42.15
201 amps to 400 amps	\$58.60
401 amps to 600 amps	\$84.70

Branch circuits – new, alteration, or extension per panel:

A. Fee for branch circuits with purchase of service or feeder fee, each branch circuit	\$1.95
B. Fee for branch circuits without purchase of service or feeder fee, first branch circuit	\$37.30
Each additional branch circuit	\$1.95

Miscellaneous (Service or feeder not included):

Each pump or irrigation circle	\$42.15
Each sign or outline lighting.....	\$42.15
Signal Circuit(s) or a limited energy panel, alteration, or extension	\$42.15

Plan review equals 25 percent of the electrical permit fee.

State Surcharge equals 8 percent of the electrical permit fee.

(Electrical fee schedule for new and additions or alterations to multi-family, commercial, industrial projects, and one and two family dwellings continued.)

1. Inspections outside of normal business hours
(minimum charge – two hours) \$53.25 per hour*
2. Each additional inspection over the allowable for
the permitted work \$37.30
3. Inspections for which no fee is specifically indicated
(minimum charge – one-half hour)..... \$53.25 per hour*
4. Additional plans review required by changes, additions,
or revisions to proposed or approved plans
(minimum charge – one-half hour)..... \$53.25 per hour*

*Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: An Ordinance Annexing One Parcel
Located at 16930 SW Spellman Drive to the
City of Beaverton: Expedited Annexation
2005-0012

FOR AGENDA OF: 01/09/06 **BILL NO:** 06007

Mayor's Approval: *Bob Drake*

DEPARTMENT OF ORIGIN: CDD *jmey*

DATE SUBMITTED: 12/05/05

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

PROCEEDING: First Reading

EXHIBITS: Ordinance
Exhibit A - Map
Exhibit B - Legal Description
Exhibit C – Staff Report

BUDGET IMPACT

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

This request is to annex one tax parcel located at 16930 SW Spellman Drive to the City of Beaverton. The parcel is approximately 0.4 acres and is developed with a single family house. The property owners (who are also electors) have consented to the annexation. This consent allows this to be processed as an expedited annexation under ORS 222.125 and Metro Code 3.09.045 and no public hearing is required.

INFORMATION FOR CONSIDERATION:

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

Beaverton Code Section 9.06.035A provides the City Council the option of adding property to an appropriate Neighborhood Association Committee (NAC) area at the time of annexation. This parcel is currently within the Sexton Mountain NAC boundaries.

Staff recommends that the City Council adopt an ordinance annexing the referenced property, effective 30 days after Council approval and the Mayor's signature on this ordinance or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, whichever is later.

RECOMMENDED ACTION:

First Reading

ORDINANCE NO. 4378

AN ORDINANCE ANNEXING ONE PARCEL LOCATED AT
16930 SW SPELLMAN DRIVE TO THE CITY OF BEAVERTON:
EXPEDITED ANNEXATION 2005-0012

- WHEREAS,** This expedited annexation was initiated under authority of ORS 222.125, whereby all owners of the property and at least fifty percent of the electors, have consented to annexation; and
- WHEREAS,** This property is in Beaverton's Assumed Urban Services Area and Policy 5.3.1.d of the City's acknowledged Comprehensive Plan states: "The City shall seek to eventually incorporate its entire Urban Services Area."; and
- WHEREAS,** This property is in area "A" as set forth in the "Beaverton-Washington County Intergovernmental Agreement Interim Urban Service Plan" and, as prescribed by the agreement, the Washington County Board of Commissioners has agreed not to oppose annexations in area "A"; and
- WHEREAS,** Council Resolution No. 3785 sets forth annexation policies for the City and this action implements those policies; now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

- Section 1.** The property shown on Exhibit A and more particularly described in Exhibit B is hereby annexed to the City of Beaverton, effective 30 days after Council approval and signature by the Mayor or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, whichever is later.
- Section 2.** The Council accepts the staff report attached hereto as Exhibit C, and finds that:
- a. This annexation is consistent with provisions in the agreement between the City and the Tualatin Valley Water District adopted pursuant to ORS 195.065 that are directly applicable to this annexation; and
 - b. This annexation is consistent with the City-Agency agreement between the City and Clean Water Services.
- Section 3.** The Council finds this annexation will promote and not interfere with the timely, orderly, and economic provision of public facilities and services, in that:
- a. The property will be withdrawn from the Washington County Urban Road Maintenance District and the Washington County Enhanced Sheriff Patrol District ;
 - b. The City having annexed into the Tualatin Valley Fire and Rescue District in 1995, the property to be annexed by this Ordinance shall remain within that district; and
 - c. The property will remain within the boundaries of the Tualatin Valley Water District.

Section 4. The Council finds that this annexation complies with all other applicable criteria set out in Metro Code Chapter 3.09 as demonstrated in the staff report attached as Exhibit C.

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

Section 6. The Community Development Department shall transmit copies of this Ordinance and all other required materials to all public utilities and telecommunications utilities affected by this Ordinance in accordance with ORS 222.005.

First Reading _____
Date

Second Reading and Passed _____
Date

Approved by the Mayor _____
Date

ATTEST:

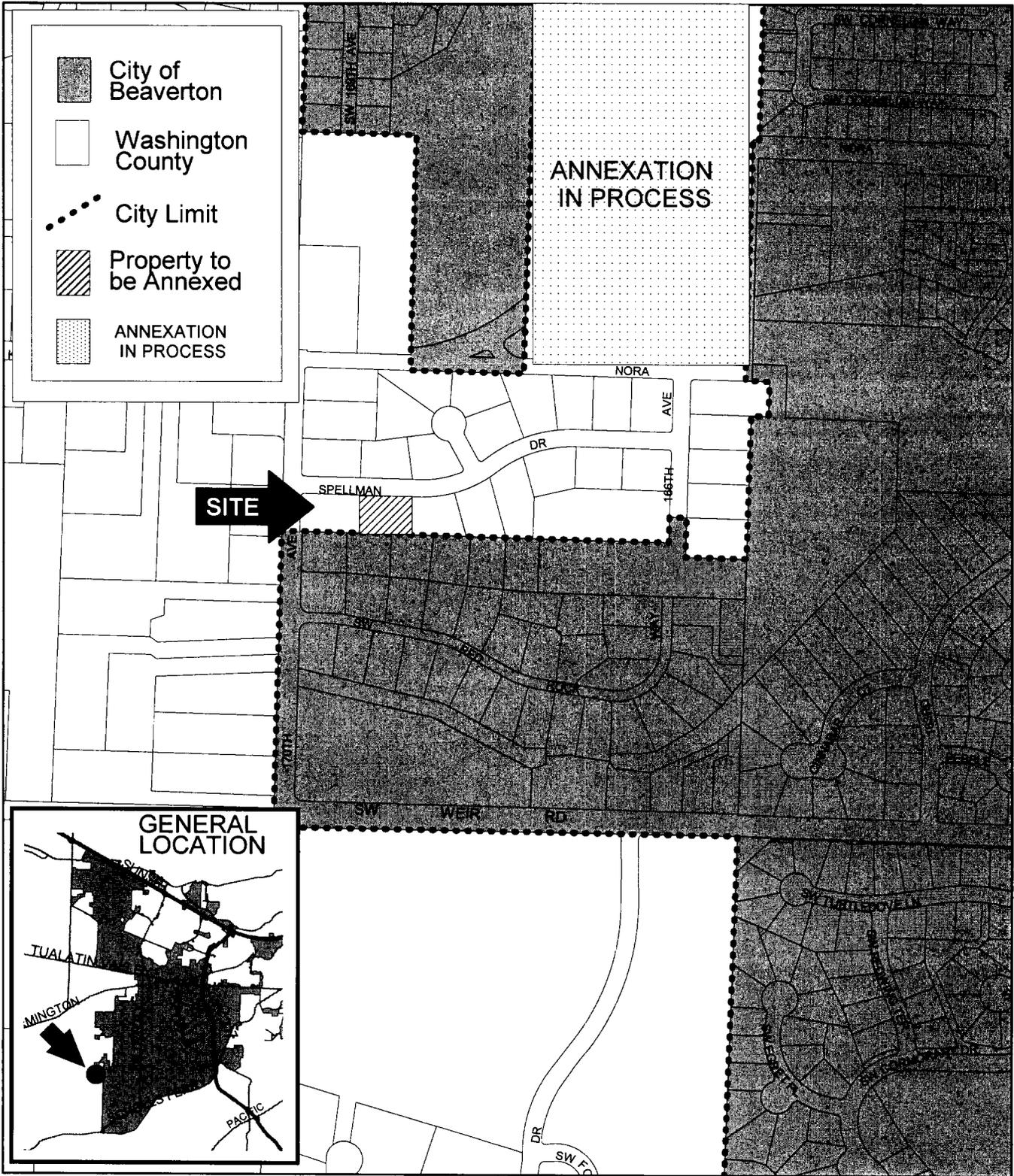
APPROVED:

SUE NELSON, City Recorder

ROB DRAKE, Mayor

VICINITY MAP

EXHIBIT "A"



CITY OF BEAVERTON

16930 SW SPELLMAN DRIVE
COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

12/02/05
 Map #
 1s130DD01600



Application #
 ANX 2005-0012

EXHIBIT B

Legal Description

ANX 2005-0012

Lot 12 of MADRONA TERRACE, situated in the southeast quarter of the southeast quarter of Section 30, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.



CITY of BEAVERTON

EXHIBIT C

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

STAFF REPORT

TO: City Council **REPORT DATE:** December 2, 2005

AGENDA

DATE: January 9, 2006

FROM: Community Development Department
Alan Whitworth, Senior Planner

SUBJECT: 16930 SW Spellman Drive Expedited Annexation (ANX 2005-0012)

ACTIONS: Annexation to the City of Beaverton of one parcel located at 16930 SW Spellman Drive. The parcel is shown on the attached map, identified on tax map 1S130DD as lot 01600, and more particularly described by the attached legal description. The annexation of the property is owner initiated (petitions attached) and is being processed as an expedited annexation under ORS 222.125 and Metro Code 3.09.045.

NAC: This property is currently within the Sexton Mountain Neighborhood Association Committee (NAC) boundaries.

AREA: The property is approximately 0.4 acres

TAXABLE BM 50 ASSESSED VALUE: \$ 251,470

ASSESSOR'S REAL MARKET VALUE: \$ 315,930

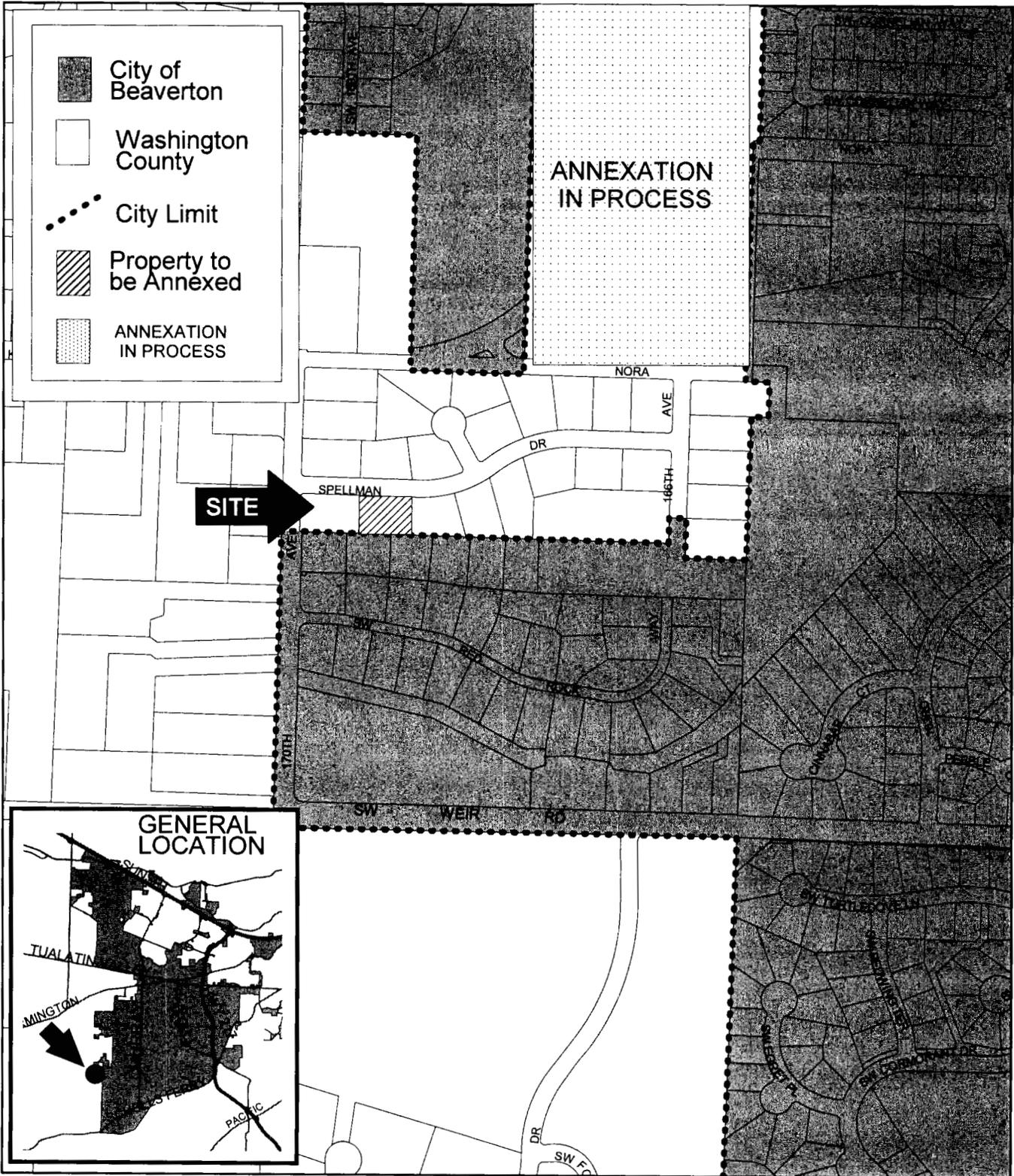
NUMBER OF LOTS: 1

EXISTING COUNTY ZONE: Residential - 6 units to the acre

RECOMMENDATION

Staff recommends the City Council adopt an ordinance annexing the referenced property, effective thirty days after the Mayor's signature or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, which ever is later.

VICINITY MAP



CITY OF BEAVERTON

16930 SW SPELLMAN DRIVE
 COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

12/02/05
 Map #
 1s130DD01600



Application #
 ANX 2005-0012

BACKGROUND

The request is to annex one tax parcel located at 16930 SW Spellman Drive. The parcel is approximately 0.4 acres and is occupied by a single-family house. The property owners have consented to the annexation. Their consent allows this to be processed as an expedited annexation under ORS 222.125 and Metro Code 3.09.045 and no public hearing is required. The property owners are requesting annexation in order to connect to City sanitary sewer.

The property is currently in the Sexton Mountain Neighborhood Association Committee boundaries.

In December, the City and Washington County entered into an Intergovernmental Agreement that established an area "A", in which the City could proceed with annexations with County consent, and an area "B", in which the City would need to obtain County consent to proceed with annexation. This proposed annexation is in area "A".

EXISTING CONDITIONS

SERVICE PROVISION:

The following analysis details the various services available to the property to be annexed. Cooperative, urban service and intergovernmental agreements affecting provision of service to the subject property are:

- The City has entered into ORS Chapter 195 cooperative agreements with Washington County, Tualatin Valley Fire and Rescue District, Tualatin Hills Parks and Recreation District, Tualatin Valley Water District and Clean Water Services.
- The City has entered into an agreement with Tualatin Valley Water District that has been designated an ORS 195.065 Urban Service Agreement by the parties. (No other ORS Chapter 195 Urban Service Agreements have been executed that would affect this decision.)
- The City has entered into an ORS Chapter 190 intergovernmental agreement with Clean Water Services.
- The City has been a party to a series of ORS Chapter 190 intergovernmental agreements "for Mutual Aid, Mutual Assistance, and Interagency Cooperation Among Law Enforcement Agencies Located in Washington County, Oregon", the last of which was signed by Beaverton Mayor Rob Drake on August 9, 2004. This agreement specifies the terms under which a law enforcement agency may provide assistance in response to an emergency situation outside its jurisdiction when requested by another law enforcement agency.

- On December 22, 2004 the City entered into an intergovernmental agreement with Washington County defining areas that the City may annex for ten years from the date of the agreement without opposition by the County. The property proposed for annexation by this application is included in the areas the City may annex without County opposition.

This action is consistent with those agreements.

POLICE: The property to be annexed currently receives police protection from the Washington County Enhanced Sheriff's Patrol District (ESPD). The property will be withdrawn from the ESPD and the City will provide police service upon annexation. In practice whichever law enforcement agency is able to respond first, to an emergency, does so in accordance with the mutual aid agreement described above.

FIRE: Tualatin Valley Fire & Rescue (TVF&R) provides fire and ambulance service to the property. The City annexed its own fire services to TVF&R in 1995. TVF&R is designated as the long-term service provider to this area.

SEWER: There currently is a 6-inch sanitary sewer line that abuts the southern property line of this parcel. The sewer line runs to SW 167th Place following property lines and then connects to the sewer line in SW Red Rock Way that serves this property. Upon annexation the City will be responsible for billing.

WATER: Tualatin Valley Water District (TVWD) provides water service to the area. ORS 222.520 allows cities to assume water service responsibilities when annexing less than an entire district. However, the City entered into an intergovernmental agreement with TVWD in 2002 that we would not withdraw property from the District when we annex it. TVWD will continue to provide service, maintenance and perform billing.

STORM WATER DRAINAGE: The property currently has adequate drainage. If the property redevelops, storm drainage will be reviewed as part of the development review process. Upon annexation, billing responsibility will transfer to the City.

STREETS and ROADS: Access to this property is via SW Spellman Drive (a local road); Spellman connects to SW 170th Avenue (a County maintained Collector) and SW 166th Avenue (a County maintained Neighborhood Route).

**PARKS and
SCHOOLS:**

The proposed annexation is in the Beaverton School District but it is not in the Tualatin Hills Parks and Recreation District. Neither services nor district boundaries associated with these districts will be affected by the proposed annexation.

**PLANNING,
ZONING and
BUILDING:**

Washington County currently provides long-range planning, development review and building inspection for the property. Upon annexation, the City will provide those services. Pursuant to the Urban Planning Area Agreement (UPAA) between the City and County, City Comprehensive Plan and Zoning Designations should be applied to this parcel in a separate action within six months of annexation.

PUBLIC INVOLVEMENT

Consistent with Metro Code Section 3.09.045, the City will send notice of the proposed annexation on or before December 20, 2005 (20 days prior to the agenda date) to all necessary parties including Washington County, Metro, affected special districts and County service districts. Additionally, the City sent notice to the following parties:

- Anna Marie and Donald Harlan, 16930 SW Spellman Drive Beaverton, OR, 97007, the property owners; and,
- The Sexton Mountain Neighborhood Association Committee (NAC) and the Reedville/Cooper Mountain/Aloha Citizen Participation Organization (CPO 6); interested parties as set forth in City Code Section 9.06.035.

The notice and a copy of this staff report will be posted on the City’s web page.

CRITERIA FOR APPROVAL

REGIONAL ANNEXATION CRITERIA:

In December 1998 the Metro Council adopted Metro Code Chapter 3.09 (Local Government Boundary Changes). Pursuant to Metro Code Section 3.09.045, Metro Code Sections 3.09.050(d) and (g) include the following minimum criteria for expedited annexation decisions:

3.09.050 (d) An approving entity’s final decision on a boundary change shall include findings and conclusions addressing the following criteria:

- (1) Consistency with directly applicable provisions in an urban services provider agreement or annexation plan adopted pursuant to ORS 195.065;

Findings: This staff report addresses the provision of services in detail and the provision of these services is consistent with cooperative agreements between Beaverton and the service providers. The City has not yet entered into an urban services provider agreement under ORS 195.065 that relates to all potential urban service providers in and around the city, although discussion with other urban services providers on the content of an agreement have occurred sporadically over the last several years, and the City has proposed an agreement that is acceptable to most of the parties. Because a comprehensive urban service agreement has not been completed, it is not possible to consider adoption of an annexation plan. The City has entered into one agreement that has been designated an ORS 195.065 Urban Service Agreement with Tualatin Valley Water District and this proposed action is consistent with that agreement, as explained in the findings above under existing conditions relating to water service .

As previously noted, On December 22, 2004 the City entered into an intergovernmental agreement with Washington County, titled the "Beaverton-Washington County Intergovernmental Agreement Interim Urban Services Plan" defining areas that the City may annex for ten years from the date of the agreement without opposition by the County, and referencing ORS 195.065(1). The property proposed for annexation by this application is within the ten year annexation area. No other ORS Chapter 195 Urban Service Agreements have been executed that would affect this proposed annexation.

(2) Consistency with directly applicable provisions of urban planning or other agreements, other than agreements adopted pursuant to ORS 195.065, between the affected entity and a necessary party;

Findings: The City has entered into an ORS Chapter 190 intergovernmental agreement with Clean Water Services, which was updated as of July 1, 2004. Exhibit 'A' to the new agreement defines areas within the "Beaverton Area of Assigned Service Responsibility" where, subsequent to annexation, specified maintenance responsibilities for sanitary sewer lines under 24 inches in diameter and for certain storm drainage facilities and surface water management functions would transfer to the City as of July 1 of any year if so requested by the City by January 1 of that year. This property is currently on septic and is annexing to connect to a 6-inch City pipe that runs to the southern property line.

The acknowledged Washington County - Beaverton Urban Planning Area Agreement (UPAA) does not contain provisions directly applicable to City decisions regarding annexation. The UPAA does address actions to be taken by the City after annexation, including annexation related

Comprehensive Plan Land Use Map amendments and rezones. These actions will occur through a separate process.

(3) Consistency with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facilities plans;

Findings: Comprehensive Plans: The only relevant policy of the City of Beaverton's Comprehensive Plan is Policy 5.3.1.d, which states "The City shall seek to eventually incorporate its entire Urban Services Area." The subject territory is within Beaverton's Assumed Urban Services Area, which is Figure V-1 of the City of Beaverton's Acknowledged Comprehensive Plan.

After reviewing the Washington County Comprehensive Framework Plan for the Urban Area on the County's web site (reflecting changes through County Ordinance No. 598) as well as ordinances adopted subsequently up to the date of this staff report that amended the Comprehensive Framework Plan, staff finds that the following provisions may be applicable to this proposed annexation:

- ***A paragraph in the "County-Wide Development Concept" at the beginning of the Comprehensive Framework Plan which states:***

As development occurs in accordance with this development concept, issues of annexation or incorporation may arise. Annexation or incorporation issues will necessarily relate to various other planning issues such as community identity, fiscal impacts of growth and service provision, coordination between service providers to achieve efficiencies and ensure availability, etc. As such issues arise; the County should evaluate community identity as an issue of equal importance with public service provision issues when developing policy positions on specific annexation or incorporation proposals.

Staff views this statement as direction to the County itself in how to evaluate annexation proposals, and not guidance to the City regarding this specific proposal. As a necessary party, the County has an opportunity to comment on and appeal this proposed boundary change if they believe the boundary change is inconsistent with the approval criteria (see Metro Code section 3.09).

- ***Policy 15 of the Comprehensive Framework Plan, relating to Roles and Responsibilities for Serving Growth, says:***

It is the policy of Washington County to work with service providers, including cities and special service districts, and Metro, to ensure that facilities and services

required for growth will be provided when needed by the agency or agencies best able to do so in a cost effective and efficient manner.

Two implementing strategies under Policy 15 that relate to annexation state:

The County will:

f. If appropriate in the future, enter into agreements with service providers which address one or more of the following:

3. Service district or city annexation

g. Not oppose proposed annexations to a city that are consistent with an urban service agreement or a voter approved annexation plan.

The City of Beaverton, Washington County and the other urban service providers for the subject area have been working off and on for several years to arrive at an urban service area agreement for the Beaverton area pursuant to ORS 195.065 that would be consistent with Policy 15 and the cited implementing strategies. Unfortunately, although most issues have been resolved, a few issues remain between the County and the City that have prevented completion of the agreement. These issues do not relate to who provides services or whether they can be provided when needed in an efficient and cost effective manner so much as how the transfer of service provision responsibility occurs, particularly the potential transfer of employees and equipment from the County to the City. As previously noted the County and the City have entered into an intergovernmental agreement that sets an interim urban services plan area in which the County commits to not oppose annexations by the City.

Staff has reviewed other elements of the County Comprehensive Plan, particularly the Aloha-Reedville-Cooper Mountain Community Plan that includes the subject property, and was unable to identify any provision relating to this proposed annexation.

Public Facilities Plans: The City's public facilities plan consists of the Public Facilities and Services Element of the Comprehensive Plan, the Transportation Element of the Comprehensive Plan, the City's Capital Improvements Plan, and the most recent versions of master plans adopted by providers of the following facilities and services in the City: storm water drainage, potable water, sewerage conveyance and processing, parks and recreation, schools and transportation. Where a service is provided by a jurisdiction other than the City, by adopting the master plan for that jurisdiction as part of its public facilities plan, the City has essentially agreed to abide by any provisions of that master plan. No relevant urban

services as defined by Metro Code Section 3.09.020(m) will change subsequent to this annexation.

Staff could not identify any provisions in the Washington County Public Facilities Plan relevant to this proposed annexation.

- (4) Consistency with specific directly applicable standards or criteria for boundary changes contained in the Regional Framework Plan or any functional plan;

Findings: The Regional Framework Plan (which includes the RUGGOs and the Urban Growth Management Functional Plan) does not contain policies or criteria directly applicable to annexation decisions of this type.

- (5) Whether the proposed change will promote or not interfere with the timely, orderly and economic provisions of public facilities and services;

Findings: The Existing Conditions section of this staff report contains information addressing this criterion in detail. The proposed annexation will not interfere with the provision of public facilities and services. The provision of public facilities and services is prescribed by urban services provider agreements and the City's capital budget.

- (6) The territory lies within the Urban Growth Boundary; and

Findings: The property lies within the Urban Growth Boundary.

- (7) Consistency with other applicable criteria for the boundary change in question under state and local law.

Findings: OAR 660-001-0310 states "A city annexation made in compliance with a comprehensive plan acknowledged pursuant to ORS 197.251(1) shall be considered by Land Conservation and Development Commission to have been made in accordance with the goals...". Compliance with the Comprehensive Plan was addressed in number 3 above. The applicable Comprehensive Plan policy cited under number 3 above was acknowledged pursuant to Department of Land Conservation and Development Order 001581 on December 31, 2003, meaning it became unnecessary for the City to address the Statewide Planning Goals after that date in considering proposed annexations. There are no other criteria applicable to this boundary change in State Law or local ordinances. The City of Beaverton does have Annexation Policies (attached) adopted by resolution and this proposed annexation is consistent with those policies. Staff finds this voluntary annexation with no associated development or land use approvals is consistent with State and local laws for the reasons stated above.

3.09.050 (g) Only territory already within the defined Metro Urban Growth Boundary at the time a petition is complete may be annexed to a city or included in territory proposed for incorporation into a new city. However, cities may annex individual tax lots partially within and without the Urban Growth Boundary.

Findings: This criterion is not applicable to this application because the territory in question has been inside of the Portland Metro Urban Growth Boundary since the boundary was created.

Attachments: Annexation Petition
Legal Description
City Annexation Policies

ANNEXATION PETITION



CITY OF BEAVERTON
 COMMUNITY DEVELOPMENT DEPARTMENT
 PLANNING SERVICES
 4755 S.W. GRIFFITH DRIVE
 P.O. BOX 4755
 BEAVERTON, OR 97076-4755
 PHONE: (503) 350-4039

PETITION FOR A CONSENT ANNEXATION

PURSUANT TO ORS 222.125

PLEASE USE ONE PETITION PER TAX LOT

FOR OFFICE	FILE NAME: <u>16930 SW Spellman Drive Expedited Annexation</u>
USE	FILE NUMBERS: <u>ANX 2005-0012</u>

MUST BE SIGNED BY ALL OWNERS. IF THE OWNER IS A CORPORATION OR AN ESTATE THE PERSON SIGNING MUST BE AUTHORIZED TO DO SO. MUST ALSO BE SIGNED BY NOT LESS THAN 50 PERCENT OF ELECTORS (REGISTERED VOTERS), IF ANY, RESIDING ON THE PROPERTY.

PROPERTY INFORMATION

MAP & TAX LOT	STREET ADDRESS (IF ASSIGNED)	# OF OWNERS	# OF RESIDENT VOTERS	# OF RESIDENTS
1513000-01600	16930 SW SPELLMAN Dr.	2	2	2

CONTACT PERSON USE MAILING ADDRESS FOR NOTIFICATION

<u>Donald Harlan</u>		
<small>PRINT OR TYPE NAME</small>	<small>BUSINESS NAME</small>	<small>PHONE #</small>
<u>16930 S.W. Spellman Beaverton, OR 97007</u>	<u>Contact #</u>	<u>503-590-0625</u>
<small>ADDRESS</small>		

SIGNATURES OF OWNERS AND ELECTORS CONSENTING TO ANNEXATION (CONTINUED ON BACK)

<u>Anna Marie Harlan</u>	<u>Anna Marie Harlan</u>		<input checked="" type="checkbox"/> OWNERS
<u>Donald R. Harlan</u>	<u>Donald R. Harlan</u>	<u>10-11-05</u>	<input checked="" type="checkbox"/> ELECTOR
<small>PRINT OR TYPE NAME</small>	<small>SIGNATURE</small>	<small>DATE</small>	
<u>16930 SW Spellman Dr Beaverton Or. 97007</u>			
<small>MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS</small>			

<i>Donald R Harton</i>	<i>Donald R Harton</i>	<i>10/11/05</i>	<input checked="" type="checkbox"/> OWNER <input type="checkbox"/> ELECTOR
PRINT OR TYPE NAME	SIGNATURE	DATE	
<i>16930 SW Spellman Dr Beaverton Or, 97007</i>			
MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS			

			<input type="checkbox"/> OWNER <input type="checkbox"/> ELECTOR
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PRINT OR TYPE NAME	SIGNATURE	DATE	
MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS			

LEGAL DESCRIPTION

Legal Description

ANX 2005-0012

Lot 12 of MADRONA TERRACE, situated in the southeast quarter of the southeast quarter of Section 30, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.

ANNEXATION POLICY

City of Beaverton Urban Service Area and Corporate Limits Annexation Policies

A. City of Beaverton Urban Service Area Policy

The City remains committed to annexing its urban services area over time, but the City will be selective regarding the methods of annexation it chooses to use. The City of Beaverton prefers to avoid use of annexation methods that may force annexation against the will of a majority of voters in larger unincorporated residential neighborhoods. The City is, however, open to annexation of these areas by other means where support for annexation is expressed, pursuant to a process specified by State law, by a majority of area voters and/or property owners. The City is open to pursuing infrastructure/service planning for the purposes of determining the current and future needs of such areas and how such areas might best fit into the City of Beaverton provided such unincorporated residents pursue an interest of annexing into the City.

B. City of Beaverton Corporate Limits Policy

The City of Beaverton is committed to annexing those unincorporated areas that generally exist inside the City's corporate limits. Most of these areas, known as "islands", generally receive either direct or indirect benefit from City services. The Washington County 2000 Policy, adopted in the mid-1980s, recognizes that the County should not be a long-term provider of municipal services and that urban unincorporated areas including unincorporated islands should eventually be annexed to cities. As such, primarily through the use of the 'island annexation method', the City's objectives in annexing such areas are to:

- Minimize the confusion about the location of City boundaries for the provision of services;
- Improve the efficiency of city service provision, particularly police patrols;
- Control the development/redevelopment of properties that will eventually be within the City's boundaries;
- Create complete neighborhoods and thereby eliminate small pockets of unincorporated land; and
- Increase the City's tax base and minimize increasing the City's mill rate.

In order to achieve these stated objectives, the City chooses to generally pursue the following areas for 'island annexation' into the City of Beaverton:

- Undeveloped property zoned for industrial, commercial uses or mixed uses;
- Developed or redevelopable property zoned for industrial, commercial or mixed uses;
- Undeveloped or redevelopable property zoned for residential use;
- Smaller developed property zoned residential (within a neighborhood that is largely incorporated within the City of Beaverton).

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: An Ordinance Annexing Three Parcels, and Associated Right-of-Way, Located at 16655 SW Scholls Ferry Road to the City of Beaverton and Adding the Property to the Neighbors Southwest Neighborhood Association Committee: Expedited Annexation 2005-0009

FOR AGENDA OF: 01/09/06 **BILL NO:** 06008

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: CDD *[Signature]*

DATE SUBMITTED: 12/05/05

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

PROCEEDING: First Reading

EXHIBITS: Ordinance
Exhibit A - Map
Exhibit B - Legal Description
Exhibit C - Staff Report

BUDGET IMPACT

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

This request is to annex three tax parcels, plus associated right-of-way, located at 16655 SW Scholls Ferry Road to the City of Beaverton. The parcels are approximately 13.5 acres and are developed with a single family house and an animal kennel. The property owners (one of whom is an elector) have consented to the annexation. This consent allows this to be processed as an expedited annexation under ORS 222.125 and Metro Code 3.09.045 and no public hearing is required.

INFORMATION FOR CONSIDERATION:

This ordinance and the staff report address the criteria for annexation in Metro Code Section 3.09.045.

Beaverton Code Section 9.06.035A provides the City Council the option of adding property to an appropriate Neighborhood Association Committee (NAC) area at the time of annexation. This parcel is not currently in a NAC. The Neighborhood Office is recommending that this property be added to the Neighbors Southwest NAC.

Staff recommends that the City Council adopt an ordinance annexing the referenced property and adding it to the Neighbors Southwest NAC, effective 30 days after Council approval and the Mayor's signature on this ordinance or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, whichever is later.

RECOMMENDED ACTION:

First Reading

ORDINANCE NO. 4379

AN ORDINANCE ANNEXING THREE PARCELS, AND ASSOCIATED RIGHT-OF-WAY, LOCATED AT 16655 SW SCHOLLS FERRY ROAD TO THE CITY OF BEAVERTON AND ADDING THE PROPERTY TO THE NEIGHBORS SOUTHWEST NEIGHBORHOOD ASSOCIATION COMMITTEE: EXPEDITED ANNEXATION 2005-0009

- WHEREAS,** This expedited annexation was initiated under authority of ORS 222.125, whereby all owners of the property and at least fifty percent of the electors, have consented to annexation; and
- WHEREAS,** This property was brought inside the Urban Growth Boundary by Metro, the Regional Government, in December of 2002 by the approval of Ordinance Number 02-969B; and
- WHEREAS,** All legal appeals of the Metro decision have been exhausted: and
- WHEREAS,** This property is in area "A" as set forth in the "Beaverton-Washington County Intergovernmental Agreement Interim Urban Service Plan" and, as prescribed by the agreement, the Washington County Board of Commissioners has agreed not to oppose annexations in area "A"; and
- WHEREAS,** Council Resolution No. 3785 sets forth annexation policies for the City and this action implements those policies; now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

- Section 1.** The property shown on Exhibit A and more particularly described in Exhibit B is hereby annexed to the City of Beaverton, effective 30 days after Council approval and signature by the Mayor or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, whichever is later.
- Section 2.** Pursuant to Beaverton Code Section 9.06.035A, this property shall be added to the Neighbors Southwest Neighborhood Association Committee boundaries.
- Section 3.** The Council accepts the staff report attached hereto as Exhibit C, and finds that: this annexation is consistent with the City-Agency agreement between the City and Clean Water Services.
- Section 4.** The Council finds this annexation will promote and not interfere with the timely, orderly, and economic provision of public facilities and services, in that: The City having annexed into the Tualatin Valley Fire and Rescue District in 1995, the property to be annexed by this Ordinance shall remain within that district.

Section 5. The Council finds that this annexation complies with all other applicable criteria set out in Metro Code Chapter 3.09 as demonstrated in the staff report attached as Exhibit C.

Section 6. The City Recorder shall place a certified copy of this Ordinance in the City's permanent records, and the Community Development Department shall forward a certified copy of this Ordinance to Metro and all necessary parties within five working days of adoption.

Section 7. The Community Development Department shall transmit copies of this Ordinance and all other required materials to all public utilities and telecommunications utilities affected by this Ordinance in accordance with ORS 222.005.

First Reading _____
Date

Second Reading and Passed _____
Date

Approved by the Mayor _____
Date

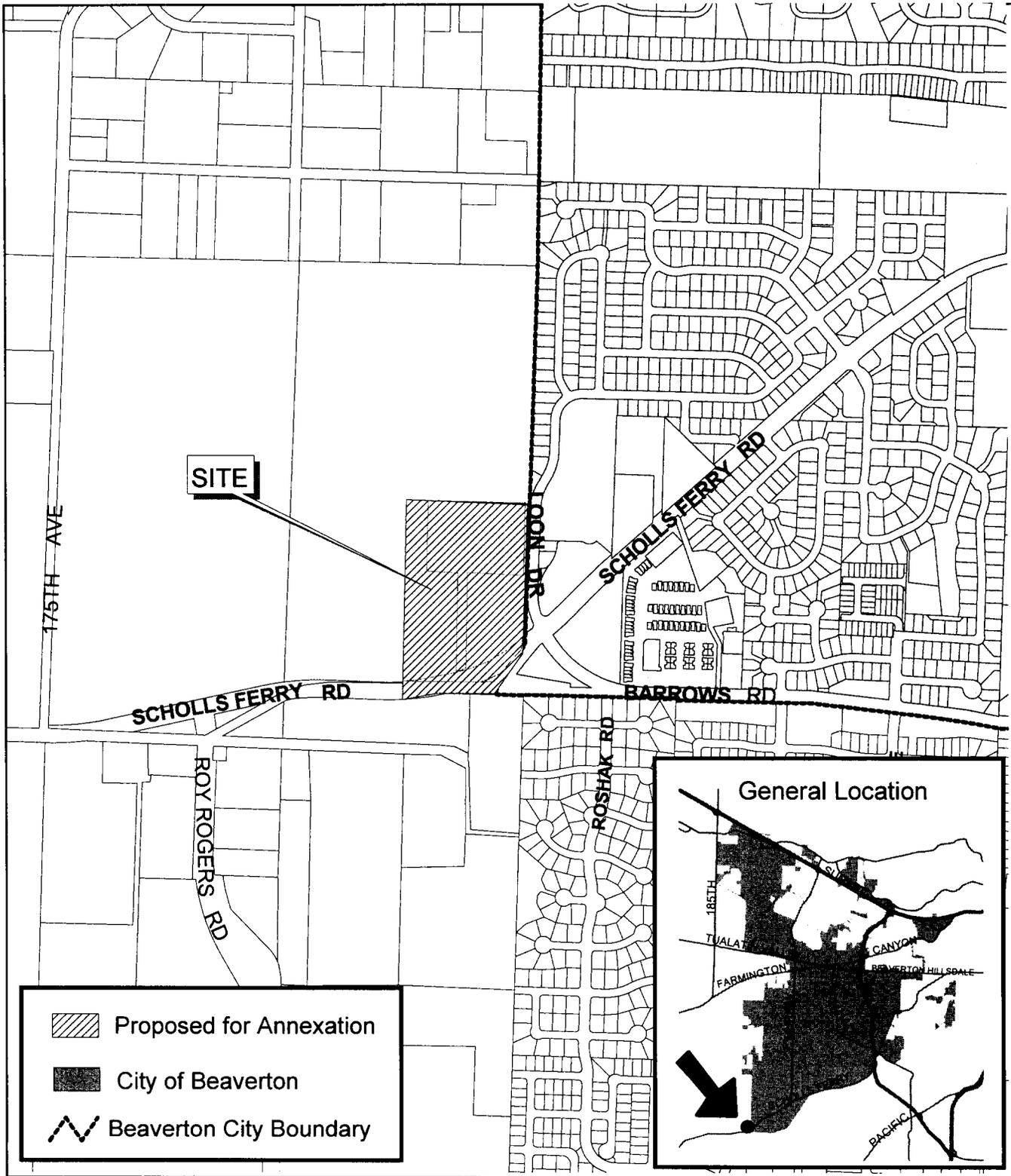
ATTEST:

APPROVED:

SUE NELSON, City Recorder

ROB DRAKE, Mayor

VICINITY MAP " EXHIBIT A "



16655 SW SCHOLLS FERRY RD
 COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

07/21/05	N ▲
Map #	
VARIOUS	
Application #	
ANX 2005-0009	

EXHIBIT B

LEGAL DESCRIPTION

ANX 2005-0009

A tract of land situated in the southeast quarter of the northeast quarter of Section 6, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon. Said tract of land being more particularly described as follows:

COMMENCING at the northeast corner of Section 6, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon: Thence, South 00°18'30" West along the east line of said Section 6 for a distance of 1272.7 feet to the northeast corner of that tract of land conveyed to Ida C. Neats by deed recorded May 16, 1942 in Book 208, page 103 of Washington County Deed Records and the true **POINT OF BEGINNING**; Thence, continuing South 00°18'30" West along said east line of Section 6 for a distance of 813.01 feet, more or less, to the northwesterly right of way line of S.W. Scholls Ferry Road (CR No. 215) and the existing city limits boundary for the City of Beaverton as established in Boundary Commission Order No. 3243; Thence, South 35°37'02" West along said right of way line and city limit line for a distance of 284.68 feet, more or less, to a point of intersection with the north right of way line of S.W. Scholl Ferry Road and the most westerly extension of the existing city limits boundary for the City of Beaverton; Thence, South 00°25' East along said westerly extension for a distance of 60.00 feet to the southerly right of way line of said S.W. Scholl Ferry Road and the most southerly southwest corner of said city limits; Thence, Westerly along along the southerly right of way line of S.W. Scholls Ferry Road for a distance of 410 feet, more or less, to a point on a curve on said right of way line; Thence, 86.93 feet along the arc of a 1481.39 foot radius curve to the right through a central angle of 3°21'45" to a point of intersection with said right of way line and the southerly projection of the west line of the aforementioned Neats tract; Thence, North 00°18'30" East along the west line, and it's southerly projection thereof, of said Neats tract for a distance of 1115.6 feet, more or less, to the northwest corner of said Neats tract; Thence, North 89°34'00" East along the north line of said Neats tract for a distance of 659.30' to the Point of Beginning.



CITY of BEAVERTON

EXHIBIT C

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

STAFF REPORT

TO: City Council **REPORT DATE:** December 1, 2005

AGENDA

DATE: January 9, 2006

FROM: Community Development Department
Alan Whitworth, Senior Planner

SUBJECT: 16655 SW Scholls Ferry Road Expedited Annexation (ANX 2005-0009)

ACTIONS: Annexation to the City of Beaverton of three tax parcels plus associated right-of-way located at 16655 SW Scholls Ferry Road. The petitioners' property is shown on the attached map, identified on tax map 2S10600 as tax lots 101, 102 and 105, and more particularly described by the attached legal description which includes right-of-way (one of the tax lots is surrounded by right-of-way). The annexation of the property is owner initiated (petitions are attached as well as a letter from the Oregon Department of Transportation granting permission to annex any of their property or rights-of-way) and is being processed as an expedited annexation under ORS 222.125, Metro Code 3.09.045.

NAC: This property is not currently within a Neighborhood Association Committee (NAC). The Neighborhood Office is recommending that this property be added to Neighbors Southwest NAC.

AREA: Approximately 13.5 acres plus associated right-of-way

TAXABLE BM 50 ASSESSED VALUE: \$ 913,850

ASSESSOR'S REAL MARKET VALUE: \$ 1,268,530

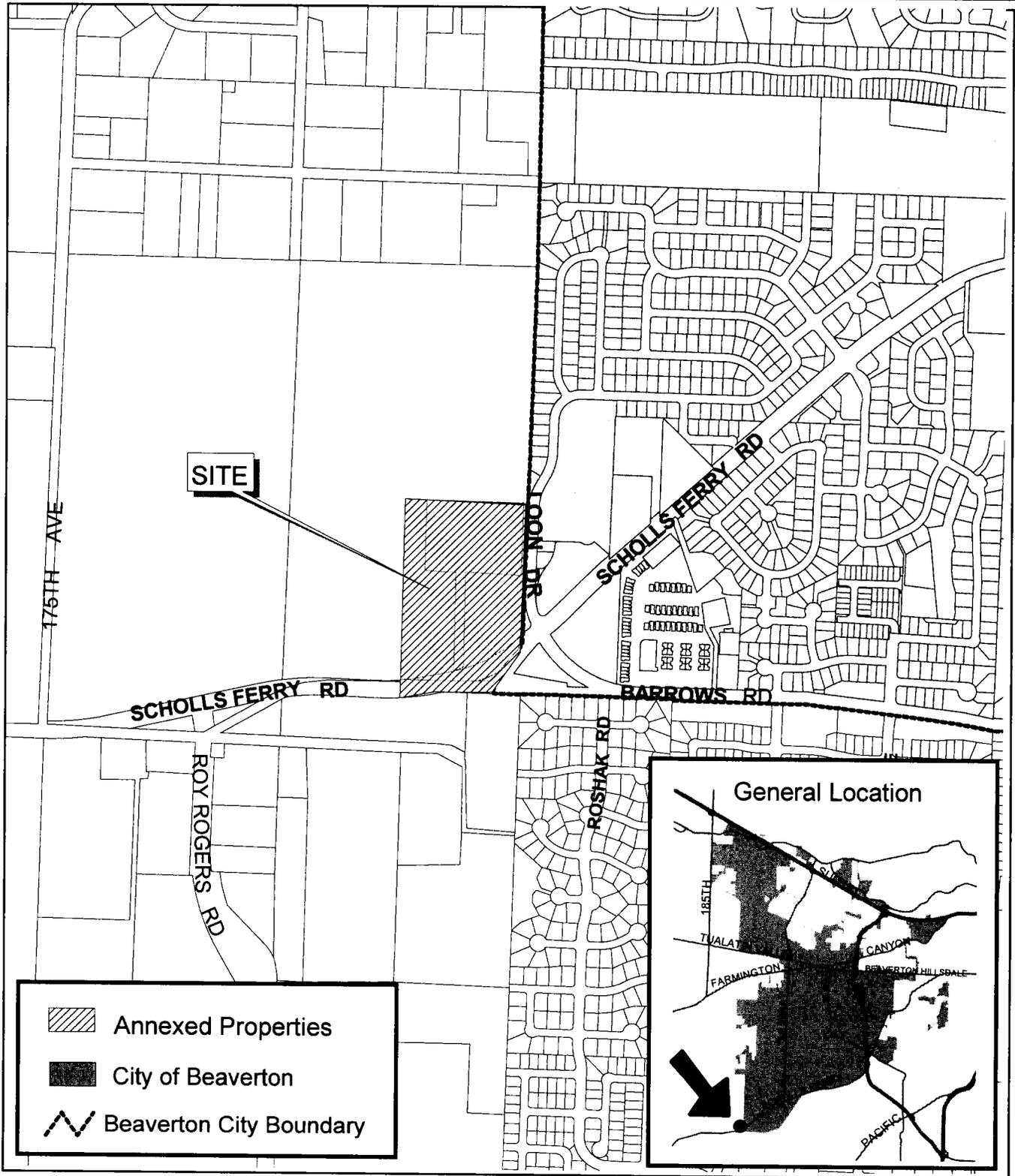
NUMBER OF LOTS: 3 parcels plus associated right-of-way

EXISTING COUNTY ZONE: Future Development 20 Acre (FD-20)

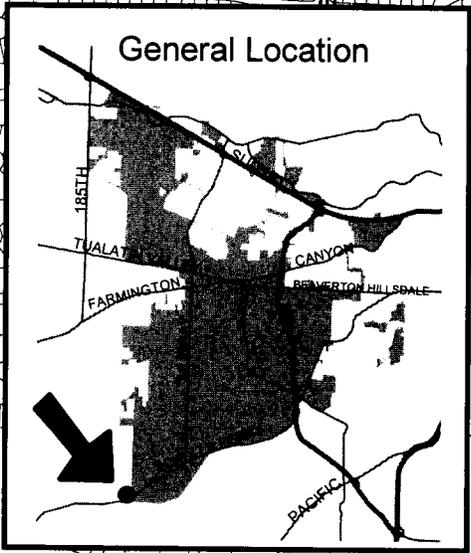
RECOMMENDATION

Staff recommends the City Council adopt an ordinance annexing the referenced property and adding it to the Neighbors Southwest NAC, effective thirty days after the Mayor's signature or the date the ordinance is filed with the Secretary of State as specified by ORS 222.180, which ever is later.

VICINITY MAP



	Annexed Properties
	City of Beaverton
	Beaverton City Boundary



City of Beaverton

16655 SW SCHOLLS FERRY RD
 COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

07/21/05

Map #

VARIOUS

Application #

ANX 2005-0009



BACKGROUND

The request is to annex three tax parcels located at 16655 SW Scholls Ferry Road and associated right-of-way. The parcels are approximately 13.5 acres and are occupied by a single-family house and an animal kennel. The property owners have consented to the annexation and one of them is a registered voter living on site. This consent allows this to be processed as an expedited annexation under ORS 222.125, Metro Code 3.09.045 and Metro Code Title 11 and no public hearing is required.

The Neighborhood Office is recommending that this property be added to the Neighbors Southwest Neighborhood Association Committee.

On December 5, 2002 the Metro Council approved Ordinance No. 02-969B significantly expanding the Regional Urban Growth Boundary (UGB). This property was included in that expansion as part of what was described as Study Area 64. (The remainder of Study Area 64 is south of Scholls Ferry Road and is assumed to be part of the future urban service area for the City of Tigard.) A Metro Council condition of the addition of Area 64 to the UGB is that before planning of the area is done by a city to comply with Title 11 of the Metro Urban Growth Management Functional Plan the area must be annexed. Title 11 planning must occur before urban comprehensive plan and zoning designations can be applied.

In December, the City and Washington County entered into an Intergovernmental Agreement that established an area "A", in which the City could proceed with annexations without County consent, and an area "B", in which the City would need to obtain County consent to proceed with annexation. This proposed annexation is in area "A".

The property owners are annexing to the City in order to obtain urban zoning. Staff will be proposing to the Planning Commission that the property designation be changed from Washington County's Future Development 20 Acre (FD-20) to the City Comprehensive Plan designation of Neighborhood Residential-Medium Density and the Zoning Map designation of Residential minimum land area of 4,000 square feet for each principal dwelling unit (R-4).

EXISTING CONDITIONS

SERVICE PROVISION:

The following analysis details the various services available to the property to be annexed. Cooperative, urban service and intergovernmental agreements affecting provision of service to the subject property are:

- The City has entered into ORS Chapter 195 cooperative agreements with Washington County, Tualatin Valley Fire and Rescue District, Tualatin Hills Parks and Recreation District, Tualatin Valley Water District and Clean Water Services.
- The City has entered into an agreement with Tualatin Valley Water District that has been designated an ORS 195.065 Urban Service Agreement by the parties. (No other ORS Chapter 195 Urban Service Agreements have been executed that would affect this decision.)
- The City has entered into an ORS Chapter 190 intergovernmental agreement with Clean Water Services.
- The City has been a party to a series of ORS Chapter 190 intergovernmental agreements “for Mutual Aid, Mutual Assistance, and Interagency Cooperation Among Law Enforcement Agencies Located in Washington County, Oregon”, the last of which was signed by Beaverton Mayor Rob Drake on August 9, 2004. This agreement specifies the terms under which a law enforcement agency may provide assistance in response to an emergency situation outside its jurisdiction when requested by another law enforcement agency.
- On December 22, 2004 the City entered into an intergovernmental agreement with Washington County defining areas that the City may annex for ten years from the date of the agreement without opposition by the County. The property proposed for annexation by this application is included in the areas the City may annex without County opposition.

This action is consistent with those agreements.

POLICE: The property to be annexed currently receives police protection from the Washington Sheriff. Upon annexation the City will provide police service. In practice whichever law enforcement agency is able to respond first, to an emergency, does so in accordance with the mutual aid agreement described above.

FIRE: Tualatin Valley Fire & Rescue (TVF&R) provides fire and ambulance service to the property. The City annexed its own fire services to TVF&R in 1995. TVF&R is designated as the long-term service provider to this area.

SEWER: This property is currently on a septic system. There currently is an 8-inch sanitary sewer line in SW Loon Drive which continues on in SW Barrows Road that is available to serve this property. Due to the elevation of the site they may have to run sewer to SW Scholls Ferry Road and then connect to the line in Barrows, when the property develops. This would be addressed in the development review process. Additionally, the property is currently outside the boundary of Clean Water

Services, which is responsible for treatment of sewage that would be generated from urban development on the property. Prior to development the property would need to annex to CWS.

WATER: The property is not currently in a water district. Upon annexation the property will be in Beaverton's water service area. Beaverton has two water lines in SW Loon Drive (a six and a twelve inch) that can provide service to this property.

STORM WATER DRAINAGE: The property currently has adequate drainage. When the property develops, storm drainage will be addressed as part of the development review process. Upon annexation, billing responsibility will transfer to the City.

STREETS and ROADS: Access to this property is via SW Scholls Ferry Road, which is a County maintained arterial road. When this property develops, access can also be obtained from SW Loon Drive, a City maintained local street.

PARKS and SCHOOLS: The proposed annexation is within the Beaverton School District but is not in the Tualatin Hills Parks and Recreation District. Neither services nor district boundaries associated with these districts will be affected by the proposed annexation.

PLANNING, ZONING and BUILDING: Washington County currently provides long-range planning, development review and building inspection for the property. Upon annexation, the City will provide those services. Comprehensive Plan and Zoning Designations will be applied to this parcel in a separate action.

PUBLIC INVOLVEMENT

Consistent with Metro Code Section 3.09.045, the City will send notice of the proposed annexation on or before December 20, 2005 (20 days prior to the agenda date) to all necessary parties including Washington County, Metro, affected special districts and County service districts. Additionally, the City will send notice to the following parties:

- Larry Cox, P.O. Box 231, Maupin, OR, 97037, a property owner;
- Diane Cox, 16655 SW Scholls Ferry Road, the other property owner, and,
- The Neighbors Southwest Neighborhood Association Committee and the Reedville/Cooper Mountain/Aloha Citizen Participation Organization; interested parties as set forth in City Code Section 9.06.035.

The notice and a copy of this staff report will be posted on the City's web page.

CRITERIA FOR APPROVAL

REGIONAL ANNEXATION CRITERIA:

In December 1998 the Metro Council adopted Metro Code Chapter 3.09 (Local Government Boundary Changes). Metro Code Section 3.09.050 includes the following minimum criteria for annexation decisions:

3.09.050 (d) An approving entity's final decision on a boundary change shall include findings and conclusions addressing the following criteria:

- (1) Consistency with directly applicable provisions in an urban services provider agreement or annexation plan adopted pursuant to ORS 195.065;

Findings: This staff report addresses the provision of services in detail and the provision of these services is consistent with cooperative agreements between Beaverton and the service providers. The City has not yet entered into an urban services provider agreement under ORS 195.065 that relates to all potential urban service providers in and around the city, although discussion with other urban services providers on the content of an agreement have occurred sporadically over the last several years, and the City has proposed an agreement that is acceptable to most of the parties. Because a comprehensive urban service agreement has not been completed, it is not possible to consider adoption of an annexation plan. The City has entered into one agreement that has been designated an ORS 195.065 Urban Service Agreement with Tualatin Valley Water District and this proposed action is consistent with that agreement, as explained in the findings above under existing conditions relating to water service .

As previously noted, On December 22, 2004 the City entered into an intergovernmental agreement with Washington County, titled the "Beaverton-Washington County Intergovernmental Agreement Interim Urban Services Plan" defining areas that the City may annex for ten years from the date of the agreement without opposition by the County, and referencing ORS 195.065(1). The property proposed for annexation by this application is within the ten year annexation area. No other ORS Chapter 195 Urban Service Agreements have been executed that would affect this proposed annexation.

- (2) Consistency with directly applicable provisions of urban planning or other agreements, other than agreements adopted pursuant to ORS 195.065, between the affected entity and a necessary party;

Findings: The City has entered into an ORS Chapter 190 intergovernmental agreement with Clean Water Services, which was updated as of July 1, 2004. Exhibit 'A' to the new agreement defines areas within the "Beaverton Area of Assigned Service Responsibility" where,

subsequent to annexation, specified maintenance responsibilities for sanitary sewer lines under 24 inches in diameter and for certain storm drainage facilities and surface water management functions would transfer to the City of July 1 of any year if so requested by the City by January 1 of that year. This property is currently on septic. No sanitary or storm sewer lines are included as part of this annexation. The above mentioned agreement does not apply to this annexation.

The acknowledged Washington County – Beaverton Urban Planning Area Agreement (UPAA) does not contain provisions directly applicable to City decisions regarding annexation. The UPAA does address actions to be taken by the City after annexation, including annexation related Comprehensive Plan Land Use Map amendments and rezones. The UPAA does not address property brought inside the Growth Boundary that is zoned FD-20. These actions will occur through a separate process.

(3) Consistency with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facilities plans;

Findings: Comprehensive Plans: The only relevant policy of the City of Beaverton’s Comprehensive Plan is Policy 5.3.1.d, which states “The City shall seek to eventually incorporate its entire Urban Services Area.” The subject territory is not within Beaverton’s Assumed Urban Services Area, which is Figure V-1 of the City of Beaverton’s Acknowledged Comprehensive Plan, because it was not inside of the Urban Growth Boundary at the time the map was adopted. Staff will be proposing a new Urban Services Area map to reflect the property brought inside the growth boundary and agreements between the City of Hillsboro and Washington County. This area is included in the Intergovernmental Agreement between the City and Washington County agreed to in December of 2004 regarding annexations. Since this property is not covered by the City’s acknowledged Comprehensive Plan, we will address the Statewide Planning Goals. We believe the relevant goals are 1, 2, 5, 6,7,10, 11, 12 and 14.

Goal One: Citizen Involvement:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Metro went through an extensive citizen involvement process before this and other properties were brought inside the growth boundary. That process was then reviewed by the Courts on appeal.

The City will mail notice to all necessary parties as defined by Metro Code and interested parties as defined by City Code. Interested parties are defined as: The Washington County Citizen Participation Organization (CPO) that includes the area of a proposed annexation and the Beaverton Neighborhood Association Committee (NAC) whose is nearest that area being annexed. This staff report will also be posted on the City's web page for at least twenty days prior to first reading of the Ordinance.

Thus, Metro and the City have met their obligation of providing for Citizen Involvement under Statewide Planning Goal One.

Goal Two: 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 base for such decisions and actions.

The City of Beaverton has an acknowledged Comprehensive Plan and has an adopted Development Code. The land use planning processes and policy framework found in these documents form the basis for decisions and actions. The proposed annexation is not currently shown on the Comprehensive Plan Land Use Map. A planning process is currently under way that will lead to amending the Comprehensive Plan to show this property and include it in Beaverton's Urban Services Area. The process will also lead to this property receiving urban zoning as opposed to the current Future Development 20 Acre District assigned by Washington County to comply with Metro requirements. Metro went through a lengthy and very public process in before deciding to bring this area inside the growth boundary. Metro has established procedures that local governments must follow before urban zoning can be applied. The City of Beaverton will follow the Statewide Planning Goals, State statutes, Metro requirements, the Beaverton Comprehensive Plan and Development Code.

Goal Five: Open Spaces, Scenic and Historic areas, and Natural Resources

To conserve open space and protect natural and scenic resources.

This Goal is addressed by Chapter Seven of the Beaverton Comprehensive Plan, and was addressed for the subject property by Washington County when in the early 1980s it inventoried significant Goal 5 resources in the rural area, considered the consequences of protecting those resources versus allowing their development, and adopted provisions to provide limited protection of significant Goal 5 resources. Additionally, in 2002 Metro inventoried regionally significant stream corridors, wetlands and wildlife within the UGB and within one mile outside the UGB. The County inventory does not identify any Goal 5 resources on the subject property.

The Metro inventory, however, does identify streams and “habitat conservation areas” on the subject property. Given this identification, protection of these resources will be addressed when the City plans for future development of the subject property pursuant to Title 11 of the Metro Urban Growth Management Functional Plan.

Goal Six: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

This Goal is addressed by Chapter Eight of the City’s Acknowledged Comprehensive Plan. This goal was previously addressed by Washington County for the subject property. As noted previously, prior to development the property will need to annex to Clean Water Services, and will therefore be subject to that agency’s Design and Construction standards which were adopted by CWS and are enforced by the City and CWS to protect the quality of surface water on and in the vicinity of the property.

Goal Seven: Areas Subject To Natural Disasters and Hazards

To protect life and property from natural disasters and hazards.

This Goal is addressed by Chapter Eight by of the City’s Acknowledged Comprehensive Plan. The development review process and the Building Code where developed to take into account threats from natural disasters and hazards. The CWS Design and Construction Standards also contain regulations for the purpose of preventing natural disasters resulting from flooding.

Goal Ten: Housing

To provide for the housing needs of citizens of the state.

This area was brought inside the Growth Boundary in order to provide for needed housing. Metro requires that we rezone the property to allow for ten units to the acre. Staff will be proposing Urban Medium Density Residential - 4 zoning, which requires a minimum of 4,000 square feet per principal dwelling unit. This allows for 10.89 principal dwelling units per net acre. The zoning district also allows for accessory dwelling units for every principal dwelling unit. Goal Ten is also addressed by the Housing Element of the Comprehensive Plan, which is Chapter 5.

Goal Eleven: Public Facilities and Services

To plan and develop a timely and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Water and sanitary sewer are available in SW Loon Drive. The property abuts SW Scholls Ferry Road, a County maintained arterial, and SW Loon Drive, a City maintained local street. The property is in the Beaverton School District. The Beaverton Police Department will have no difficulty in serving this 13.5-acre property. Fire service and emergency medical service is and will be provided by Tualatin Valley Fire and Rescue District.

Goal Twelve: Transportation

To provide and encourage a safe, convenient and economic transportation system.

This Goal was addressed by the update in 2001 of the Transportation Element of the City's Comprehensive Plan and the 2020 Transportation System Plan (TSP). This property is served by an arterial road (Scholls Ferry), a collector road (SW Barrows Road), a local street (Loon Drive) and a little over a quarter of a mile to the west by SW 175th Avenue (an arterial). Bus service is available approximately one mile to the northeast at SW Murray Boulevard (an arterial) and Scholls Ferry Road. Impacts of future development on the property on the transportation system will be addressed prior to applying an urban land use designation and zone to the property when the City prepares a concept plan for the subject property pursuant to Title 11 of the Metro Urban Growth Management Functional Plan.

Goal Fourteen: Urbanization

To provide for an orderly and efficient transition from rural to urban land use.

This property was brought inside the growth boundary after an extensive process by Metro (the regional government) following procedures established by the State legislature. This is the process that the State of Oregon has established for an orderly and efficient transition from rural to urban land use. After the City of Beaverton has annexed this property it will go through a planning process and assign urban zoning.

Washington County Comprehensive Plan:

After reviewing the Washington County Comprehensive Framework Plan for the Urban Area on the County's web site (reflecting changes through County Ordinance No. 637) as well as ordinances adopted subsequently up to the date of this staff report that amended the Comprehensive Framework Plan, staff finds that the following provisions may be applicable to this proposed annexation:

- *A paragraph in the "County-Wide Development Concept" at the beginning of the Comprehensive Framework Plan which states:*

As development occurs in accordance with this development concept, issues of annexation or incorporation may arise. Annexation or incorporation issues will necessarily relate to various other planning issues such as community identity, fiscal impacts of growth and service provision, coordination between service providers to achieve efficiencies and ensure availability, etc. As such issues arise; the County should evaluate community identity as an issue of equal importance with public service provision issues when developing policy positions on specific annexation or incorporation proposals.

Staff views this statement as direction to the County itself in how to evaluate annexation proposals, and not guidance to the City regarding this specific proposal. As a necessary party, the County has an opportunity to comment on and appeal this proposed boundary change if they believe the boundary change is inconsistent with the approval criteria (see Metro Code section 3.09).

- ***Policy 15 of the Comprehensive Framework Plan, relating to Roles and Responsibilities for Serving Growth, says:***

It is the policy of Washington County to work with service providers, including cities and special service districts, and Metro, to ensure that facilities and services required for growth will be provided when needed by the agency or agencies best able to do so in a cost effective and efficient manner.

Two implementing strategies under Policy 15 that relate to annexation state:

The County will:

- f. If appropriate in the future, enter into agreements with service providers which address one or more of the following:*
 - 3. Service district or city annexation*
- g. Not oppose proposed annexations to a city that are consistent with an urban service agreement or a voter approved annexation plan.*

The City of Beaverton, Washington County and the other urban service providers for the subject area have been working off and on for several years to arrive at an urban service area agreement for the Beaverton area pursuant to ORS 195.065 that would be consistent with Policy 15 and the cited implementing strategies. Unfortunately, although most issues have been resolved, a few issues remain between the County and the City that have prevented completion of the agreement. These issues do not relate to who provides services or whether they can be provided when needed in an efficient and cost effective manner so much as how the transfer of service provision responsibility occurs, particularly the potential transfer of employees and equipment from the County to the City. As previously noted the County and the City have entered into an intergovernmental agreement

that sets an interim urban services plan area in which the County commits to not oppose annexations by the City.

Staff has reviewed other elements of the County Comprehensive Plan, particularly the Aloha-Reedville-Cooper Mountain Community Plan and the Scholls Ferry Road Sub-Area that includes the subject property, and was unable to identify any provision relating to this proposed annexation.

***Public Facilities Plans:** The City's public facilities plan consists of the Public Facilities and Services Element of the Comprehensive Plan, the Transportation Element of the Comprehensive Plan, the City's Capital Improvements Plan, and the most recent versions of master plans adopted by providers of the following facilities and services in the City: storm water drainage, potable water, sewerage conveyance and processing, parks and recreation, schools and transportation. Where a service is provided by a jurisdiction other than the City, by adopting the master plan for that jurisdiction as part of its public facilities plan, the City has essentially agreed to abide by any provisions of that master plan. No relevant urban services as defined by Metro Code Section 3.09.020(m) will change subsequent to this annexation. Metro Code states "Urban services" means sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit." Police protection will be provided by the City upon annexation.*

When the property develops various changes to services will take place. The property will be taken off of septic and sanitary sewer will be provided by the City. The property will receive City water instead of being on well water. The City will provide maintenance for street constructed on site if they are dedicated to the public.

Staff could not identify any provisions in the Washington County Public Facilities Plan relevant to this proposed annexation.

- (4) Consistency with specific directly applicable standards or criteria for boundary changes contained in the Regional Framework Plan or any functional plan;*

Findings: The Regional Framework Plan (which includes the RUGGOs and the Urban Growth Management Functional Plan) does not contain policies or criteria directly applicable to annexation decisions of this type.

- (5) Whether the proposed change will promote or not interfere with the timely, orderly and economic provisions of public facilities and services;*

Findings: The Existing Conditions section of this staff report contains information addressing this criterion in detail. The proposed annexation will not interfere with the provision of public facilities and services. The

provision of public facilities and services is prescribed by urban services provider agreements and the City's capital budget.

(6) The territory lies within the Urban Growth Boundary; and

Findings: The property has been within the Urban Growth Boundary since Metro Ordinance No. 02-969B became effective.

(7) Consistency with other applicable criteria for the boundary change in question under state and local law.

Findings: Staff is not aware of any other applicable criteria for this boundary change under state or local laws. After the annexation the City must go through a planning process in order to assign urban zoning and to comply with Metro regulation. The assignment of urban zoning will take place, after the appropriate planning review, through a separate process. There are no other criteria applicable to this boundary change in State Law or local ordinances. The City of Beaverton does have Annexation Policies (attached) adopted by resolution and this proposed annexation is consistent with those policies. Staff finds this voluntary annexation with no associated development or land use approvals is consistent with State and local laws for the reasons stated above.

3.09.050 (g) Only territory already within the defined Metro Urban Growth Boundary at the time a petition is complete may be annexed to a city or included in territory proposed for incorporation into a new city. However, cities may annex individual tax lots partially within and without the Urban Growth Boundary.

Findings: This criterion is met because the territory in question was brought inside of the Portland Metro Urban Growth Boundary in December 2002 and the Metro decision regarding this property was upheld by the Land Conservation and Development Commission in July of 2003.

Exhibits: A: Annexation Petitions
 B: Legal Description
 C: City Annexation Policies
 D: Letter from Oregon Department of Transportation

ANNEXATION PETITIONS



CITY OF BEAVERTON
 COMMUNITY DEVELOPMENT DEPARTMENT
 PLANNING SERVICES
 4755 S.W. GRIFFITH DRIVE
 P.O. BOX 4755
 BEAVERTON, OR 97076-4755
 PHONE: (503) 350-4039

PETITION FOR A CONSENT ANNEXATION

PURSUANT TO ORS 222.125

PLEASE USE ONE PETITION PER TAX LOT

FOR OFFICE USE	FILE NAME: <u>16655 SW Scholls Ferry Road Expedited Annexation</u>
	FILE NUMBERS: <u>ANX 2005-0009</u>

MUST BE SIGNED BY ALL OWNERS. IF THE OWNER IS A CORPORATION OR AN ESTATE THE PERSON SIGNING MUST BE AUTHORIZED TO DO SO. MUST ALSO BE SIGNED BY NOT LESS THAN 50 PERCENT OF ELECTORS (REGISTERED VOTERS), IF ANY, RESIDING ON THE PROPERTY.

PROPERTY INFORMATION

MAP & TAX LOT	STREET ADDRESS (IF ASSIGNED)	# OF OWNERS	# OF RESIDENT VOTERS	# OF RESIDENTS
25106-75101	16655 S.W. Scholls Ferry Rd.	2	1	1

CONTACT PERSON USE MAILING ADDRESS FOR NOTIFICATION

<u>Larry Cox</u> PRINT OR TYPE NAME	<u>Larry L Cox</u> BUSINESS NAME	<u>Home: 541-395-2757</u> <u>Cell: 971-275-6787</u> PHONE #
<u>P.O. Box 231 Maupin, Or. 97037</u> ADDRESS		

SIGNATURES OF OWNERS AND ELECTORS CONSENTING TO ANNEXATION (CONTINUED ON BACK)

<u>Larry L. Cox</u> PRINT OR TYPE NAME	<u>Larry L Cox</u> SIGNATURE	<u>7-8-05</u> DATE	<input checked="" type="checkbox"/> OWNER <input type="checkbox"/> ELECTOR
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MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS
P.O. Box 231 Maupin, Or 97037

Diane L. Cox	Diane L. Cox	<input checked="" type="checkbox"/> OWNER <input type="checkbox"/> ELECTOR
PRINT OR TYPE NAME	SIGNATURE	DATE 7/12/05

MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS

		<input type="checkbox"/> OWNER <input type="checkbox"/> ELECTOR
PRINT OR TYPE NAME	SIGNATURE	DATE

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MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS



CITY OF BEAVERTON
 COMMUNITY DEVELOPMENT DEPARTMENT
 PLANNING SERVICES
 4755 S.W. GRIFFITH DRIVE
 P.O. BOX 4755
 BEAVERTON, OR 97076-4755
 PHONE: (503) 350-4039

PETITION FOR A CONSENT ANNEXATION

PURSUANT TO ORS 222.125

PLEASE USE ONE PETITION PER TAX LOT

FOR OFFICE	FILE NAME: <u>16655 SW Scholls Ferry Road Expedited Annexation</u>
USE	FILE NUMBERS: <u>ANX 2005-0009</u>

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PROPERTY INFORMATION

MAP & TAX LOT	STREET ADDRESS (IF ASSIGNED)	# OF OWNERS	# OF RESIDENT VOTERS	# OF RESIDENTS
25106 TS102	16655 S.W. Scholls Ferry Rd.	2	1	1

CONTACT PERSON USE MAILING ADDRESS FOR NOTIFICATION

<u>Larry Cox</u>		Home: 541-395-2757
PRINT OR TYPE NAME	BUSINESS NAME	Cell: 971-275-6787
<u>P.O. Box 231</u>	<u>Maugie, OR 97037</u>	PHONE #
ADDRESS		

SIGNATURES OF OWNERS AND ELECTORS CONSENTING TO ANNEXATION (CONTINUED ON BACK)

<u>Larry L. Cox</u>	<u>[Signature]</u>	7-8-05	<input checked="" type="checkbox"/> OWNER
PRINT OR TYPE NAME	SIGNATURE	DATE	<input type="checkbox"/> ELECTOR
MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS			
<u>Same</u>			

<i>Diane L. Cox</i>	<i>Diane L. Cox</i>	<input checked="" type="checkbox"/> OWNER <input type="checkbox"/> ELECTOR
PRINT OR TYPE NAME	SIGNATURE	DATE
7/12/05		

MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS

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 4755 S.W. GRIFFITH DRIVE
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 BEAVERTON, OR 97076-4755
 PHONE: (503) 350-4039

PETITION FOR A CONSENT ANNEXATION

PURSUANT TO ORS 222.125

PLEASE USE ONE PETITION PER TAX LOT

FOR OFFICE USE	FILE NAME: <u>16655 SW Scholls Ferry Road Expedited Annexation</u>
	FILE NUMBERS: <u>ANK 2005-0609</u>

MUST BE SIGNED BY ALL OWNERS. IF THE OWNER IS A CORPORATION OR AN ESTATE THE PERSON SIGNING MUST BE AUTHORIZED TO DO SO. MUST ALSO BE SIGNED BY NOT LESS THAN 50 PERCENT OF ELECTORS (REGISTERED VOTERS), IF ANY, RESIDING ON THE PROPERTY.

PROPERTY INFORMATION

MAP & TAX LOT	STREET ADDRESS (IF ASSIGNED)	# OF OWNERS	# OF RESIDENT VOTERS	# OF RESIDENTS
25106-TL105	16655 S.W. Scholls Ferry Rd.	2	1	1

CONTACT PERSON USE MAILING ADDRESS FOR NOTIFICATION

<u>Larry Cox</u>		Home: <u>541-395-2757</u>
PRINT OR TYPE NAME	BUSINESS NAME	PHONE #
<u>P.O. Box 231 Maupin, Or. 97037</u>		
ADDRESS		

SIGNATURES OF OWNERS AND ELECTORS CONSENTING TO ANNEXATION (CONTINUED ON BACK)

<u>Larry L. Cox</u>	<u>Larry L. Cox</u>		<input checked="" type="checkbox"/> OWNER
PRINT OR TYPE NAME	SIGNATURE	DATE	<input type="checkbox"/> ELECTOR
MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS			
<u>Same</u>			

Diane L. Cox		Diane L. Cox		<input checked="" type="checkbox"/> OWNER
PRINT OR TYPE NAME		SIGNATURE		<input type="checkbox"/> ELECTOR
			DATE	7/12/05

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			DATE	

MAILING ADDRESS IF DIFFERENT FROM PROPERTY ADDRESS

LEGAL DESCRIPTION

ANNEXATION

City of Beaverton

ANX 2005-0009

A tract of land situated in the southeast quarter of the northeast quarter of Section 6, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon. Said tract of land being more particularly described as follows:

COMMENCING at the northeast corner of Section 6, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon: Thence, South 00°18'30" West along the east line of said Section 6 for a distance of 1272.7 feet to the northeast corner of that tract of land conveyed to Ida C. Neats by deed recorded May 16, 1942 in Book 208, page 103 of Washington County Deed Records and the true **POINT OF BEGINNING**; Thence, continuing South 00°18'30" West along said east line of Section 6 for a distance of 813.01 feet, more or less, to the northwesterly right of way line of S.W. Scholls Ferry Road (CR No. 215) and the existing city limits boundary for the City of Beaverton as established in Boundary Commission Order No. 3243; Thence, South 35°37'02" West along said right of way line and city limit line for a distance of 284.68 feet, more or less, to a point of intersection with the north right of way line of S.W. Scholl Ferry Road and the most westerly extension of the existing city limits boundary for the City of Beaverton; Thence, South 00°25' East along said westerly extension for a distance of 60.00 feet to the southerly right of way line of said S.W. Scholl Ferry Road and the most southerly southwest corner of said city limits; Thence, Westerly along along the southerly right of way line of S.W. Scholls Ferry Road for a distance of 410 feet, more or less, to a point on a curve on said right of way line; Thence, 86.93 feet along the arc of a 1481.39 foot radius curve to the right through a central angle of 3°21'45" to a point of intersection with said right of way line and the southerly projection of the west line of the aforementioned Neats tract; Thence, North 00°18'30" East along the west line, and it's southerly projection thereof, of said Neats tract for a distance of 1115.6 feet, more or less, to the northwest corner of said Neats tract; Thence, North 89°34'00" East along the north line of said Neats tract for a distance of 659.30' to the Point of Beginning.

ANNEXATION POLICY

City of Beaverton Urban Service Area and Corporate Limits Annexation Policies

A. City of Beaverton Urban Service Area Policy

The City remains committed to annexing its urban services area over time, but the City will be selective regarding the methods of annexation it chooses to use. The City of Beaverton prefers to avoid use of annexation methods that may force annexation against the will of a majority of voters in larger unincorporated residential neighborhoods. The City is, however, open to annexation of these areas by other means where support for annexation is expressed, pursuant to a process specified by State law, by a majority of area voters and/or property owners. The City is open to pursuing infrastructure/service planning for the purposes of determining the current and future needs of such areas and how such areas might best fit into the City of Beaverton provided such unincorporated residents pursue an interest of annexing into the City.

B. City of Beaverton Corporate Limits Policy

The City of Beaverton is committed to annexing those unincorporated areas that generally exist inside the City's corporate limits. Most of these areas, known as "islands", generally receive either direct or indirect benefit from City services. The Washington County 2000 Policy, adopted in the mid-1980s, recognizes that the County should not be a long-term provider of municipal services and that urban unincorporated areas including unincorporated islands should eventually be annexed to cities. As such, primarily through the use of the 'island annexation method', the City's objectives in annexing such areas are to:

- Minimize the confusion about the location of City boundaries for the provision of services;
- Improve the efficiency of city service provision, particularly police patrols;
- Control the development/redevelopment of properties that will eventually be within the City's boundaries;
- Create complete neighborhoods and thereby eliminate small pockets of unincorporated land; and
- Increase the City's tax base and minimize increasing the City's mill rate.

In order to achieve these stated objectives, the City chooses to generally pursue the following areas for 'island annexation' into the City of Beaverton:

- Undeveloped property zoned for industrial, commercial uses or mixed uses;
- Developed or redevelopable property zoned for industrial, commercial or mixed uses;
- Undeveloped or redevelopable property zoned for residential use;
- Smaller developed property zoned residential (within a neighborhood that is largely incorporated within the City of Beaverton).