



FINAL AGENDA

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

REGULAR MEETING
MARCH 7, 2005
6:30 P.M.

CALL TO ORDER:

ROLL CALL:

PROCLAMATION:

Iranian New Year Celebration Day (Sunday, March 20, 2005)

PRESENTATIONS:

- 05043 Presentation of the Distinguished Budget Presentation Award and Certificate of Recognition for Budget Preparation to Joanne Harrington for the City's FY 2004-05 Annual Budget Document
- 05044 Presentation of the Certificate of Achievement for Excellence in Financial Reporting and the Award of Financial Reporting Achievement to J. J. Schulz for the City's FY 2002-03 Comprehensive Annual Financial Report

VISITOR COMMENT PERIOD:

COUNCIL ITEMS:

STAFF ITEMS:

CONSENT AGENDA:

- Minutes of the Regular Meetings of February 14 and February 28, 2005
- 05045 Liquor License Application: Greater Privilege - Broadway Wines; New Outlet - Mio Sushi
- 05046 Traffic Commission Issues No. TC 569 - 572
- 05047 Transfer of Road Jurisdiction from Washington County to the City of Beaverton (SW Corby Drive, SW Shilo Lane, SW 117th Avenue) (Resolution No. 3810)

PUBLIC HEARING:

05048 A Public Hearing to Receive Public Input Regarding the Annexation of Several Parcels Located Generally in the Southern Portion of Beaverton to the City of Beaverton: ANX 2005-0001

ORDINANCES:

First Reading:

05049 An Ordinance Annexing Several Parcels Located Generally in the Southern Portion of Beaverton to the City of Beaverton: ANX 2005-0001 (Ordinance No. 4342)

05050 TA 2004-0010 Utility Undergrounding Section 60.65 Amendment (Ordinance No. 4343)

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.

PROCLAMATION

OFFICE OF THE MAYOR CITY OF BEAVERTON



- WHEREAS,** on March 20, 2005, Iranian-Americans will be celebrating the arrival of the Iranian New Year; and
- WHEREAS,** Beaverton's Iranian-American community is an important part of the City's and Region's cultural diversity; and
- WHEREAS,** Iranian-Americans have made significant contributions to our community in the fields of science, business, and industry; and
- WHEREAS,** Beaverton values its rich, diverse ethnic and multi-cultural community; and
- NOW, THEREFORE,** I, ROB DRAKE, MAYOR, of the City of Beaverton, Oregon, do hereby proclaim Sunday, March 20, 2005, as

IRANIAN NEW YEAR CELEBRATION DAY

in Beaverton and send my best wishes to Iranian-Americans for a Happy New Year!




Rob Drake, Mayor

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Presentation of the Distinguished Budget Presentation Award and Certificate of Recognition for Budget Preparation to Joanne Harrington for the City's FY 2004-05 Annual Budget Document

FOR AGENDA OF: 03/07/05 **BILL NO:** 05043

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: Finance *[Signature]*

DATE SUBMITTED: 02/14/05

CLEARANCES: None

PROCEEDING: Presentation

EXHIBITS: Award Letter from GFOA
Copy of Certificate of Recognition for Budget Preparation

BUDGET IMPACT

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

The Government Finance Officers Association of the United States and Canada (GFOA) has presented a Distinguished Budget Presentation Award to the City of Beaverton for its annual budget document for fiscal year beginning July 1, 2004. In order to receive this award, the City must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device. This award is the highest form of recognition in governmental budgeting. This is the seventeenth consecutive year that the City has received this award.

INFORMATION FOR CONSIDERATION:

When the Distinguished Budget Presentation is awarded, a Certificate of Recognition is also presented to the individual designated by the City as the person primarily responsible for having earned the certificate. The Certificate of Recognition will be presented to Joanne Harrington as the person primarily responsible for preparing the award-winning document.

RECOMMENDED ACTION:

Present the Distinguished Budget Presentation Award plaque and the Certificate of Recognition to Joanne Harrington.



Government Finance Officers Association

203 North LaSalle Street, Suite 2700

Chicago, Illinois 60601-1210

312.977.9700 fax: 312.977.4806

December 28, 2004

Mr. Patrick O'Claire
Finance Director
City of Beaverton
4755 SW Griffith Drive
Beaverton, OR 97005

Dear Mr. O'Claire:

A Panel of independent reviewers has completed its examination of your budget document. We are pleased to inform you that the panel has voted to award your budget document the Distinguished Budget Presentation Award for the current fiscal period. This award is the highest form of recognition in governmental budgeting. Its attainment represents a significant achievement by your organization.

The Distinguished Budget Presentation Award is valid for one year. To continue your participation in the program, it will be necessary to submit your next annual budget document to GFOA within 90 days of the proposed budget's submission to the legislature or within 90 days of the budget's final adoption. Enclosed is an application form to facilitate a timely submission. This form should be submitted with four copies of your budget accompanied by the appropriate fee.

Each program participant is provided with confidential comments and suggestions for possible improvements to the budget document. Your comments are enclosed. We urge you to carefully consider the suggestions offered by our reviewers as you prepare your next budget.

When a Distinguished Budget Presentation Award is granted to an entity, a Certificate of Recognition for Budget presentation is also presented to the individual or department designated as being primarily responsible for its having achieved the award. Enclosed is a Certificate of Recognition for Budget Preparation for:

Joanne Harrington, Budget Coordinator

Your award plaque will be mailed separately and should arrive within eight to ten weeks. Enclosed is a camera-ready reproduction of the award for inclusion in your next budget. If you reproduce the camera-ready in your next budget, it should be accompanied by a statement indicating continued compliance with program criteria.

The following standardized text should be used:

Mr. Patrick O'Claire

December 28, 2004

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The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to **City of Beaverton, Oregon** for its annual budget for the fiscal year beginning **July 1, 2004**. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

Also enclosed is a press release.

The Government Finance Officers Association encourages you to make arrangements for a formal presentation of the award. If you would like the award presented by a member of your state or provincial finance officers association, we can provide the name of a contact person for that group.

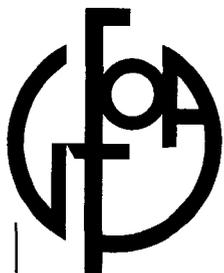
We appreciate your participation in this program and we sincerely hope that your example will encourage others in their efforts to achieve and maintain excellence in governmental budgeting. If we can be of further assistance, please contact the Technical Services Center.

Sincerely,



Stephen J. Gauthier, Director
Technical Services Center

Enclosure



The Government Finance Officers Association
of the United States and Canada

presents this

CERTIFICATE OF RECOGNITION FOR BUDGET PREPARATION

to

**Joanne Harrington, Budget Coordinator
City of Beaverton, Oregon**

The Certificate of Recognition for Budget Preparation is presented by the Government Finance Officers Association to those individuals who have been instrumental in their government unit achieving a Distinguished Budget Presentation Award. The Distinguished Budget Presentation Award, which is the highest award in governmental budgeting, is presented to those government units whose budgets are judged to adhere to program standards.

Executive Director

Date

December 28, 2004

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Presentation of the Certificate of Achievement for Excellence in Financial Reporting and the Award of Financial Reporting Achievement to J.J. Schulz for the City's FY 2002-03 Comprehensive Annual Financial Report

FOR AGENDA OF: 03/07/05 **BILL NO:** 05044

Mayor's Approval: *Bob Braun*

DEPARTMENT OF ORIGIN: Finance *P.O. Claire*

DATE SUBMITTED: 02/14/05

CLEARANCES: None

PROCEEDING: Presentation

EXHIBITS: Award Letter from GFOA
Copy of Award of Financial Reporting Achievement

BUDGET IMPACT

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

The Government Finance Officers Association of the United States and Canada, (GFOA) has awarded the Certificate of Achievement for Excellence in Financial Reporting to the City of Beaverton for its comprehensive annual financial report (CAFR) for the fiscal year ended June 30, 2003. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. This is the twenty-fifth consecutive year that the City has received the certificate.

In order to receive this Certificate, the City must publish an easily readable and efficiently organized CAFR that conforms to program standards. The CAFR must satisfy generally accepted accounting principals and be audited in accordance with generally accepted auditing standards. The City's CAFR has been judged by an impartial panel to meet the program's high standards including demonstrating a constructive 'spirit of full disclosure' to clearly communicate its financial story to potential users and user groups.

INFORMATION FOR CONSIDERATION:

When a Certificate of Achievement is awarded, an Award of Financial Reporting Achievement is also presented to the individual designated by the City as the person primarily responsible for having earned the certificate. The Achievement Award will be presented to J.J. Schulz as the individual primarily responsible for preparing the award-winning document.

RECOMMENDED ACTION:

Present the Certificate of Achievement plaque and the Award for Financial Reporting Achievement to J.J. Schulz.



Government Finance Officers Association
203 N. LaSalle Street - Suite 2700
Chicago, IL 60601

Phone (312) 977-9700 Fax (312) 977-4806

September 14, 2004

Patrick F. O'Claire
Finance Director
City of Beaverton
P.O. Box 4755
Beaverton OR 97076

Dear Mr. O'Claire:

We are pleased to notify you that your comprehensive annual financial report (CAFR) for the fiscal year ended June 30, 2003, qualifies for a Certificate of Achievement for Excellence in Financial Reporting. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. Congratulations for having satisfied the high standards of the program. We hope that your example will encourage others in their efforts to achieve and maintain an appropriate standard of excellence in financial reporting.

Each entity submitting a report to the Certificate of Achievement review process is provided with a "Summary of Grading" form and a confidential list of comments and suggestions for possible improvements in its financial reporting techniques. Your list has been enclosed. You are strongly encouraged to implement the recommended improvements into the next report and submit it to the program. If it is unclear what must be done to implement a comment or if there appears to be a discrepancy between the comment and the information in the CAFR, please contact the Technical Services Center (312) 977-9700 and ask to speak with a Certificate of Achievement Program in-house reviewer.

Certificate of Achievement program policy requires that written responses to the comments and suggestions for improvement accompany the next fiscal year's submission. Your written responses should provide detail about how you choose to address each item that is contained within this report. These responses will be provided to those Special Review Committee members participating in the review.

When a Certificate of Achievement is awarded to a government, an Award of Financial Reporting Achievement (AFRA) is also presented to the individual(s) or department designated by the government as primarily responsible for its having earned the Certificate. Enclosed is an AFRA for:

J.J. Schulz, Senior Accountant

Your Certificate of Achievement plaque will be shipped to you under separate cover in about eight weeks. We hope that you will arrange for a formal presentation of the Certificate and Award of Financial Reporting Achievement, and that appropriate publicity will be given to this notable achievement. A sample news release has been enclosed. We suggest that you provide copies of it to local newspapers, radio stations and television stations. In addition, enclosed is the Certificate Program "Results" for reports with fiscal years ended during 2002 representing the most recent statistics available.

A current holder of a Certificate of Achievement may include a reproduction of the award in its immediately subsequent CAFR. A camera ready copy of your Certificate is enclosed for that purpose. If you reproduce your Certificate in your next report, please refer to the enclosed instructions. A Certificate of Achievement is valid for a period of one year. To continue to participate in the Certificate of Achievement Program it will be necessary for you to submit your next CAFR to our review process.

In order to expedite your submission we have enclosed a Certificate of Achievement Program application form to facilitate a timely submission of your next report. This form should be completed and sent (postmarked) with three copies of your report, three copies of your application, three copies of your written responses to the program's comments and suggestions for improvement from the prior year, and any other pertinent material with the appropriate fee by December 31, 2004.

Your continued interest in and support of the Certificate of Achievement Program is most appreciated. If we may be of any further assistance, please contact Delores Smith (dsmith@gfoa.org or (312) 578-5454).

Sincerely,
Government Finance Officers Association



Stephen J. Gauthier, Director
Technical Services Center

SJG/ds



The Government Finance Officers Association
of the United States and Canada

presents this

AWARD OF FINANCIAL REPORTING ACHIEVEMENT

to

J.J. Schulz
Senior Accountant
City of Beaverton, Oregon



The award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the individual(s) designated as instrumental in their government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.

Executive Director

Date September 14, 2004

DRAFT

BEAVERTON CITY COUNCIL
REGULAR MEETING
FEBRUARY 14, 2005

CALL TO ORDER:

The Regular Meeting of the Beaverton City Council was called to order by Mayor Rob Drake in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Monday, February 14, 2005, at 6:36 p.m.

ROLL CALL:

Present were Mayor Drake, Couns. Catherine Arnold, Betty Bode, Dennis Doyle, Fred Ruby and Cathy Stanton. Also present were City Attorney Alan Rappleyea, Chief of Staff Linda Adlard, Finance Director Patrick O'Claire, Community Development Director Joe Grillo, Engineering Director Tom Ramisch, Operations/Maintenance Director Gary Brentano, Library Director Ed House, Human Resources Director Nancy Bates, Deputy Police Chief Chris Gibson, Human Resources Consultant Barbara Huson and Deputy City Recorder Catherine Jansen.

VISITOR COMMENT PERIOD:

There were no comments.

COUNCIL ITEMS:

Coun. Stanton invited everyone to visit the Beaverton City Library and view the Beaverton Arts Commission's Arts Showcase currently on display. She said the artwork was excellent.

STAFF ITEMS:

There were none.

OTHER BUSINESS:

Mayor Drake asked for a motion of continuance for Agenda Bills 05027, 05028, 05029 and 05030 (Annexation Ordinances First Reading) that were considered at the February 7, 2005 Council Meeting. He said the motion made on February 7th unintentionally asked for a Second Reading at this meeting. He said since the record was kept open for seven days until today, there would not have been an opportunity for City staff to respond to any objections. He asked for a motion to continue the Second Readings of these ordinances to the meeting of February 28, 2005.

Coun. Doyle MOVED, SECONDED by Coun. Bode, that the Second Reading of the ordinances embodied in Agenda Bills 05027, 05028, 05029 and 05030, be continued to the Regular Council Meeting of February 28, 2005, at 6:30 p.m. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the MOTION CARRIED unanimously. (5:0)

CONSENT AGENDA:

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

Minutes of the Regular Meeting of February 7, 2005

05032 Selection of HOME Program Option Under Washington County HOME Consortium Agreement

05033 Liquor License Renewals - Annual Renewals

05034 Boards and Commissions Appointments - Crocker and Doyle Appointments to Library Board

05035 Acceptance of Grant Award from the Metropolitan Area Communications Commission and Authorize Appropriations through a Special Purpose Grant Budget Adjustment Resolution (Resolution No. 3805)

05036 A Resolution Designating Several Parcels in the Vicinity of Cornell Oaks Corporate Center, that are Surrounded by the Corporate Boundaries of the City, to be Annexed to the City of Beaverton (Resolution No. 3806)

Contract Review Board:

05037 Bid Award – Sodium Fluoride for Fluoridation of Drinking Water

05038 Waiver of Sealed Bidding - Purchase of Mobile Data Terminals from the State of Oregon Contract #4416-PA

05042 A Resolution Establishing the City of Beaverton Purchasing Code (Resolution No. 3809)

Coun. Stanton thanked staff for answering her questions. She said she had a correction to the minutes which she gave to the Deputy City Recorder.

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

PUBLIC HEARINGS:

Agenda Bill 05039 - Contract Review Board:

05030 Request for Exemption from Competitive Bidding for Public Improvement Contracts Relating to the City's Water System (Resolution No. 3807)

Finance Director Patrick O'Claire reviewed this request for exemption and said it was similar to an exemption passed 14 months ago for the fluoride feed facility. He said this concerned the water system's critical nature and any improvements the City feels are needed to the water system. He said this would take the improvements out of a fully competitive bid process to a more modified process to protect the vulnerable portions of the water system. He said this was in conjunction with the Homeland Security Grant the City received for the vulnerability assessment on the City's water system and facilities. He said this exemption would be used soon to proceed with the improvements needed based on the vulnerability assessment from the Homeland Security Grant.

Coun. Stanton asked if these issues would still come to the Council under the Consent Agenda.

O'Claire replied if the contract was over \$50,000 it would come back to Council for formal contract award. He said the solicitation process would be different than a competitively-bid process.

Coun. Bode asked O'Claire for clarification to explain the implications of Homeland Security in this bidding process.

O'Claire said under the terms of the grant, this was to provide additional protection for the City's water system. He said a vulnerability assessment was performed by an outside consultant who recommended specific enhancements to protect the system from any type of vulnerability. He said those enhancements were what the City would be selectively contracting for under this grant.

There were no other questions.

Mayor Drake opened public hearing.

There was no one present who wished to testify.

Mayor Drake closed the public hearing.

Coun. Stanton **MOVED, SECONDED** by Coun. Ruby, that Council approve Agenda Bill 05039, Request for Exemption from Competitive Bidding for Public Improvement Contracts Relating to the City's Water System, including the findings, and authorize the proposed exemption. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting AYE, the **MOTION CARRIED** unanimously. (5:0)

05040 Land Use Compatibility Statement for Clean Water Services' National Pollutant Discharge Elimination System Watershed-Based Waste Discharge Permit

City Attorney Alan Rappleyea said Clean Water Services (CWS) was the co-owner of a permit for DEQ's Stormwater Permit (MS4 Permit). He said CWS adopted the Land Use Compatibility Statement that was attached to the proposed resolution, for the entire Washington County area. He said that was appealed to LUBA by the Tualatin River Keepers. He said to resolve the suit, DEQ agreed to go to all the local jurisdictions to ask them to individually issue land use compatibility statements and make the finding that the MS4 Permit was compatible with their comprehensive plans and codes.

Rappleyea said the City staff went through the determinations and found that the MS4 Permit was compatible with Beaverton's Comprehensive Plan and Code. He said the Land Use Compatibility Statement was attached to the proposed resolution and the resolution directs the Community Development Director to sign the Land Use Compatibility Statement. He said in the past public hearings were not required for these Statements. However, subsequent decisions by LUBA have determined that these Statements are land use decisions; that was why this was being considered under the public hearing process.

Coun. Stanton asked for assurance that this would not change the way the City does business in terms of allowing construction and ensuring that all environmental controls would still be in place.

Rappleyea said the permitting process requirements would still have to be met for any development activities. He said that was clear in the findings attached to the resolution.

Mayor Drake opened the public hearing.

There was no one present who wished to testify.

Mayor Drake closed the public hearing.

Action on this item was handled under Agenda Bill 05041.

ACTION ITEM:

05041 Land Use Compatibility Statement for Clean Water Services' National Pollutant Discharge Elimination System Watershed-Based Waste Discharge Permit (Resolution No. 3808)

Coun. Ruby **MOVED, SECONDED** by Coun. Doyle, that Council approve the resolution embodied in Agenda Bill 05041, the Land Use Compatibility Statement, with the attached findings and authorize signature of the Discharge Permit. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting **AYE**, the **MOTION CARRIED** unanimously. (5:0)

EXECUTIVE SESSION:

Coun. Stanton **MOVED, SECONDED** by Coun. Ruby, that Council move into executive session in accordance with ORS 192.660 (2) (d) to conduct deliberations with the persons designated by the governing body to carry on labor negotiations. Couns. Arnold, Bode, Doyle, Ruby and Stanton voting **AYE**, the **MOTION CARRIED** unanimously. (5:0)

RECESS:

Mayor Drake called for a brief recess at 6:57 p.m.

RECONVENE:

The meeting was reconvened at 6:69 p.m.

The executive session convened at 6:59 p.m.

The executive session adjourned at 7:22 p.m.

The regular meeting reconvened at 7:22 p.m.

ADJOURNMENT

There being no further business to come before the Council at this time, the meeting was adjourned at 7:22 p.m.

Catherine Jansen, Deputy City Recorder

APPROVAL:

Approved this day of , 2005.

Rob Drake, Mayor

DRAFT

BEAVERTON CITY COUNCIL
REGULAR MEETING
FEBRUARY 28, 2005

CALL TO ORDER:

The Regular Meeting of the Beaverton City Council was called to order by Mayor Rob Drake in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Monday, February 8, 2005, at 6:32 p.m.

ROLL CALL:

Present were Mayor Drake, Couns. Catherine Arnold, Dennis Doyle and Fred Ruby. Couns. Betty Bode and Cathy Stanton were excused. Also present were City Attorney Alan Rappleyea, Chief of Staff Linda Adlard, Finance Director Patrick O'Claire, Community Development Director Joe Grillo, Operations/Maintenance Director Gary Brentano, Library Director Ed House, Human Resources Director Nancy Bates, Police Chief David Bishop and Deputy City Recorder Cathy Jansen.

VISITOR COMMENT PERIOD:

Pavel Goberman, Beaverton, stated he was an official candidate for the US House of Representatives in the 2006 Primary Election. He said he also filed his candidacy for the Beaverton School District Board of Directors. He said his goal was to make Beaverton's schools among the top 50 in the United States without raising taxes.

COUNCIL ITEMS:

There were none.

STAFF ITEMS:

City Attorney Alan Rappleyea said this weekend the Federal Court ruled in favor of the City of Beaverton in the Fantasy Video case. He said the Court rejected all claims against the City on this case and the City prevailed on all the claims. He said an appeal was expected.

Coun. Doyle thanked staff for winning this case and asked where the appeal would be filed.

Rappleyea said a magistrate made the ruling and it would be taken to a Federal District judge who would most likely approve the magistrate's ruling. He said it would then go to the 9th Circuit Court of Appeals.

ORDINANCES:

Second Reading:

City Attorney Alan Rappleyea said the process was that first each ordinance would receive second reading and then individual motions would be made to adopt each ordinance.

A Supplemental Staff Report dated February 23, 2005, pertaining to Agenda Bill 05027- El Monica and Merlo Light Rail Stations Area Island Annexation 2004-0016, Agenda Bill 05028 - Sunset Highway/Cornell Road Area Island Annexation 2004-0017, Agenda Bill 05029 - Millikan Way Station Area Island Annexation 2004-0018, and Agenda Bill 05030 - West Slope Area Island Annexation 2004-0019, was included in the record.

- 05027 An Ordinance Annexing Several Parcels Located in the Vicinity of the Elmonica and Merlo Light Rail Stations to the City of Beaverton: Annexation 2004-0016 (Ordinance No. 4338)

Rappleyea read Ordinance No. 4338 for the second time by title only. He said pursuant to the Charter he was noting the ordinance was revised from the first reading to remove a portion of "J" Street and one parcel from the area being annexed. He said Exhibit A, the Map, and Exhibit B, the Legal Descriptions, were revised to reflect this amendment.

- 05028 An Ordinance Annexing Several Parcels Located in the Vicinity of the Sunset Highway and NW Cornell Road to the City of Beaverton: Annexation 2004-0017 (Ordinance No. 4339)

Rappleyea read Ordinance No. 4339 for the second time by title only.

- 05029 An Ordinance Annexing Several Parcels Located in the Vicinity of the Millikan Way Light Rail Station Area to the City of Beaverton: Annexation 2004-0018 (Ordinance No. 4340)

Rappleyea read Ordinance No. 4340 for the second time by title only.

- 05030 An Ordinance Annexing Four Parcels Located in the West Slope Neighborhood to the City of Beaverton: Annexation 2004-0019 (Ordinance No. 4341)

Rappleyea read Ordinance No. 4341 for the second time by title only.

Coun. Ruby MOVED, SECONDED by Coun. Doyle, that Ordinance No. 4338 embodied in Agenda Bill 05027, including the original Staff Report dated January 21, 2005, and the Supplemental Staff Report dated February 23, 2005, be adopted. Roll call vote. Couns. Arnold, Doyle and Ruby voting AYE, the MOTION CARRIED unanimously. (3:0)

Coun. Ruby MOVED, SECONDED by Coun. Arnold, that Ordinance No. 4339 embodied in Agenda Bill 05028, including the original Staff Report dated January 21, 2005, and the Supplemental Staff Report dated February 23, 2005, be adopted. Roll call vote. Couns. Arnold, Doyle and Ruby voting AYE, the MOTION CARRIED unanimously. (3:0)

Coun. Ruby MOVED, SECONDED by Coun. Doyle, that Ordinance No. 4340 embodied in Agenda Bill 05029, including the original Staff Report dated January 21, 2005, and the Supplemental Staff Report dated February 23, 2005, be adopted. Roll call vote. Couns. Arnold, Doyle and Ruby voting AYE, the MOTION CARRIED unanimously. (3:0)

Coun. Ruby MOVED, SECONDED by Coun. Doyle, that Ordinance No. 4341 embodied in Agenda Bill 05030, including the original Staff Report dated January 21, 2005, and the Supplemental Staff Report dated February 23, 2005, be adopted. Roll call vote. Couns. Arnold, Doyle and Ruby voting AYE, the MOTION CARRIED unanimously. (3:0)

ADJOURNMENT

There being no further business to come before the Council at this time, the meeting was adjourned at 6:40 p.m.

Catherine Jansen, Deputy City Recorder

APPROVAL:

Approved this day of , 2005.

Rob Drake, Mayor

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: LIQUOR LICENSE APPLICATION:

FOR AGENDA OF: 03/07/05 BILL NO: 05045

GREATER PRIVILEGE

Broadway Wines
12424 SW Broadway

MAYOR'S APPROVAL:

[Handwritten Signature]

DEPARTMENT OF ORIGIN:

Police

DATE SUBMITTED:

02/22/05

NEW OUTLET

Mio Sushi
12600 SW Crescent Way
Beaverton, OR 97005

PROCEEDING: Consent Agenda

EXHIBITS: None

BUDGET IMPACT

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

HISTORICAL PERSPECTIVE:

Background investigations have been completed, and the Chief of Police has found 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 applications.

INFORMATION FOR CONSIDERATION:

Frank Siller has made application for Greater Privilege for its wine retail store, Broadway Wines. It is requesting to change from an Off-Premises Sales License to a Limited On-Premises Sales License. The restaurant operates Monday through Saturday from 11:00 a.m. to 7:00 p.m. There will be no entertainment offered. A Limited On-Premises Sales license allows the sale of malt beverages, wine, and cider for consumption at the licensed business, and the sale of kegs of malt beverages to go.

JoomSung, Inc. is opening a new establishment and has made application for a Limited On-Premises Sales License under the trade name of Mio Sushi. The establishment will serve Japanese food. It will operate Monday through Saturday, from 11:30 a.m. to 10:00 p.m. There will be no entertainment offered. A Limited On-Premises Sales license allows the sale of malt beverages, wine, and cider for consumption at the licensed business, and the sale of kegs of malt beverages to go.

RECOMMENDED ACTION:

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

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Traffic Commission Issues No. TC 569
- 572

FOR AGENDA OF: 3-7-05 **BILL NO:** 05046

Mayor's Approval: *Bob Drake*

DEPARTMENT OF ORIGIN: Engineering *TJR*

DATE SUBMITTED: 2-22-05

CLEARANCES: Transportation *TJM*
City Attorney *AP*

PROCEEDING: Consent

- EXHIBITS:**
1. Vicinity Map
 2. City Traffic Engineer's reports on Issues TC 569 - 572
 3. Final Written Orders on TC 569, 571 and 572
 4. Written comments received at the Traffic Commission meetings
 5. Minutes of the meeting of January 6, 2005 (excerpt)
 6. Draft minutes of the meeting of February 3, 2005 (excerpt)

BUDGET IMPACT

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

On January 6, 2005, the Traffic Commission considered the following issue:

- TC 569, Traffic Signal on Hall Boulevard at Ridgecrest Drive

On February 3, 2005, the Traffic Commission considered the following issues:

- TC 570, Lane Markings on SW Davies Road North of Brockman Street
- TC 571, Speed Zoning on SW Downing Drive
- TC 572, Truck Parking on SW Fifth Street East of Western Avenue

Staff reports for Issues TC 569 - 572 are attached as Exhibit 2.

INFORMATION FOR CONSIDERATION:

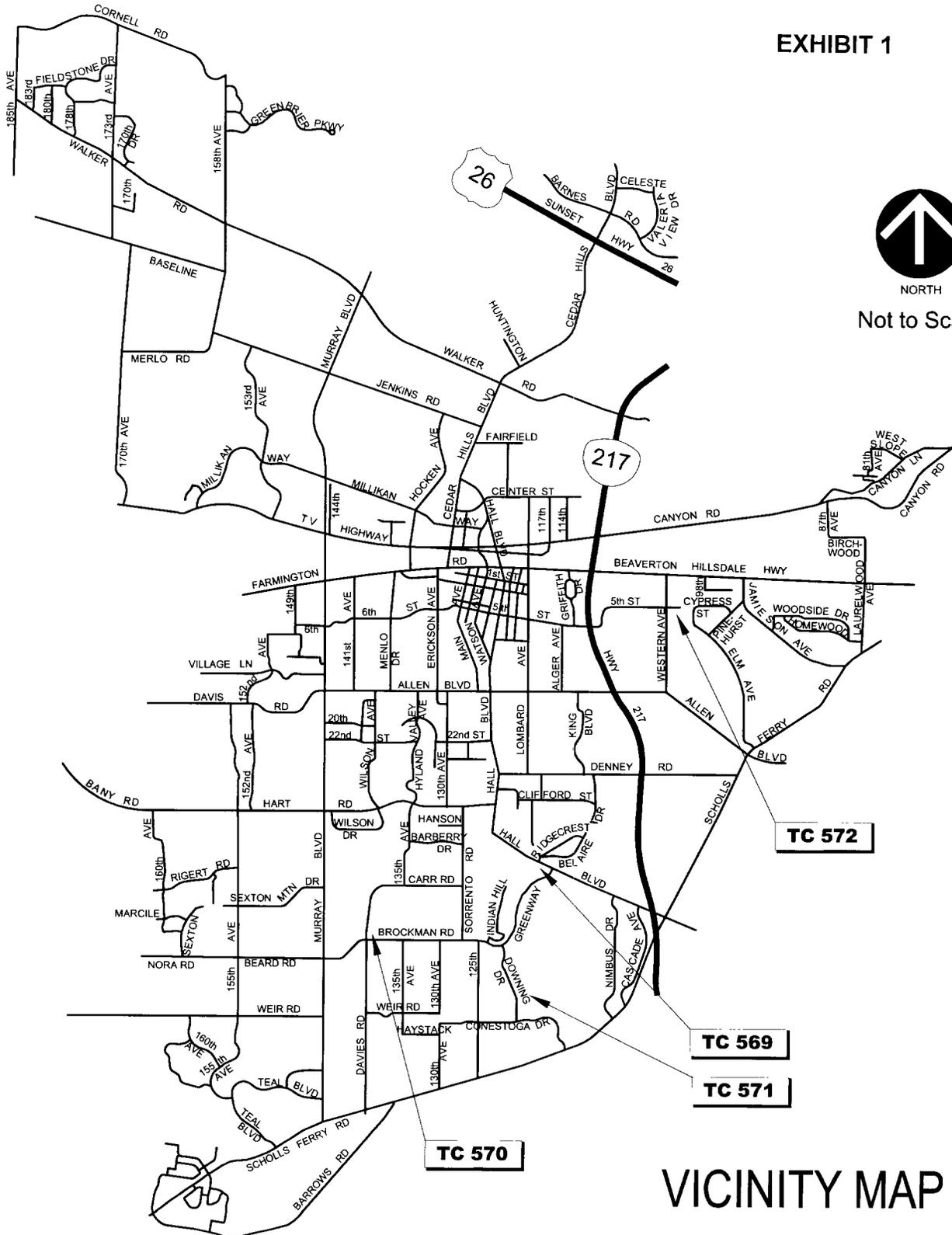
In January, a public hearing was held on Issue TC 569. Following the public hearing, the Commission, by a vote of 4:3, recommended that the proposed traffic signal not be installed. A final written order was adopted in February.

In February, Issue TC 570 was considered on consent agenda and hearings were held on Issues TC 571 and 572. The Commission approved the staff recommendations on TC 570 and 572. On Issue TC 571, the Commission recommended that the existing speed limit not be changed. The February decisions were all by a unanimous vote of 7:0.

RECOMMENDED ACTION:

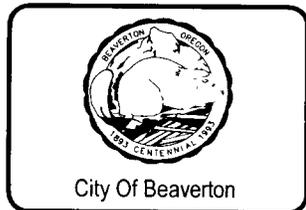
Approve the Traffic Commission recommendations on Issues TC 569 through TC 572.

EXHIBIT 1



VICINITY MAP

Y:\Traffic\Drawings\TC VICINITY MAP\VICINITY MAP TC 569 - 572 2-14-05.dwg



VICINITY MAP
 TC ISSUES: 569, 570, 571 & 572

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: JR Date: 2/14/05
 Reviewed By: _____ Date: _____
 Approved By: _____ Date: _____

**CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 569**

**(Traffic Signal on SW Hall Boulevard and Ridgecrest Drive)
December 14, 2004**

Background Information

The question before the Commission is whether to proceed with the design and installation of a traffic signal at Hall Boulevard and Ridgecrest Drive.

In September of 2002, the Traffic Commission approved the Priorities for Consideration of New Traffic Signals. City Council approved the ranking list on October 14, 2002. The intersection of Hall and Ridgecrest was added to this prioritization list by the Traffic Commission on August 7, 2003. City Council approved the revised ranking list on September 15, 2003. Based on the revised list of the rankings, this intersection had the fourth highest ranking on the priority list. Each proposed signal installation location is subject to public review by the Traffic Commission through the "Major Issues" process.

The top three locations on the priority list have all been addressed through a detailed review. The top ranked intersection project, Cedar Hills Boulevard and Fairfield Street, has been completed. The second highest priority, Brockman Street and Davies Road, was rejected by the Commission at the request of the neighborhood. Number three, Farmington Road and Erickson Avenue, is currently under construction. Funding is available for one additional signal through the Traffic Enhancement Program. Approximately \$250,000 is available in the fund for new signals and an engineer's estimate is within this budgeted amount.

The intersection of Hall and Ridgecrest is a 4-legged intersection with the private driveway to Glen Ridge Apartments making up the south leg. In the vicinity of the proposed signal installation, Hall is a four-lane roadway with a dedicated left-turn lane on the east and westbound approaches. Glen Ridge Apartments is a two-lane driveway. Ridgecrest is a two-lane roadway that is wide enough at the intersection to allow a right turn "slip lane" that drivers use to bypass the delay experienced by left turning vehicles. The posted speed on Hall is 40 miles per hour (mph). A traffic signal is currently located at the intersection of Hall and Greenway, which is 560 feet east of Ridgecrest Drive. A traffic signal is also planned at the future intersection of Hall and the 125th Avenue Extension which will be approximately 1700 feet west of Ridgecrest Drive.

At the prioritization hearing, the issue of adequate sight distance was raised. Specifically, the sight distance for drivers headed eastbound on Hall was called into question. Citizens were concerned that the crest of the hill and the horizontal curve would not allow drivers to safely stop for a new signal. Per the Manual on Uniform Traffic Devices (MUTCD) for the 40mph speed limit, the signal must be visible for a distance of 390 feet. After cresting the hill, drivers will have 800 feet of sight distance to the new signal location. This

amount of sight distance is also adequate for drivers to safely stop for the queue of vehicles stopped on Hall at the Ridgecrest signal. Staff have analyzed the stopping sight distance available at the 95th percentile queue length at both the Ridgecrest and Greenway intersections and concluded that there is enough stopping distance. “95th percentile” means that the queue length of vehicles will be shorter 95% of the time.

Based on traffic volumes collected in April 2003, the intersection meets Manual on Uniform Traffic Control Devices (MUTCD) Traffic Signal Warrants #1, #2, and #3. Crash data indicates that there were a total of 7 reported crashes in the three year period of January 2001 to December 2003. This yields a crash rate of 0.24 crashes per million vehicles entering the intersection. A crash rate of 1.0 is considered high. Of these crashes, 4 were of types that are susceptible to correction by a traffic signal (i.e. left turning or right angle crashes). All four of the crashes involved property damage only. This number of crashes is not enough to meet MUTCD Warrant #7. A traffic signal may help to eliminate the left turning or right angle crashes, but it can actually increase the number of rear-end crashes.

Even though this intersection meets volume warrants, there are other issues to consider. One of these issues is the spacing between it and the intersection of Hall and Greenway. The proximity of the signal at the Hall and Greenway intersection, which is only 560 feet east of Ridgecrest, will require special design considerations to interconnect the two signals to avoid extensive delay on the east/west legs. Ideally, signal spacing should be approximately 1000 feet in order to allow for good progression between the signals. If they are too close, there is little room to stack vehicles, which may cause the level of service at the existing much busier intersection of Hall and Greenway to decline.

Even in close proximity to each other, staff have determined that the two signals will have adequate coordination. The proposed signal timing will vary by time of day as the volumes change. During the AM peak when the left turn from Greenway to Hall is heavy, the signal timing will allow this movement to proceed through the signal at Ridgecrest without stopping. During the PM peak, eastbound traffic on Hall Boulevard routinely backs up from Greenway Drive to Ridgecrest Drive and the new signal will have little effect on this condition. The signal timing will be set to allow motorists to turn left from Ridgecrest to Hall without experiencing gridlock. The low volumes on Ridgecrest will require a relatively short green time for Ridgecrest Drive, therefore not affecting the progression of vehicles between the two signals. However, if a pedestrian were to use the signal to cross Hall Boulevard, a larger amount of time is required, which may interrupt the traffic flow for that cycle. The new signal is not expected to have any negative effect on the west bound queues at Greenway Drive

A second issue is the location of the signal pole in the northwest corner. Due to underground utilities, the signal pole cannot be located within City right-of-way without narrowing Ridgecrest or purchasing additional property. In order to locate the new signal pole with the existing intersection geometry, the City would need to acquire right of way and cut into the hillside at the northwest corner of the intersection. The city would pour a

new foundation for the new pole and build a new retaining wall. A second option would be to construct a curb extension, allowing enough room to accommodate a new signal pole and maintain pedestrian access. A result of this extension however, would be the loss of the right turn 'slip' lane that currently exists allowing right turns from Ridgecrest to bypass the vehicles waiting to turn left. Staff's preferred option is to build the curb extension, allowing the pole to be installed without acquiring additional right of way and not impacting the existing retaining wall. The preferred option will cost less and avoid negotiations with private property owners which could include lengthy condemnation procedures.

Analysis of Cut-Through Potential

At the signal ranking hearing, residents of the Ridgecrest Drive and Bel-Aire Drive neighborhood expressed concerns that with the addition of a new traffic signal the potential for cut-through traffic would be increased. Staff have attempted to quantify what, if any, increase in traffic the neighborhood may experience. Traffic counts were taken in the Ridgecrest/Bel Aire neighborhood in 2001 and 2002 as part of a traffic calming project. Traffic counts were also collected on Ridgecrest near Hall as part of the traffic signal warrant analysis. Based on the volumes collected, it can be seen that there is some cut-through traffic along Bel Aire between Hall and Denney Road. The cut-through traffic is predominately in one direction and travels northbound along Ridgecrest and Bel Aire from Hall to Denney. This is an attractive alternate route for motorists driving west/north on Hall to eastbound Denney. The cut-through distance is shorter, the motorists avoid a school speed zone in the morning and the cut-through route allows two right turns on the way to Denney from Hall. The reverse route is not as attractive due to the fact that the motorist would need to make two left turns, one from Denney onto Bel Aire and one from Ridgecrest onto Hall. The addition of a signal at Hall and Ridgecrest will make traveling southbound more attractive because it will allow drivers to make a protected left hand turn onto Hall. Therefore, there is a potential that the southbound cut through traffic would increase.

The current Average Daily Traffic count on Ridgecrest north of Hall is 1700 vehicles per day. It is estimated that there are 250 vehicles per day that cut through the neighborhood northbound between Hall and Denney. Assuming that all the northbound cut-through drivers would be attracted to the reverse route due to the signal, the volume on Ridgecrest and Bel Aire would increase by 250 vehicles per day. In addition to the cut-through traffic, residents in the neighborhood may find the traffic signal as a convenient way to exit the neighborhood, thus increasing the traffic on Ridgecrest, but decreasing the traffic on other streets in the neighborhood. If the volumes entering and exiting the neighborhood at Bel Aire/Denney and Ridgecrest/Hall are balanced, it can be assumed that an additional 200 vehicles per day would use Ridgecrest to access the neighborhood.

If the estimated cut through and neighborhood traffic are added to the existing volumes, the average daily traffic along Ridgecrest north of Hall would be 2,150 vehicles per day.

Volumes on other roadways in the neighborhood may increase by 250 vehicles per day, due to the cut through volume, but may decrease due to the rerouted neighborhood traffic.

Attachments

Attached is an excerpt of the minutes of the meeting of August 7, 2003 when the Commission previously discussed the signal. Also attached is the written testimony received at the August 7, 2003 hearing, and a graphical representation of the proposed curb extension on Ridgecrest Drive.

Summary of Advantages vs. Disadvantages of new Signal Installation

Advantages:

- Easier for drivers to make left turn onto Hall Boulevard from neighborhood.
- Safer pedestrian crossing of Hall Boulevard for Tri-Met stops and other destinations.
- Potential reduction in certain types of crashes (angle, turning).

Disadvantages:

- Potential increase in cut-through traffic for Bel-Aire Drive.
- Additional delays for Hall Boulevard traffic (minimal except when pedestrian phase is activated).
- Reduction in lane width to accommodate signal pole will eliminate Ridgecrest Drive right turn “slip lane”.
- Potential of increase in crashes associated with traffic signals (rear-end).

Applicable Criteria:

Applicable criteria from Beaverton Code 6.02.060A are:

- 1a (provide for safe vehicle, bicycle and, where allowed, pedestrian movements);
- 1b (help ensure orderly and predictable movement of vehicles, bicycles and pedestrians);
- 1c (meet the overall circulation needs of the city);
- 1e (assure safe access and reasonable response times for emergency vehicles);
- 1g (carry anticipated volumes safely);
- 2 (all proposed new traffic control devices shall be based on the standards of the MUTCD)

Conclusions:

1. The installation of a traffic signal at the intersection of Hall Boulevard and Ridgecrest Drive will provide safe vehicular, bicycle, and pedestrian movements in a predictable manner. A signal at this location will provide a predictable location for southbound

vehicles to turn left onto Hall Boulevard and provide a pedestrian crossing. This satisfies Criteria 1a, 1b, and 1c.

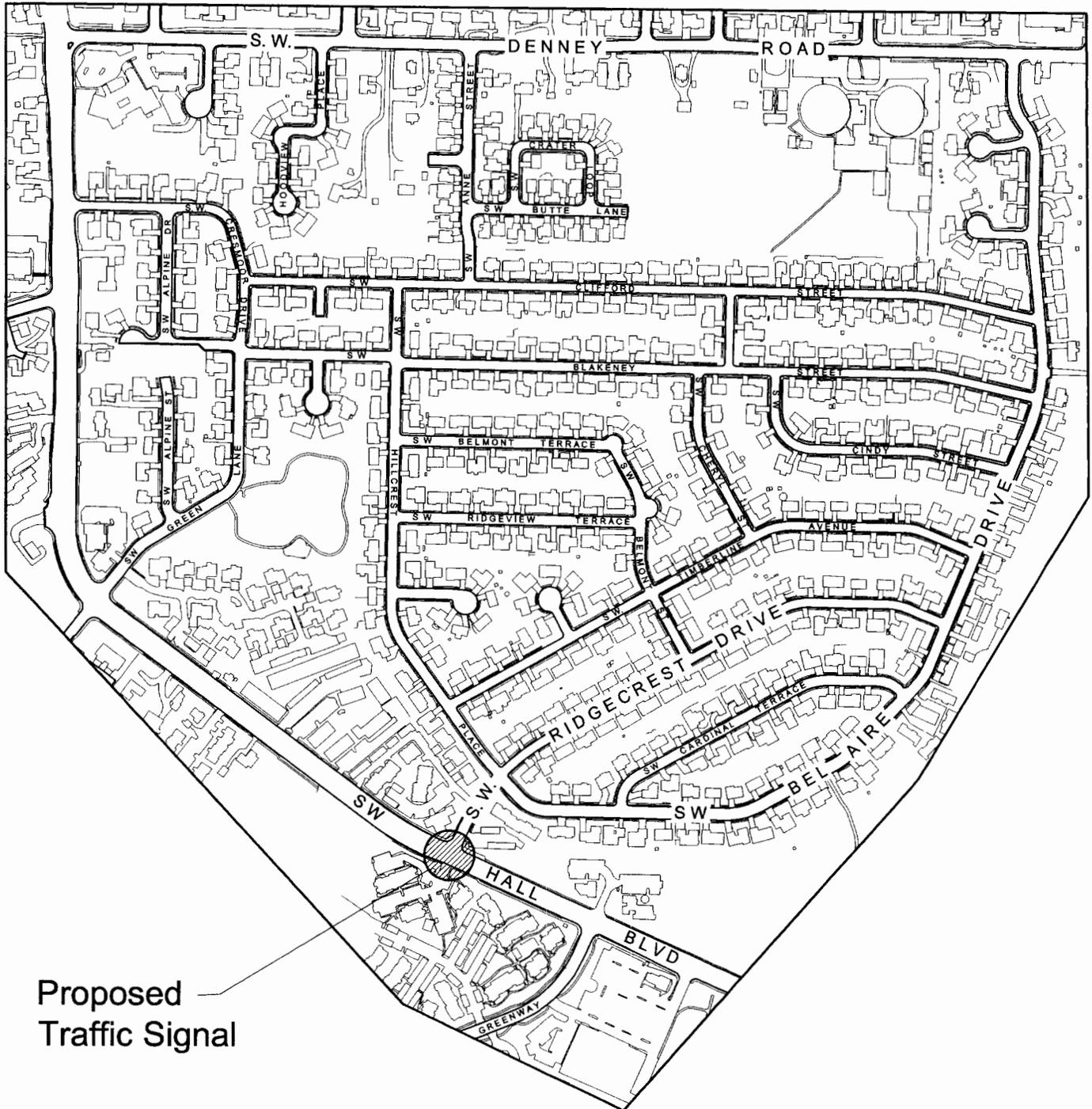
2. The traffic signal installation will include Emergency Vehicle Preemption detection, giving emergency vehicles the right-of-way, satisfying Criterion 1e.
3. The intersection of Hall Boulevard and Ridgecrest Drive meets MUTCD Traffic Signal Warrants #1, #2, and #3 under current conditions. Therefore, Criteria 1g and 2 are satisfied.

Recommendations:

Install a traffic at the intersection of Hall Boulevard and Ridgecrest Drive.

The benefits of neighborhood access outweigh the potential disadvantages of the new signal.

TC 569



Proposed Traffic Signal

Y: \Traffic\Drawings\2002\02-118 Hall at Ridgecrest Signal Warrants (TC 569).dwg



City Of Beaverton

Proposed Traffic Signal
On SW Hall Blvd at Ridgecrest Drive

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: JR Date: 12/16/04

Reviewed By: _____ Date: _____

Approved By: _____ Date: 7

TC 569



1" = 20'

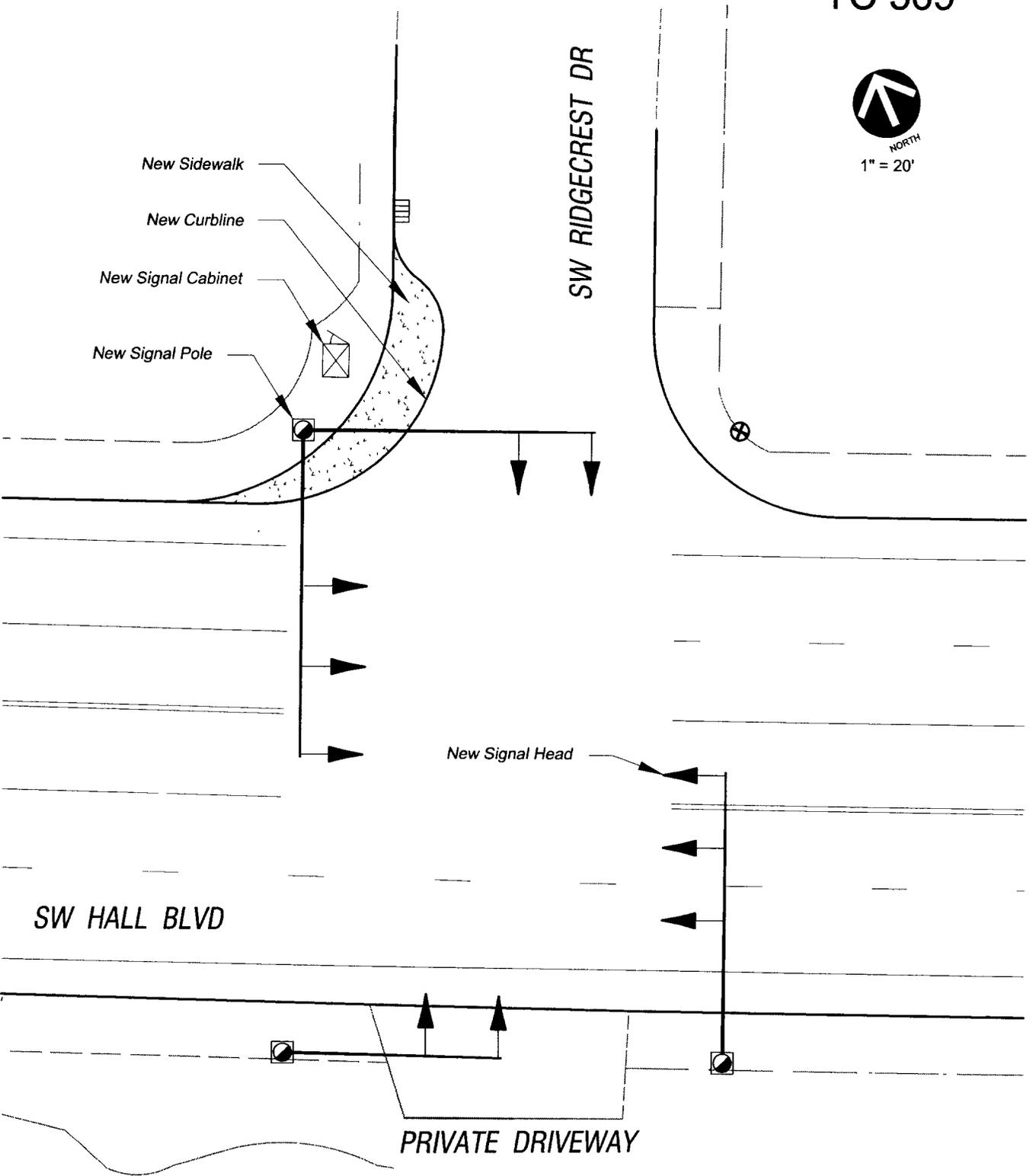
SW RIDGECREST DR

- New Sidewalk
- New Curbline
- New Signal Cabinet
- New Signal Pole

New Signal Head

SW HALL BLVD

PRIVATE DRIVEWAY



City Of Beaverton

Traffic Signal
 On SW Hall Blvd at SW Ridgecrest Dr

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 12/16/04

Reviewed By: _____ Date: _____

Approved By: _____ Date: 8

APPROVED

October 2, 2003

City of Beaverton

TRAFFIC COMMISSION

Minutes of the August 7, 2003, Meeting

CALL TO ORDER

Chairman Scott Knees called the meeting to order at 7:08 p.m. in the Forrest C. Soth City Council Chamber at Beaverton City Hall.

ROLL CALL

A quorum was present, including Traffic Commissioners Scott Knees, Ramona Crocker, Patricia Griffiths, Holly Isaak, Louise Clark, Kim Overhage, and Andrea Soltman. Commission alternate member Thomas Clodfelter was in the audience.

City Traffic Engineer Randy Wooley, Project Engineer Pamela Maki, Traffic Sergeant Dean Meisner, and Recording Secretary Debra Callender represented City of Beaverton staff.

— START EXCERPT—

PUBLIC HEARINGS

REVISE ADOPTED PRIORITIES FOR CONSIDERATION OF NEW TRAFFIC SIGNALS

Chairman Knees opened the public hearing.

Staff Report

Mr. Wooley said this hearing is about whether or not the Ridgecrest/Hall intersection should be added to the prioritized list of proposed traffic signals. Last year the Commission established a traffic signal priority list to enable staff to direct limited resources to the intersections with the highest need. He said funding is available for three new traffic signals this year.

Mr. Wooley said this is the first attempt to amend the priority list. If the Commission decides to add the Ridgecrest/Hall intersection, engineers will more thoroughly review the concerns raised by citizens about this intersection. After a detailed engineering review, the Traffic Commission would hold a second public hearing. If the Commission

decides not to add this intersection to the list, the issue is dropped and receives no further review.

Mr. Wooley said Timberline Drive resident Leary Jones requested that the City consider installing a traffic signal at the Ridgecrest/Hall intersection. Traffic counts showed the Ridgecrest/Hall intersection fully qualifies under the 8-hour, 4-hour, and peak hour signal warrants.

Mr. Wooley said staff especially wants to hear neighborhood opinion because this signal could offer both potential benefits and potential problems for this neighborhood. A signal would benefit residents because it is currently very difficult to enter Hall Boulevard from this neighborhood during peak traffic hours. On the other hand, a traffic signal is very likely to draw more cut-through commuter traffic through the neighborhood. This is the same neighborhood that only one year ago received a traffic calming project on Bel-Aire, Ridgecrest, and Cardinal. The Ridgecrest/Hall signal would also be very close to the congested Greenway/Hall intersection, which will create signal design and operation challenges.

Project engineer Pamela Maki said traffic engineers use eight, nationally-established warrants to measure an intersection's potential need for a traffic signal. The Ridgecrest/Hall intersection did not meet warrants for pedestrian volume and crash experience. The Ridgecrest/Hall intersection does meet warrants for 8-hour, 4-hour, and peak hour volume warrants. She referred the Commissioners to Attachment C in the staff report for a detailed comparison of how each of the ranked intersections meets the warrants.

Mr. Wooley explained that meeting a warrant does not require that a traffic signal be installed; instead, it means that the intersection passes the threshold where a signal could be considered. Some Beaverton intersections that meet one or more of the eight warrants are not on the priority list, for various reasons.

Mr. Wooley said that, if a signal is installed at this intersection, the side traffic on Ridgecrest will very likely increase. This would also increase the amount the signal meets the volume warrants.

Commissioner Overhage asked why Farmington/Erickson, with 16 documented crashes, is ranked fourth instead of third. She noted that the Ridgecrest/Hall intersection has only five crashes in the last three years. The Commissioner also asked Ms. Maki which of these two intersections she believes to be the most dangerous.

Ms. Maki answered that Hall has higher volumes and so earned a higher place in the ranking. As for which intersection is less safe, Ms. Maki answered probably the Ridgecrest/Hall intersection, although some of the recorded crashes near there are actually rear-end collisions resulting from the congestion at Hall/Greenway. Speeds on Hall are higher, resulting in more severe crashes than those on the slower Farmington/Erickson.

Chairman Knees asked if the Ridgecrest/Hall intersection meets the warrant criteria based mostly on the traffic volume on Hall.

Ms. Maki said this is correct. Hall's higher speed allows fewer gaps in traffic for cars to enter Hall from Ridgeway.

Commissioner Clark asked if there is an established minimum distance between traffic signals. She commented that Ridgecrest appears to be very close to the Greenway/Hall intersection.

Ms. Maki answered that Ridgecrest and Greenway are less than 600 feet apart. She added that there are several intersections in Beaverton that are closer. For technical reasons, she prefers to see at least 1000 feet between signals, but there is no established minimum distance requirement that must be met.

Public Testimony

The Commission received written testimony relating to this hearing from John R. Wilkins, Ruth Ann Homan, Leary C. Jones, Betty Clifton, Judson Clifton, Robert Crocker, and Penny Douglas. (Written testimony is on file.)

Leary Jones, Beaverton, Oregon, said he has lived in the area off Ridgecrest for 38 years. He described the long, circuitous route to Highway 217 and then north on Hall that he and his neighbors must drive if they want to shop at the Albertsons store on Hall at peak traffic hours without making a left turn from Ridgecrest to Hall. He stated that most neighbors would prefer to make a safe left turn out of Ridgecrest instead of wasting time and gasoline driving miles to arrive at a store that is only a few blocks away.

Regarding the previous Commission and staff discussion about Ridgecrest's being located very near the Greenway/Hall intersection, Mr. Jones said "whether it is 600 feet or 20 feet people must be protected."

Joseph Brinkmann, Beaverton, Oregon, said Beaverton already has enough traffic signals on Hall Boulevard. Mr. Brinkman stated that people need to be more patient and plan their trips and errands at non-peak hours. He said there is no need to install a traffic signal on every corner; there are already more than enough signals.

Commissioner Overhage asked Mr. Brinkmann if he lives in this neighborhood or if he commutes on Hall Boulevard.

Mr. Brinkmann said he lives in Beaverton and drives Hall several times each day to and from Highway 217.

Vergenia Juul, Beaverton, Oregon, discussed this issue with her neighbors and learned that two families on her street have been involved in crashes at the Ridgecrest/Hall intersection. She said the posted speed on Hall is 40 mph, but she estimates that the average speed of drivers in both directions on Hall is closer to 50 to 55 mph. Ms. Juul

said pedestrians get off the bus near Ridgecrest at peak traffic hours and then cross Hall to the large apartment complex on the other side.

Ms. Juul testified that “almost weekly” there is an accident at this intersection. She is concerned about driver and pedestrian safety, and believes installing a traffic signal at Ridgecrest would save lives.

Eleanor Brewster, Beaverton, Oregon, said she has lived in this neighborhood as long as Mr. Jones who testified earlier. Mrs. Brewster stated that in all those years she has never seen an accident at this intersection. She testified that she drives this intersection regularly and it is easy to find a safe gap in traffic at most times of the day. She said there are many times where there are no cars at all in either direction. During the heaviest traffic, she said the wait is never more than a minute and a half, which is no more than the wait at many intersections during rush hour.

Mrs. Brewster believes the new signs on Greenway (to eliminate left turns to Albertsons during peak traffic hours) will help the flow of southbound traffic on Hall. She firmly believes that the speed humps the City installed in this neighborhood have added to the livability of the area by reducing most cut-through traffic. She said it would be a shame to draw cut-through traffic back into the neighborhood by adding a traffic signal at Ridgecrest. Mrs. Brewster concluded by saying a traffic signal at Ridgecrest would cost money that could be better spent elsewhere in the City.

Chairman Knees commented that two issues Mrs. Brewster mentioned, the Bel-Aire traffic calming and the restricted left turn in to the Albertsons driveway, are also issues that came before the Traffic Commission as public hearings.

Mrs. Brewster said she originally opposed the speed humps, but she likes them now because they discourage commuter traffic from using the neighborhood streets as a cut-through route.

Staff Comments

Staff had no additional closing comments.

Chairman Knees closed the public hearing.

Commission Deliberation

Commissioner Soltman asked staff for an estimate of the volume of cut-through traffic that might be expected in the neighborhood if a signal was installed at Ridgecrest.

Mr. Wooley answered that it is impossible to guess at future volume; however, past experience shows that cut-through traffic is more likely to use Bel-Aire than Ridgecrest.

Commissioner Overhage asked Traffic Sgt. Dean Meisner for a police viewpoint on the necessity of installing a traffic signal at Ridgecrest.

Sgt. Meisner answered that the testimony he has heard tonight is compelling on both sides. He said that in the 16 years he has been with the Beaverton Police Department, he cannot recall ever responding to a crash at the Ridgecrest/Hall intersection. Sgt. Meisner said Bel-Aire is a well-known cut-through route in the community, and he agreed with staff comments that the increase in cut-through traffic would definitely be noticeable to residents if a signal was installed.

Commissioner Griffiths reviewed her list of pros and cons. She said in the signal's favor, it is hard to enter and exit this neighborhood on Hall; some neighbors feel safer making a long detour to avoid a left turn on Hall; and when crashes occur they involve traffic traveling at higher speeds. Reasons to not install a signal include the risk of increasing cut-through commuter traffic in the neighborhood—especially since the City just installed a traffic calming project in this same neighborhood to control cut-through traffic. This intersection's proximity to the congested Greenway/Hall signal and one resident's testimony that it is always possible to make a left turn from Ridgecrest onto Hall are two other reasons not to install the signal.

Commissioner Soltman asked for Bel-Aire traffic volumes and the street's classification.

Mr. Wooley answered Bel-Aire is a neighborhood route. City Code suggests an appropriate traffic volume would be about 1,500 vehicles per day. Neighborhood routes are only for traffic moving in and out of the immediate neighborhood and they should not generally carry through traffic. Mr. Wooley said staff did not have traffic counts for Bel-Aire with them at this meeting.

Commissioner Clark stressed that this decision only puts the intersection on a prioritized list of potential traffic signals for further consideration. This decision does not approve the installation of a traffic signal at Ridgecrest.

Mr. Wooley said issues of sight distance for vehicles approaching the crest of the hill and coordinating driveway access with the apartment complex on the other side of Hall are all issues that need staff's in-depth review. Coordinating the new signal with the Greenway/Hall signal would take engineers the most time.

Commissioner Overhage said she has heard compelling reasons on both sides of the issue. She believes it would be good to take this intersection to the next process step. She would like to see this signal placed in fourth position on the priority list, instead of third. The 16 documented crashes at Erickson/Farmington show why that intersection should be ranked higher.

Commissioner Soltman said the Erickson/Farmington intersection meets only one warrant, while Ridgecrest/Hall meets three warrants. Based on her experience with a similar situation, she is not convinced that increased cut-through traffic will be a problem.

Commissioner Isaak said there is a traffic signal at the intersection of her neighborhood street and 185th Avenue. She still has a hard time exiting her neighborhood because of severe traffic stacking from a signal about 600 feet away. She said there could be no guarantee for Ridgecrest residents that the queuing from Greenway/Hall will allow them to clear the Ridgecrest intersection.

Commissioner Crocker said that there is already a horrendous traffic situation at the nearby Greenway/Hall intersection during most hours of the day. She has serious concerns about locating a second signal less than 600 feet away on the side of a hill. She said that she travels this part of Hall very frequently and has never observed a crash at Ridgecrest and Hall.

Commissioner Crocker added that one neighborhood resident testified she does not have "undue delays" at this intersection. Her personal experience supports this testimony. Since receiving notice of this hearing, she field tested crossing this intersection a number of times at various times of day. She found that on each attempt, a safe crossing was possible. For these reasons, she cannot support the proposal to add Ridgecrest/Hall to the priority list at this time.

Commissioner Clark is very concerned about the closeness of the Greenway intersection and about the potential for a cut-through traffic problem.

Commissioner Soltman is concerned that the Ridgecrest intersection is "bumping" Erickson/Farmington off the list because there is clearly serious need at that, and other, locations. It might be better to add this to the list after the current list is finished.

The Chairman noted that this hearing is only to make a decision whether or not to add Ridgecrest to a list for further review. He supports Commissioner Overhage's suggestion to add Ridgecrest to the priority list in position No. 4. He based his reasoning on how close the Farmington/Erickson intersection is to the high school and the likely inexperience of the young drivers who must use that intersection.

Commissioner Griffiths said she wants to see more engineering data as to whether or not a signal would be feasible. She would be very reluctant to install a traffic signal that would nullify the function of the just-installed traffic calming project. She agrees there are good reasons to lower Ridgecrest to fourth place on the priority list.

Commissioner Clark asked staff why drivers are not using the protected refuge (center lane) to make a two-part left turn to Hall.

Mr. Wooley answered that some drivers are not comfortable using the two-step process to turn left and not everyone is comfortable merging from the refuge lane into a solid line of cars. Also, the peak hour traffic sometimes backs up from the Greenway intersection past Ridgecrest.

Commissioner Clark asked Sgt. Meisner what the law says about using the center lane.

Sgt. Meisner said making a safe, two-part turn is exactly the purpose of the center lane. As for drivers already backed up on Hall not letting cars merge from the refuge lane, he said, "that's rudeness." There is no law that says the queued cars must create a space and let another car into the queue.

Commissioner Overhage **MOVED** and Commissioner Clark **SECONDED** a **MOTION** to approve the staff report on Priorities for Consideration of New Traffic Signals with the modification that the intersection of Hall/Ridgecrest be ranked fourth and Farmington/Erickson will continue to rank third.

There was no further discussion. The **MOTION CARRIED**, 6:1. Commissioner Crocker voted "nay."

— EXCERPT END —

RECORD COPY

RECEIVED

JUL 30 2003

ENGINEERING DEPT.

Leary C. Jones
 11770 S. W. Timberline Dr.
 Beaverton, OR 97008-6301
 (503) 646-1149

July 31, 2003

Beaverton Traffic Commission
 c/o City Traffic Engineer
 City of Beaverton
 P. O. Box 4755
 Beaverton, OR 97076-4755

Re: Consideration of Traffic Signal at
RIDGECREST AND HALL BOULEVARD

Dear Members of the Commission:

I was very pleased to learn of the consideration of a traffic signal at **RIDGECREST AND HALL**. Perhaps you will permit me to share some of my personal insights to this proposal.

The RIDGEVIEW HEIGHTS area was developed in the early to mid 1960's and is bounded on the East/Southeast by Fanno Creek; on the West by Hall Boulevard; and on the North by Denney Road. When many of the residents moved in, **Quimby Orchards** consumed an area between Hall Blvd/Hillcrest and Ridgeview/Cresmoor Drive. In addition, a large acreage West of Hall Blvd and around Fanno Creek was a marsh with duck blinds used to hunt ducks. Subsequently, both large area's (like all of Ridgeview Heights) have been filled with private homes, town houses, duplexes; and apartment houses. As a result, the population of this area has INCREASED by approximately 1,000 percent!

When we moved onto Timberline Drive in 1965, Highway 217 did not exist; Washington Square was nonexistent; Hall Boulevard was two lanes (not overly busy), and we did not experience much difficulty in exiting this area.

Now, with the excessive traffic flowing both ways on Hall (including the feed-in from Greenberg Road and Hart Road, etc.,) it is virtually impossible to exit Ridgecrest Drive and head toward Progress... it is even dangerous to head toward Beaverton during peak morning and afternoon hours.

EXITS FROM RIDGEVIEW HEIGHTS: Let's review the possible exits from this area which consists of over 500 dwellings and about 1,000 vehicles.

RIDGECREST: The most popular exit because of the high volume of Ridgecrest; Timberline; Bel-Aire Lane & Terrace; Cardinal Terrace; Belmont Drive & Terrace, etc. In addition, there are apartment houses on each side of Ridgecrest Drive AT Hall....and a large apartment complex directly across Hall Boulevard. **THERE IS NO TRAFFIC SIGNAL!**

CRESMOOR Drive: One exit is by the Church...is at the bottom of two hills and on a curve. Because of these hazards, this exit is seldom used. **There is NO SIGNAL!**

The second exit is between Hart Road and Denney Road. When the light stops the Hall Blvd traffic, Hart traffic immediately fills the void. This exit is also difficult.

ANNE Ave.: This is the newest street which runs between Denney Road and Clifford. Again, **THERE IS NO SIGNAL!**

BEL-AIRE: This exits onto DENNEY ROAD and consists of heavy traffic wishing to proceed EAST...or at least to Hwy 217. Again, **THERE IS NO TRAFFIC SIGNAL.** It is also dangerous due to the slight hill to the west with some vegetation restricting the clear vision of cars coming past Vose School.

TRAFFIC SIGNAL: Due to the heavy volume of traffic on Hall Blvd, **RIDGECREST & HALL** desperately needs a signal to permit Ridgecrest Traffic to safely enter Hall during peak traffic hours.

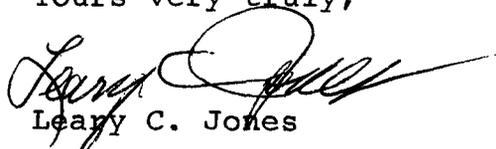
For the non-peak times, the SIGNAL should be equipped with a "traffic sensor" and a "flashing yellow" ...which would permit the continuation of Hall traffic during non-peak times and also permit Ridgecrest traffic to enter Hall via "flashing yellow" during periods of lesser traffic volume...without necessitating activation of the entire traffic signal. (Similar to those on Allen and/or 5th & Watson.)

-0-

I am more familiar with TIMBERLINE DRIVE..and know the first five houses (starting from Hillcrest) are still owned by the ORIGINAL families. The traffic has become so bad, when we need to drive to Albertson's (Hall & Greenway) during peak times, it has been necessary to use the Bel-Aire exit, head south on 217, exit at Hall Blvd, and approach Albertson's from the East. Coming home, we do have a light to enter Hall from Greenway and can turn right onto Ridgecrest.

Accordingly, We would deeply welcome a Traffic Signal at Hall and Ridgecrest which would enable all residents of the Ridgeview Heights area to safely proceed to any desired destination.

Yours very truly,


Leary C. Jones

RECORD COPY

LCJ:js

RECORD COPY

John R. Wilkins
7644 S W Cresmoor Dr
Beaverton, OR 97008

RECEIVED

JUL 28 2003

ENGINEERING DEPT.

25 July 2003

Beaverton Traffic Commission
c/o Traffic Engineer
City of Beaverton
P.O. Box 4755
Beaverton, OR 97076 – 4755

Re: Proposed traffic light at Hall and Ridgecrest

Dear Sir:

A traffic light at the intersection of Hall blvd. and Ridgecrest is a *bad idea*.

It would legitimize more commuters cutting through the Ridgecrest neighborhood to get from Hall to Denny Rd. Ridgecrest and Belaire are neighborhood streets already with too much commuter traffic. Apparently the city has tried to deal with the commuter problem by installing speed bumps. Why make it worse?

An additional traffic light at the Hall-Ridgecrest intersection would lead to traffic accidents for two reasons: First, traffic heading South on Hall Blvd is fast. It crests the hill on gentle left hand curve. To install a light just over the crest of the hill will catch drivers by surprise. Many will be unable to stop. During commute hours when traffic now gets backed up the hill from the traffic light at Hall and Greenway, this is especially true. Second, have you seen the south slope of the hill on Hall after snow and ice? It's a slow motion version of "bumper cars". Your proposed light would make it much worse. Cars heading north up the hill won't be able to get traction. Cars heading south down the hill won't be able to stop.

Hear me, please. I've lived in the neighborhood for well over twenty years.

Sincerely,


John R. Wilkins

Randy Wooley

From: Robert [krcrocker@verizon.net]
Sent: Thursday, August 07, 2003 10:37 AM
To: Randy Wooley
Subject: Proposed traffic light Ridgecrest & Hall Blvd.

RECEIVED

AUG - 7 2003

ENGINEERING DEPT.



ATT202732.txt
(234 B)

RECORD COPY

To: Randy Wooley
City Engineer
City of Beaverton, Engineering Department
Transportation Division

Reference: Traffic signal at Ridgecrest and Hall Blvd.

Dear Sir:

I believe that the incorporation of a signal light at the above referenced intersection would greatly impede traffic and contribute to increased congestion along Hall Blvd. from Scholls Ferry to Denney. A signal light located approximately 200 feet west of Greenway and Hall will cause a major traffic flow problem, backing up traffic east ward to Nimbus and beyond during the evening rush hour. The morning rush hour would experience traffic backup to Hart or beyond. The timing of this light would be difficult, as the lights are so close together.

Another problem, this light would mark the cut-through that most drivers are not aware of. A signal normally denotes a major throughway and more traffic will try it and may then use it more frequently. It will increase residential traffic through that neighborhood. It will also increase congestion at Greenway and Hall, affecting both left turns onto Greenway and right turns on to Greenway. Soon Hall will resemble the traffic congestion experienced on Scholls between OR-217 and Murray during our daily rush hours.

I wish you would take a more careful look at this proposed signal light.

Sincerely,

K. Robert Crocker

Randy Wooley

From: Douglas, Penny [penny.douglas@transcore.com]
Sent: Thursday, August 07, 2003 3:11 PM
To: Randy Wooley
Subj ct: Taffic light at Hall and Ridgeway

RECORD COPY

I drive from on Hall Blvd every day from Denney Rd to Nimbus and back again a minimum of 4 times per day Monday through Friday. Driving uphill on Hall from Greenway towards Denney Rd., I have to accelerate to get to the top of the hill on Hall Blvd., using extra gasoline and expending extra exhaust fumes. A stop light at Ridgeway would force drivers to stop, still not attaining the crest of the hill, restart up the hill again using excessive gasoline and expending an overabundance of exhaust fumes again. Not to mention the short distance on Hall between Greenway Rd. and Ridgeway Rd. It appears to me that this may cause a bottleneck. Some drivers may even turn on Ridgeway and drive through the neighborhood to get to Denney near Hwy 217. There is a safety factor to consider as well. Traffic heading from Denney along Hall towards Washington Square backs up at the Greenway Rd. light, often past Ridgeway Street. If a driver on Ridgeway attempts to drive out on Hall turning towards Washington Square when the traffic is backed up, they will have to maneuver into the turning lane or block the traffic heading the opposite direction towards downtown Beaverton if they can't make their way into the stopped traffic heading towards Washington Square. Also, Ridgeway is just below the crest of Hall. When entering Hall from Ridgeway, making a left hand turn, the driver may not see a driver who may be driving at an excessive rate of speed on Hall, runs the red light, thus hitting the car who entered the intersection from Ridgeway. I feel a safer place to put in a traffic light would be on Hall where both Green Lane and Cressmore intersect. That location is at the bottom of 2 hills and their is a fairly clear view from both directions for automobiles coming from any direction.

Thank you for considering my concerns.

"Penny" P. L. Douglas
6170 SW. Mad Hatter Lane
Beaverton, Oregon 97008

RECEIVED

AUG - 7 2003

ENGINEERING DEPT

RECORD COPY Judson Clifton

11330 SW Cardinal Terrace

Beaverton OR 97008-5904

USA

judclifton@yahoo.com

Saturday, August 2, 2003

RECEIVED

AUG - 4 2003

Beaverton Traffic Commission
C/O City Traffic Engineer
P. O. Box 4755
Beaverton OR 97076-4755

ENGINEERING DEPT.

Dear Traffic Commission members:

I want to express my support for raising the priority for installing a traffic signal at the intersection of Hall and Ridgecrest.

As a resident of the Hall/Denny/217 triangle, I have no signalized intersection to exit my neighborhood.

This would not be a concern to me if it were not for the heavy traffic flow that moves on both Hall and Denney.

When I wish to go to Washington Square, I must cross two lanes of traffic, and a turn lane to reach a southbound lane. This requires careful calculation as to the amount of time I have to reach that lane before the traffic coming down the hill reaches me as I am crossing the three lanes.

Due to southbound traffic that often up backs at the Greenway signal, I need to find the 3-5 second break when I can safely and properly cross the three lanes and blend into Hall southbound traffic. This is difficult when southbound traffic on Hall often exceeds the 40 mph speed limit. Further complicating the situation is that traffic cannot be seen until it crests the hill.

I encourage the commission members to stand at Hall and Ridgecrest during normal daytime traffic. Time the number of seconds that pass between when a car begins crossing to go southbound, and the amount of time it takes for a car cresting the hill to get there. I think you will be concerned.

Sincerely,

Judson Clifton

RECORD COPY

Betty Clifton
11330 S W Cardinal Terrace
Beaverton Oregon 97008-5904
505-646-8514

July 30, 2003

RECEIVED

Beaverton Traffic Commission
% City of Beaverton Traffic Engineer
P.O. Box 4755
Beaverton Oregon 97076-4755

AUG - 1 2003
ENGINEERING DEPT.

Dear Beaverton Traffic Commission,

I am writing in support of raising the priority for funding the installation of a traffic signal at Ridgecrest and Hall Boulevard.

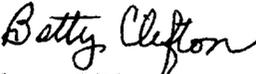
- ◆ Safety is a big concern. Traffic moves over the hill near Ridgecrest Drive/Hall Boulevard intersection much too fast. Cars are also changing lanes at the same time, at high speeds. Accidents or near accidents are on the increase at this intersection.
- ◆ The Vose Neighborhood residence, between Hall Boulevard and Denney Road, have a very dangerous challenge to exit the neighborhood, at any of the five exits, (Anne St., BelAire Dr., Ridgecrest Dr., Cresmoore Dr. (2), any time of the day.
- ◆ Presently, it is next to impossible to make left hand turns onto Hall Boulevard and Denney Road, due to the volume of traffic using these two streets.
- ◆ Our neighborhood citizens would very much appreciate having one exit with a controlled traffic signal.

If a new traffic signal is installed at Ridgecrest Drive and Hall Boulevard, we assume it would be synchronized with the one on Hall Boulevard and Greenway.

Please make this traffic signal a top priority for the citizens of the Vose Neighborhood.

Thank you for your attention to this matter.

A concerned citizen from the Vose Neighborhood.


Betty Clifton

RECORD COPY

RECEIVED
JUL 30 2003
ENGINEERING DEPT.

Ruth Ann Homan
7755 SW Bel-Aire Dr.
Beaverton, OR 97008
503-643-4538

July 30, 2003

Beaverton Traffic Committee
c/o Beaverton Traffic Engineer
P.O. Box 4755
Beaverton, OR 97076-4755

Dear Traffic Engineer,

I often wait for a Tri-Met bus at the stop by the NE corner of Ridgecrest and Hall Blvd. Many times I witness adults running across Hall to wait at this bus stop. Once I even saw a woman pushing a baby in a stroller across Hall Blvd. at this "T" junction. Of course people *should* walk to a traffic light and pedestrian crosswalk in order to cross safely. However, people live busy lives and we need to deal with human nature as it is. People *do* Jaywalk.

I have also observed that some southbound motorists on Hall Blvd. move rapidly into the curve south of Hart and don't slow down until they get to the light at Greenway and Hall.

A pedestrian crosswalk as well as a traffic light will make this area safer for children and adults.

Sincerely,



Ruth Ann Homan

Leary C. Jones
11770 S. W. Timberline Dr.
Beaverton, OR 97008-6301
(503) 646-1149

TC 569

RECEIVED

DEC 20 2004

ENGINEERING DEPT.

December 18, 2004

Beaverton Traffic Commission
c/o City Traffic Engineer
City of Beaverton
P. O. Box 4755
Beaverton, OR 97076-4755

RECORD COPY

Re: Considered Installation of a Traffic Signal
at RIDGECREST AND HALL BOULEVARD (I.N. TC 569)

Dear Members of the Commission:

I was very pleased to learn of the January 6, 2005 meeting to consider installation of a traffic signal at **RIDGECREST AND HALL**. Perhaps you will permit me to restate some of my previous personal insights to this proposal.

The RIDGEVIEW HEIGHTS area was developed in the early to mid 1960's and is bounded on the East/Southeast by Fanno Creek; on the West by Hall Boulevard; and on the North by Denney Road. When many of the residents moved in, **Quimby Orchards** consumed an area between Hall Blvd/Hillcrest and Ridgeview/Cresmoor Drive. In addition, a large acreage West of Hall Blvd and around Fanno Creek was marsh land with duck blinds used to hunt ducks. Subsequently, both large area's (like all of Ridgeview Heights) have been filled with private homes, town houses, duplexes; and apartment houses. As a result, the population of this area has INCREASED by MORE THAN 1,000 percent!

When we moved onto Timberline Drive in 1965, Highway 217 did not exist; Washington Square was nonexistent; Hall Boulevard was two lanes (not overly busy), and we did not experience much difficulty in exiting this area.

Now, with the excessive traffic flowing both ways on Hall (including the feed-in from Greenberg Road and Hart Road, etc.,) it is virtually impossible to exit Ridgecrest Drive and head toward Progress... it is even dangerous to head toward Beaverton during peak morning and afternoon hours.

EXITS FROM RIDGEVIEW HEIGHTS: Let's review the possible exits from this area which consists of over 500 dwellings and at least 1,000 vehicles.

RIDGECREST: The most popular exit because of the high volume of Ridgecrest; Timberline; Bel-Aire Lane & Terrace; Cardinal Terrace; Belmont Drive & Terrace, etc. In addition, there are apartment houses on each side of Ridgecrest Drive AT Hall....and a large apartment complex directly across Hall Boulevard. **THERE IS A DIRE NEED FOR A TRAFFIC SIGNAL HERE!**

CRESMOOR Drive: One exit is by the Church...is at the bottom of two hills and on a curve. Because of these hazards, this exit is seldom used. **There is NO SIGNAL!**

The second **CRESMOOR** exit is between Hart Road and Denney Road. When the light stops the Hall Blvd traffic, Hart traffic immediately fills the void. This is also a difficult exit and **does not have a traffic control.**

ANNE Ave.: This is the newest street which runs between Denney Road and Clifford. Again, **THERE IS NO SIGNAL!**

BEL-AIRE: This exits onto **DENNEY ROAD** and consists of heavy traffic wishing to proceed EAST...or at least to Hwy 217. Again, **THERE IS NO TRAFFIC SIGNAL.** It is also dangerous due to the slight hill to the west with some vegetation restricting the clear vision of cars coming past Vose School.

TRAFFIC SIGNAL: Due to the heavy volume of traffic on Hall Blvd, **RIDGECREST & HALL** desperately needs a signal to permit Ridgecrest Traffic to safely enter Hall during peak traffic hours.

For the non-peak times, the SIGNAL could be equipped with a "traffic sensor" and a "flashing yellow" ...which would permit the continuation of Hall traffic during non-peak times and also permit Ridgecrest traffic to enter Hall via "flashing yellow" during periods of lesser traffic volume...without necessitating activation of the entire traffic signal. (Similar to those on Allen and/or 5th & Watson.)

-0-

I am more familiar with **TIMBERLINE DRIVE**..and know it is **EXTREMELY** difficult to exit the area by **ANY** of the five possible means listed above. The traffic has become so bad, when we need to drive to Albertson's (Hall & Greenway) during peak times, it has been necessary to use the Bel-Aire exit, head south on 217, exit at Hall Blvd, and approach Albertson's from the East. Coming home, we do have a light to enter Hall from Greenway and can turn right onto Ridgecrest.

During the initial consideraton for this traffic light, a policeman testified Ridgecrest traffic could exit and get in the "NO MAN'S LAND" which is between the vehicles headed toward Progress & Beaverton. Actually, at that area, the

"NO MAN'S LAND" is actually a LEFT HAND TURN LANE for cars coming from Progress (or 217) and desiring to enter the new APARTMENT COMPLEX directly across Hall from Ridgecrest. We then asked if a car exited Ridgecrest & turned left (toward Progress), WHO WOULD BE AT FAULT IF two such vehicles had a "head on crash". The policeman admitted it would not be fortuitous for the Ridgecrest traffic.

Accordingly, We would deeply welcome a Traffic Signal at Hall and Ridgecrest which would enable all residents of the Ridgeview Heights area to safely proceed to any desired destination.

Yours very truly,

Leary C. Jones

LCJ:js

CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 570
(Lane Markings on SW Davies Road North of Brockman Street)

January 13, 2005

Background Information

At the neighborhood traffic calming meeting, the neighborhood expressed their concern about eastbound traffic cutting the corner and encroaching onto on-coming traffic when turning from Brockman Street onto northbound Davies Road. They were also concerned about the safety of the children when crossing Davies Road at the intersection north of Brockman Street. The neighborhood requested a marked crosswalk and centerline marking on Davies Road north of Brockman Street. The marked crosswalk will be installed under the authorization of the City Traffic Engineer.

The paved width of SW Davies Road north of Brockman is 36 feet. Adding centerline striping would provide two 18-foot lanes. This width is sufficient to allow a vehicle and a bicycle to travel at the same time. This lane arrangement would improve safety at the intersection.

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);
- 1g (carry anticipated traffic volumes safely).

Conclusions:

1. Striping a centerline on SW Davies Road north of Brockman Street would improve safety at the intersection, satisfying Criteria 1a, 1b, and 1g.

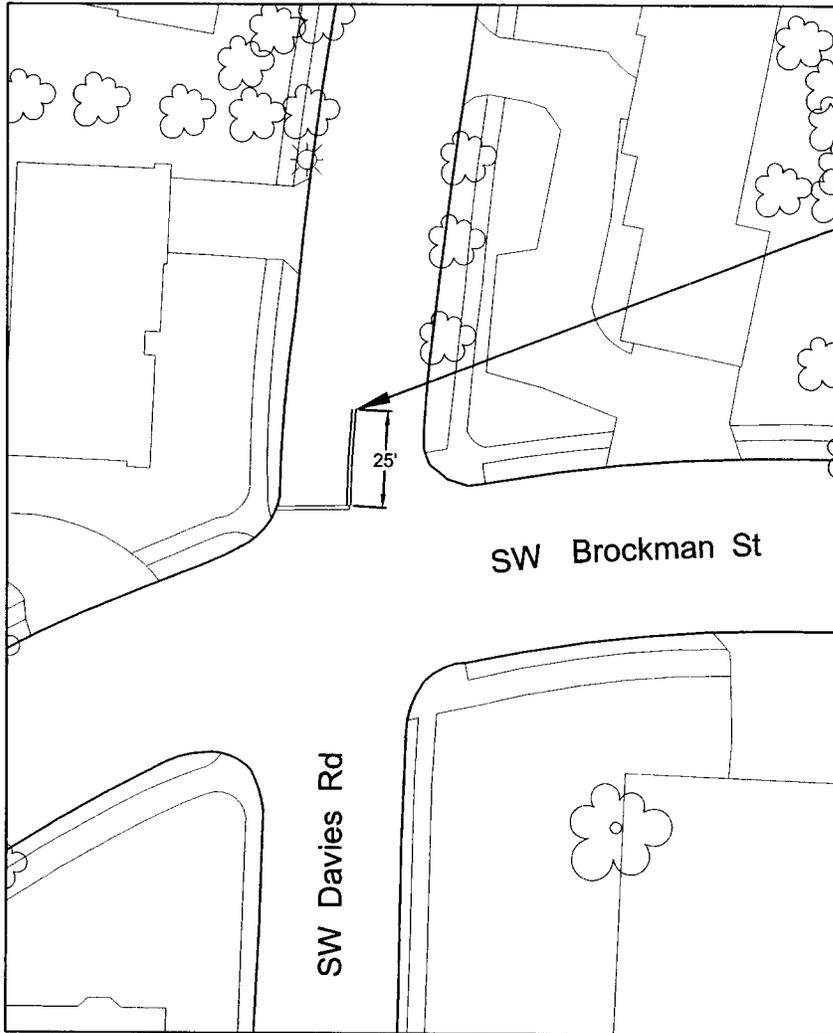
Recommendation:

Approve the request to stripe a centerline for approximately 25 feet on SW Davies Road north of Brockman Street..

TC 570



1" = 50'



Proposed Centerline

SW Brockman St

SW Davies Rd

25'

Y:\Traffic\Drawings\2003\03-76 Davies - Brockman to Riddletrail Traffic Calming Const.dwg



City Of Beaverton

Lane Markings on SW Davies Rd
North of Brockman Street

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 1/13/05

Reviewed By: _____ Date: _____

Approved By: _____ Date: 28

CITY TRAFFIC ENGINEER'S REPORT
TC ISSUE NO. 571
(Speed Zoning on SW Downing Drive)

January 13, 2005

Background Information

After the reconstruction of Downing Drive was completed, several requests were received from citizens and City staff to lower the posted speed limit on Downing. The reconstruction of Downing Drive reduced the street width from 44 feet to 28 feet, except in front of Greenway Elementary school where the street width is 33 feet to allow for parking on the east side of the street.

Currently the posted speed limit on Downing Drive is 35 mph. A school speed 20 mph when flashing is posted near Greenway Elementary School.

In December 2004 a speed study was conducted on SW Downing Drive. The measured 85th percentile speed ranged between 33 mph and 34 mph as shown on the attached drawing. The speed study was conducted two months after the construction was completed. It is anticipated that with time and as drivers get more familiar with the new street the 85th percentile speed might slightly increase.

The 85th percentile speed is typically used as an indicator to the upper limit of speeds for responsible and prudent drivers. Other factors include roadway geometry, sight distance, design speed, land use and amount of direct access. It is not unusual for a street to have 5 mph difference between the 85th percentile and the posted limit. However, very large variance between the posted speed and the 85th percentile speed may result in noncompliance with the posted speed.

Downing Drive is classified as a collector with a design speed of 35 mph. Based on the measured 85th percentile speed, the design speed, access, and the geometry of the street, the Downing Drive speed limit could be posted either 30 mph or 35 mph. To lower the posted speed limit to 30 mph, it will be necessary for the Oregon Department of Transportation to investigate the speed zone and issue a new speed order. If the speed limit is reduced to 30 mph, then the school zone at Greenway Elementary School will be in effect at all times.

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);
- 1h (comply with Federal and State regulations).

Conclusions:

1. If the existing posted speed of 35 mph is maintained or if the posted speed is reduced to 30 mph, it would provide safe and orderly movements of vehicles, bicycles and pedestrians, satisfying Criteria 1a and 1b

2. Forwarding to the State a request for a speed zone investigation on SW Downing Drive with a recommended speed of 30 mph would comply with State regulations, satisfying Criterion 1h. If the decision is to keep the existing speed limit of 35 mph, no State review is required.

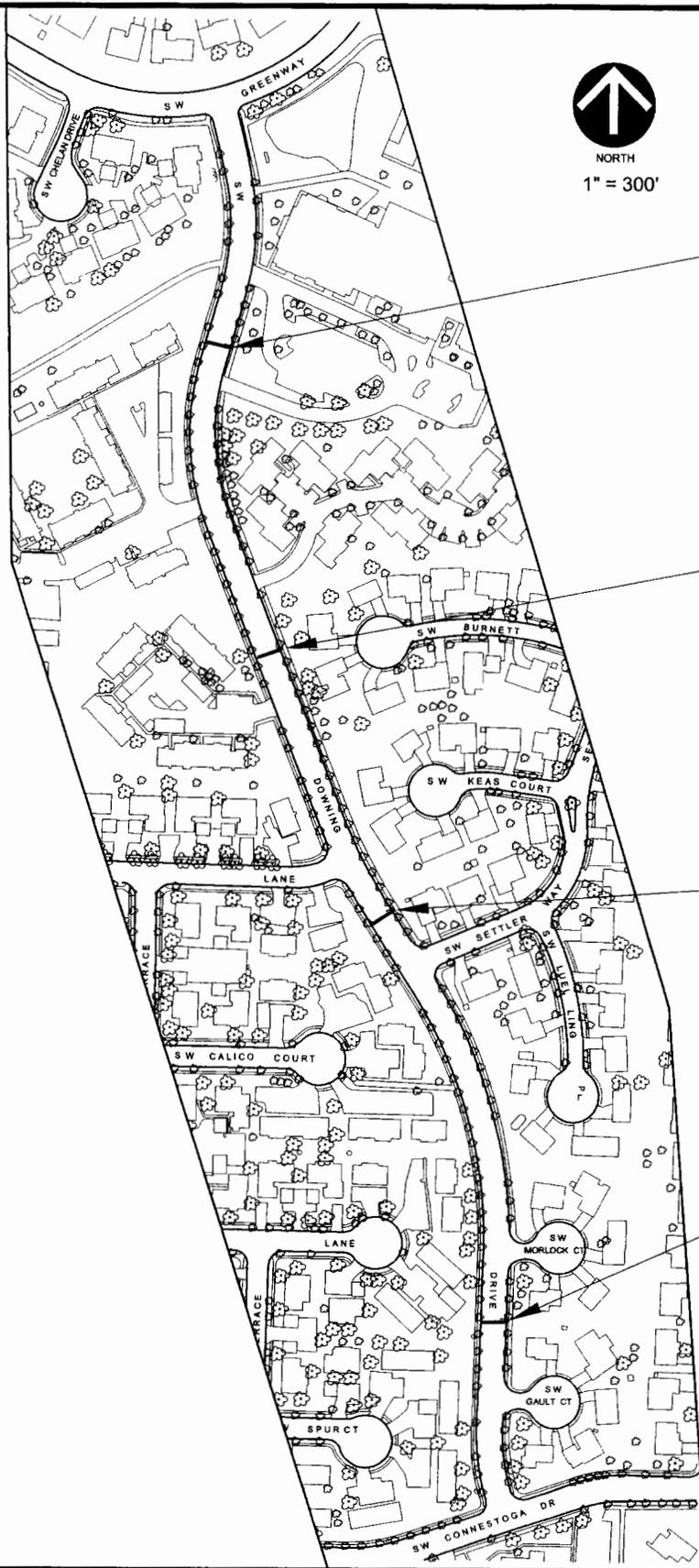
Recommendation:

If public testimony demonstrates strong support to lower the posted speed limit, request the State to conduct a speed zone investigation on SW Downing Drive and recommend a speed limit of 30 mph. Otherwise, maintain the existing 35 mph speed limit.

TC 571



NORTH
1" = 300'



Location # 1329
N/B ADT = 1032
S/B ADT = 1480

TOTAL ADT = 2512
85% SPEED = 33.04

Location # 1330
N/B ADT = 1200
S/B ADT = 1355

TOTAL ADT = 2555
85% SPEED = 34.16

Location # 1331
N/B ADT = 861
S/B ADT = 908

TOTAL ADT = 1769
85% SPEED = 34.14

Location # 1332
N/B ADT = 857
S/B ADT = 902

TOTAL ADT = 1759
85% SPEED = 34.09

Study & Data
Collected on 12/04

Y:\Traffic\Drawings\2004\04-120 Downing AfterStudy.dwg



City Of Beaverton

Speed Zoning
On SW Downing Drive

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 1/13/05

Reviewed By: _____ Date: _____

Approved By: _____ Date: 31

**CITY TRAFFIC ENGINEER'S REPORT
ISSUE NO. TC 572**

(Truck Parking on SW Fifth Street East of Western Avenue)

January 13, 2005

Background Information

American Property Management Corp., managers of the apartment building located at the eastern terminus of Fifth Street, has requested that truck parking be prohibited on SW Fifth Street near the apartment building. Discussion with Mr. Mike Williamson of American Property Management reveals that their concerns relate to all of Fifth Street east of Western Avenue and to all times of day. The concerns relate only to the large trucks, not to smaller delivery vehicles.

This portion of SW Fifth Street is a dead-end street extending approximately 600 feet east of Western Avenue. The street is 40 feet wide between the curbs. There are currently no posted restrictions to parking on the street.

Near Western Avenue intersection, a left turn lane is marked on Fifth. In the area of the turn lane, there is not enough room for parking without blocking a traffic lane. The remainder of the dead-end street has no traffic markings and the street is wide enough for two-way traffic with cars parked on both sides.

Traffic volumes on the street are low (approximately 1100 vehicles per day). No accidents have been reported in the past three years.

Parking usage on the street is low. Staff observations typically showed between zero and three cars parked on the street.

It appears that traffic safety and traffic capacity are not issues on this street. The request relates more to issues of noise and neighborhood appearance.

Beaverton Code Section 6.02.310 does prohibit truck parking on streets adjacent to a residential building between the hours of 9 p.m. and 7 a.m. Because the neighborhood is a mixture of residential property, commercial uses and vacant land, it is unclear exactly where the overnight truck parking is prohibited. The same Code section prohibits parking of vehicles "not primarily intended for the transportation of people" for longer than 48 hours. These regulations are difficult to enforce.

Staff supports the request for prohibition of truck parking because the proposed restrictions will displace few vehicles and the proposal appears to be consistent with the intent of Code Section 6.02.310. Staff proposes that the parking restrictions apply only to vehicles with registered gross vehicle weights in excess of 20,000 pounds. Recreational vehicles and delivery trucks would then be excluded from the restriction.

Applicable Criteria

- 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).

Conclusions:

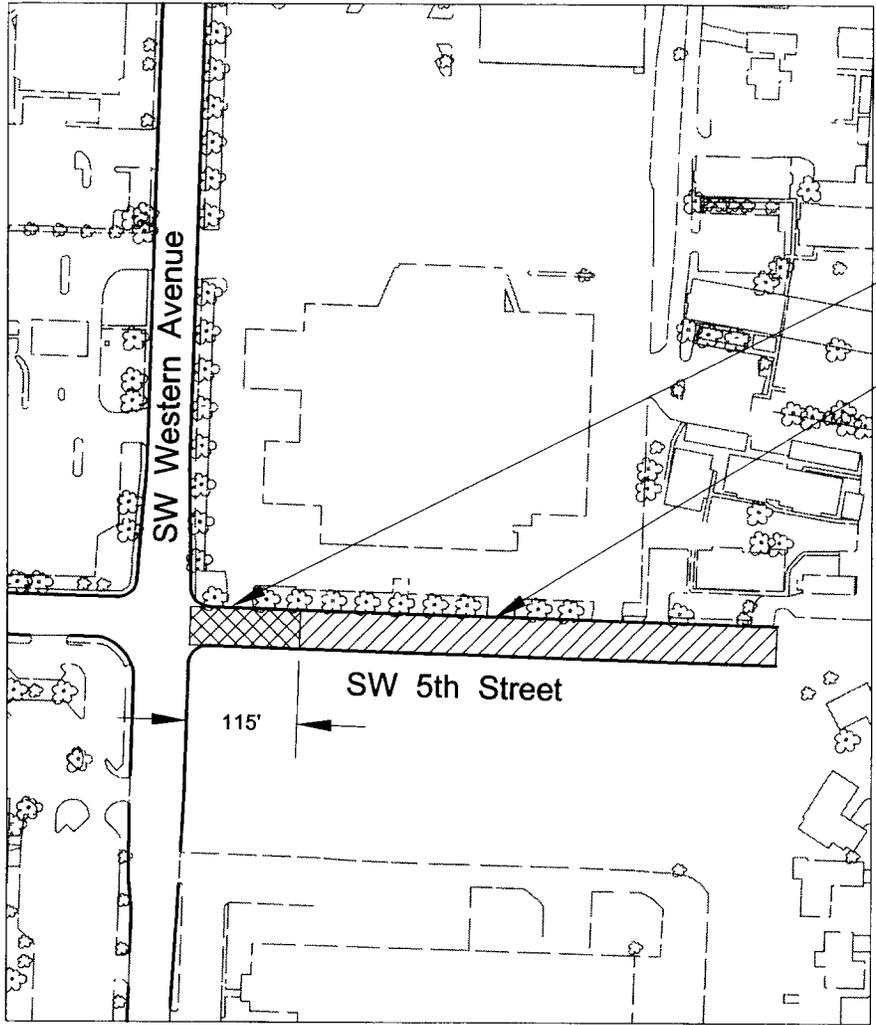
- It appears that traffic safety and capacity are not issues on Fifth Street due to the low volume of traffic and the lack of any reported safety problems. Therefore, Criteria 1a and 1b are satisfied with or without the proposed parking restrictions.
- The nearby businesses appear to have sufficient off-street parking for their needs. Most of their customers would still be allowed to park on Fifth Street. Eliminating truck parking would be more equitable to residents by eliminating the noise associated with parking of trucks that have no destination that requires travel in the neighborhood. Therefore, Criterion 1d is satisfied by the proposed parking restrictions.
- The proposed parking restrictions are consistent with the intent of Section 6.02.310 of the Beaverton Code by reducing the impacts of truck traffic on residential neighborhoods.

Recommendation:

- East of Western Avenue, in the sections of SW Fifth Street within 115 feet of the eastern curb of Western Avenue, prohibit all parking.
- In the remaining sections of SW Fifth Street east of Western Avenue, prohibit the parking of trucks with a registered gross vehicle weight in excess of 20,000 pounds.



NORTH
1" = 200'



Proposed "No Parking" Zone

Proposed "No Truck Parking" Zone

Y: \Traffic \Drawings \ 2005 \ 05-03 5th at Western.dwg



City Of Beaverton

Truck Parking
On SW Fifth Street East of Western Avenue

ENGINEERING DEPARTMENT
TRANSPORTATION DIVISION

Drawn By: MC Date: 1/15/05
Reviewed By: _____ Date: _____
Approved By: _____ Date: 34



TC 572

American Property Management Corp.

2154 N.E. Broadway • Portland, Oregon 97232-1590
Mailing Address: P.O. Box 12127, Portland, Oregon 97212-0127

Commercial Division: Phone 503-281-7779 Fax 503-460-2616
Residential Division: Phone 503-284-2147 Fax 503-287-1587

apmportland.com

Professional Management of:

- Apartments
- Office Buildings
- Industrial Buildings
- Retail Centers
- Record Storage
- Self Storage

January 4, 2005

Randy Wooley
City Traffic Engineer
PO Box 4755
Beaverton, OR 97076

RECEIVED

JAN - 5 2005

ENGINEERING DEPT.

RE: Springbrook Apartments
10080 SW 5th Ave
Beaverton, OR 97975

This letter is in response to a problem that we have been experiencing at the *Springbrook Apartments*. Large semi-trucks and trailers have begun parking along SW 5th Avenue in front of our building. These trucks remain parked at this location for days at a time, run their engines all night long, and are creating a serious nuisance for the residents of the *Springbrook Apartments*.

We at *American Property Management* encourage our residents to report any issues they feel are present in and around their residences. We have received several complaints from our residents and have verified this problem with our on-site manager.

Our request would be to initiate some parking restrictions on SW 5th in front of our building. We understand that local residents who access the bike trail that intersects with our property use this section of Public Street for parking. It is our desire to not interrupt this activity, but to stop large, commercial vehicles from using the street parking in front of the *Springbrook Apartments*.

Your assistance in this matter is greatly appreciated. Please feel free to contact me at (503) 284-2147 if you have any questions or require any additional information.

Sincerely,

Mike Williamson, Residential Property Manager
AMERICAN PROPERTY MANAGEMENT

MW/mw

cc: Larry Bricker, Director of Residential Property
Dee Meritt, Rental Representative (302)

CITY OF BEAVERTON

FINAL WRITTEN ORDER OF THE TRAFFIC COMMISSION

REGARDING ISSUE NUMBER TC 569

(Traffic Signal on SW Hall Boulevard at Ridgecrest Drive)

1. A hearing on the issue was held by the Traffic Commission on January 6, 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);
 - 1c (meet the overall circulation needs of the City);
 - 1e (assure safe access and reasonable response times for emergency vehicles);
 - 1g (carry anticipated volumes safely) and;
 - 2 (all new devices shall be based on the standards of the MUTCD).
3. In making its decision, the Traffic Commission relied upon the following facts from the staff report and public testimony:
 - The intersection of Hall and Ridgecrest is priority number 4 on the list of intersections to be considered for new signals, as determined by previous decisions of the Traffic Commission.
 - Funding is now available for installation of signals through priority number 4.
 - The intersection of Hall and Ridgecrest meets the criteria of Warrants Numbers 1, 2 and 3 (volumes) but does not meet Warrant 7 (accidents) of the MUTCD (Manual on Uniform Traffic Control Devices) for consideration of installation of a traffic signal.
 - Sight distance is adequate to meet MUTCD standards for a signal.
 - The City Traffic Engineer reports that a signal at Hall and Ridgecrest can be operated satisfactorily with nearby signals but may increase delays at the adjoining signalized intersections when the pedestrian signal is activated.
 - Installation of a signal may require some narrowing of Ridgecrest on the approach to the intersection.
 - Installation of a signal is expected to increase existing cut-through traffic on Bel Aire Drive.
4. Following the public hearing, the Traffic Commission voted (4 aye, 3 nay) to recommend the following action:

Reject staff recommendation and do not install a traffic signal at the intersection of Hall Boulevard and Ridgecrest Drive.

5. The Traffic Commission decision was based on the following findings:
 - Low volumes of vehicles on Ridgecrest Drive do not justify the cost of constructing a new traffic signal. The proposed signal is not needed to satisfy Criterion 1b and 1c.
 - A new signal would increase delay on Hall Boulevard and potentially cause a decline in Level of Service for the arterial street while increasing cut-through traffic in the residential neighborhood. The proposed signal fails to satisfy Criteria 1a, 1e, and 1g.

- The disadvantages of the new signal outweigh the benefits of improved neighborhood access.
 - The MUTCD states that the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal; therefore, Criterion 2 is satisfied.
6. The decision of the Traffic Commission shall become effective upon formal approval of the City Council.

SIGNED THIS 3 DAY OF FEBRUARY 2005



Traffic Commission Chair

RECORD COPY

CITY OF BEAVERTON

FINAL WRITTEN ORDER OF THE TRAFFIC COMMISSION

REGARDING ISSUE NUMBER TC 571
(Speed Zoning on SW Downing Drive)

1. A hearing on the issue was held by the Traffic Commission on February 3, 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);
 - 1h (comply with Federal and State regulations).
3. In making its decision, the Traffic Commission relied upon the following facts from the staff report and public testimony:
 - SW Downing Drive currently has a posted speed limit of 35 mph.
 - During 2004, Downing Drive was reconstructed. The reconstruction narrowed the street from a width of 44 feet to a width of 28 feet.
 - The City Traffic Engineer has received requests to consider a reduced speed limit for the narrowed street.
 - A speed study showed the 85th percentile speed on the narrowed street to range between 33 and 34 mph.
 - SW Downing Drive is a collector street with a design speed of 35 mph.
 - The City Traffic Engineer indicates that the data collected would support a speed limit of either 35 mph or 30 mph.
 - Any change to the speed limit would require approval from the State through the Oregon Department of Transportation.
 - At the public hearing, the Commission received testimony from three people in support of a 35 mph speed limit and from one person in support of a 30 mph speed limit at the school only if the State changes the school zone law.
4. Following the public hearing, the Traffic Commission voted (7 aye, 0 nay) to recommend the following action:

Keep the existing posted speed of 35 mph. Do not request State review of the existing speed zoning.

5. The Traffic Commission decision was based on the following findings:
 - Based on testimony received, it appears that a majority of the neighborhood prefers a posted speed of 35 mph.
 - A posted speed of either 35 mph or 30 mph would provide safe and orderly movements of vehicles, bicycles and pedestrians, satisfying Criterion 1a and 1b.
 - No State review is required in order to maintain the existing posted speed of 35 mph. Criterion 1h is satisfied.

RECORD COPY

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

SIGNED THIS 4 DAY OF FEBRUARY 2005


Traffic Commission Chair

CITY OF BEAVERTON

FINAL WRITTEN ORDER OF THE TRAFFIC COMMISSION

REGARDING ISSUE NUMBER TC 572

(Truck Parking on SW Fifth Street East of Western Avenue)

1. A hearing on the issue was held by the Traffic Commission on February 3, 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:
 - The managers of the apartments at the east terminus of SW Fifth Street requested that truck parking be prohibited on the street. They were concerned about the noise and appearance associated with parking of large trucks on the street.
 - SW Fifth Street east of Western Avenue is a dead-end street. It currently has no posted parking restrictions.
 - Near Western Avenue, Fifth Street has marked traffic lanes that provide no room for on-street parking; the remainder of the street has no pavement markings and is wide enough for two-way traffic with parking on both sides.
 - Traffic volumes on the street are low.
 - There have been no reported collisions within the past three years.
 - There are typically few parked cars on the street.
 - Beaverton Code 6.02.310 prohibits truck parking in residential areas between 9 pm and 7 am. Due to the mixed use development on Fifth Street, it is not clear exactly where the Code provisions apply.
 - The City Traffic Engineer recommended that all parking be prohibited on the portion of Fifth Street where lane markings exist and that truck parking be prohibited on the remaining portions of Fifth Street east of Western Avenue.
4. Following the public hearing, the Traffic Commission voted (7 aye, 0 nay) to recommend the following action:
 - East of Western Avenue, in the sections of SW Fifth Street within 115 feet of the eastern curb of Western Avenue, prohibit all parking.
 - In the remaining sections of SW Fifth Street east of Western Avenue, prohibit the parking of trucks with a registered gross vehicle weight in excess of 20,000 pounds.
5. The Traffic Commission decision was based on the following findings:
 - It appears that traffic safety and capacity are not issues on Fifth Street due to the low volume of traffic and the lack of any reported safety problems. Therefore, Criteria 1a and 1b are satisfied with or without the proposed parking restrictions.
 - The nearby businesses appear to have sufficient off-street parking for their needs. Most of their customers would still be allowed to park on Fifth Street. Eliminating truck

parking would be more equitable to residents by eliminating the noise associated with parking of trucks that have no destination that requires travel in the neighborhood. Therefore, Criterion 1d is satisfied by the proposed parking restrictions.

- The proposed parking restrictions are consistent with the intent of Section 6.02.310 of the Beaverton Code by reducing the impacts of truck traffic on residential neighborhoods.

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

SIGNED THIS 3 DAY OF FEBRUARY 2005


Traffic Commission Chair

RECORD COPY

MEMORANDUM
Beaverton Police Department



DATE: January 4, 2005
TO: Randy Wooley
FROM: Jim Monger
SUBJECT: TC 569

RECEIVED
JAN - 5 2004
ENGINEERING DEPT.

Chief David G. Bishop

TC 569. I concur with the recommendation to install a traffic signal at the intersection of SW Hall Boulevard and SW Ridgecrest.

I do have concerns about possible congestion stemming from the closeness of the traffic signal at SW Hall Boulevard and SW Greenway. I'm sway toward the installation of the traffic signal based on creating a predictable traffic pattern at this intersection. The greatest benefit will be to allow vehicles to enter SW Hall Boulevard under a protected turn.

Betty Clifton
11330 S.W. Cardinal Terrace
Beaverton, Oregon 97008-5904

RECEIVED

JAN - 5 2004

ENGINEERING DEPT.

January 4, 2005

RECORD COPY

Beaverton Traffic Commission
% City Traffic Engineer City of Beaverton
P.O. Box 4755
Beaverton, Oregon 97076-4755

Dear Members of the Beaverton Traffic Commission,

I am writing you in support of having a traffic signal installed on SW Hall Boulevard at Ridgecrest Drive.

Reasons I feel a traffic signal is needed at this intersection.

1. Each year, as the traffic flow increases it becomes more challenging to safely enter south bound traffic on Hall Boulevard from Ridgecrest Drive during the morning, noon and evening travel hours.
2. Due to increased traffic on Hall and Denny Road, the neighborhood south of Vose needs at least one signalized intersection. I feel the one at Ridgecrest and Hall Boulevard is in most need of a signal.

Please put the installation of a Traffic Signal on SW Hall Boulevard at Ridgecrest Drive as a top priority for an additional traffic signal in the City.

Sincerely,

Betty Clifton

TC 569

RECORD COPY

Randy Wooley

From: Rvstrobel@aol.com
Sent: Tuesday, January 04, 2005 2:25 PM
To: wooley@ci.beaverton.or.us
Subject: Traffic signal at Ridgecrest and Hall

RECEIVED
JAN - 5 2004
ENGINEERING DEPT.

ATTN: TRAFFIC COMMISSION

My husband and I wanted to share our views about the proposed traffic signal at Ridgecrest and Hall Blvd. We are definitely in favor of having one there! Making a lefthand turn during rush hour is very difficult and dangerous. Cars crest the hill headed towards Washington Square well over the speed limit quite often and one can get "trapped," waiting for the right combination of cars having to stop for the signal light at Greenway and cars having passed in the opposite direction. Plus there are cars entering Hall Blvd. from the development that is directly across the intersection. This is not a great problem mid morning and mid afternoon. During rush hour it seems horrendous!

An added concern is that a new development is being built between Anne Street and Vose School. This development will open onto Denney Street. However, it is also being put through to Butte which is part of this subdivision. It will be much shorter for people living in this development to come through this subdivision to Hall Blvd. if they are headed for the grocery store or points out Greenway/Brockman, etc. There is already a build-up of traffic waiting to enter Hall Blvd. during the busier times of the day.....it seems as though it is only going to get worse.

Thank you for listening.

Rita and Vince Strobel

RECORD COPY

MEMORANDUM

Beaverton Police Department



Chief David G. Bishop

DATE: January 27, 2005
TO: Randy Wooley
FROM: Jim Monger
SUBJECT: TC 570-572

TC 570. I agree with the recommendation to add a centerline stripe on SW Davies Road north of SW Brockman. "Cutting corners" is obviously dangerous to vehicular and pedestrian traffic. If the "corner cutting" continues, perhaps the city could evaluate the effectiveness of adding raised buttons to the centerline striping.

TC 571. I agree with the recommendation to keep the posted speed on SW Downing at 35 mph, with the option of a State speed zone investigation if public support to adjust the speed limit is strong. Although I'm somewhat swayed toward a lower speed limit in front of Greenway School, I don't believe a lower speed for the entire stretch of SW Downing is necessary.

TC 572. I concur with the proposed parking restrictions on SW 5th east of SW Western.

Randy Wooley

TC 571

From: Ellen Levno [ellenharmony@msn.com]
Sent: Thursday, February 03, 2005 5:34 PM
To: Randy Wooley
Subject: SW Downing Speed Limit

RECORD COPY

Dear Traffic Commissioners:

My name is Sherry Carsten, and I live at On The Green Condominiums. I am writing this email on behalf of my neighbor and me. It is in regards to the proposal to change the speed limit on SW Downing from 35 mph to 30 mph. We are strongly opposed to changing the speed limit from 35 mph to 30 mph for the following reasons:

1) SW Downing Street Repairs: First of all, we want to thank whoever decided to repair SW Downing. It has made a tremendous impact on the livability of the area and the ability to safely walk on the sidewalks and drive on the road. Prior to the repairs, cars were parked on the road and kids darted in and out of them. Now, you can clearly see people and oncoming traffic.

2) Schools:

a. Conestoga Middle School: I live off of SW Conestoga. I do not use SW Conestoga to get to SW 125th any longer because of the change in the school zone laws. The traffic either bottle necks because it moves so slow or people tailgate drivers. This includes evenings and weekends.

b. Greenway Elementary School: With the speed limit being lowered to 30 mph, you would have to drive 20 mph through that area all the time. With all of the apartment complexes and housing developments that exit onto SW Downing, it would create a bottleneck there as well. Greenway Elementary School has a fence that surrounds the playground area, so kids cannot dart out into the streets; therefore, I feel it's safe to travel at 35 mph during school hours. At the beginning and the end of the day, I've seen the school crossing volunteers. They mean business, so I don't worry about the kids during those times.

3) Legislation: There is a rumor that the legislation may make modifications to the law, but what if they don't? We are stuck with bottlenecks at every exit to the North.

My neighbor and I have lived in the Beaverton/Tigard area for more than 25 years. As long as I can remember, SW Downing has been 35 mph since the area was developed. The road improvements have made the road safer for drivers and pedestrians, so it is safer to travel at 35 mph than before the improvement.

Please. Keep the speed limit on SW Downing at 35 mph.

Sincerely,

Sherry Carsten
10050 SW Trapper Ter
Beaverton, OR 97008

Express yourself instantly with MSN Messenger! Download today - it's FREE!
<http://messenger.msn.click-url.com/go/onm00200471ave/direct/01/>

Randy Wooley

TC 571

From: Susan Hanson [susanlh@hevanet.com]
Sent: Thursday, February 03, 2005 10:36 AM
To: Randy Wooley
Subject: downing road

RECEIVED

FEB - 3 2005

ENGINEERING DEPT.

I am writing in regard to the proposed speed limit change on Downing Road. I do not see any reason to change the limit from 35 mph to 30 mph. The only drivers who seem to speed are those driving late at night (probably young people), and the change would not affect that at all. There are no front yards on Downing Road, so I don't see a problem of children running out in the road. The only thing it would affect would be the school zone, and it does not seem to be a problem. Everyone slows down during school hours, and there are unlikely to be children running out in the road at other times. The school yard is completely fenced there. It would turn it into a speed trap for drivers.

35 mph is not too fast for Downing Road!

Susan Hanson
12105 SW Keas Ct.
Beaverton, OR 97008

RECORD COPY

APPROVED
February 3, 2005

City of Beaverton

TRAFFIC COMMISSION

Minutes of the January 6, 2005, Meeting

CALL TO ORDER

Chairman Scott Knees called the meeting to order at 7:03 p.m. in the Second Floor Conference Room at Beaverton City Hall.

ROLL CALL

Traffic Commissioners Scott Knees, Ramona Crocker, Tom Clodfelter, Kim Overhage, Louise Clark, Carl Teitelbaum, and Holly Isaak constituted a quorum. Alternate Member Bob Sadler was in the audience to observe.

City staff included City Traffic Engineer Randy Wooley, Traffic Sergeant Jim Monger, Project Engineer Pamela Maki, Project Manager Sean Morrison, and Recording Secretary Debra Callender.

— EXCERPT START —

PUBLIC HEARING

**ISSUE TC 569: TRAFFIC SIGNAL ON SW HALL BOULEVARD AT
 RIDGECREST DRIVE**

Chairman Knees opened the public hearing on Issue TC 569.

Staff Report

Mr. Wooley explained that this is the second public hearing concerning installation of a traffic signal on Hall at Ridgecrest. The 2003 hearing was to decide whether this intersection should be included in the City's traffic signal priority list. Placement on that list puts the intersection in line for potential funding. After hearing public testimony, the Commission placed Hall/Ridgecrest on the priority list. With funding now available, this hearing is to address the question of whether or not the signal should be built.

Mr. Wooley introduced project engineers Pam Maki and Sean Morrison. They worked together to evaluate the Hall/Ridgecrest intersection and to provide the data in the staff report.

Mr. Morrison said staff recommends installation of a traffic signal at Hall/Ridgecrest. He described the site as a four-leg intersection with the fourth leg being the driveway to a private apartment complex on the south side of Hall.

Mr. Morrison said the benefits of installing the signal outweigh potential disadvantages. The signal would allow residents of the Ridgecrest neighborhood to make a protected left (eastbound) turn onto Hall Boulevard. Safety will also increase for pedestrians crossing Hall to reach the TriMet bus stop on the corner of Hall/Ridgecrest. Field visits show a regular pattern of pedestrian activity at this location. A traffic signal might also reduce crashes caused by drivers making a left turn from Ridgecrest onto southbound Hall.

Mr. Morrison said the disadvantages of installing a traffic signal at Hall/Ridgecrest include a potential increase in cut-through traffic on Bel-Aire Drive, possible increased delays on Hall Boulevard, and loss of the right-hand slip lane that drivers now use to turn northbound on Hall from Ridgecrest. Another disadvantage could include an increase in rear-end crashes that are typically associated with traffic signals.

Mr. Morrison said the current cut-through traffic enters from Hall, turns right on Bel-Aire and then makes a right turn on Denney. This is faster than following Hall to Denney. If a traffic signal is installed at Hall/Ridgecrest, staff must assume that these same drivers would make the reverse movement, entering at Denney, proceeding down Bel-Aire, and then using the signalized intersection to turn left onto Hall. Together, this would equal about 250 new trips through the neighborhood each day. The new signal would also increase the number of trips originating in this neighborhood. Because of the increased convenience, more vehicles from the immediate neighborhood would exit via the signalized left turn at Hall/Ridgecrest intersection.

Mr. Morrison said the Ridgecrest slip lane would be removed to make room for the traffic signal cabinet and mast arm pole. Constructing the project without destroying the existing corner stone wall would save construction costs; however, removing this slip lane would likely increase delay time for drivers wanting to turn north onto Hall.

As for coordinating the movements of the traffic signals at Hall/Ridgecrest and Hall/Greenway, Mr. Morrison said the distance is shorter than ideal. Still, he believes coordination is possible. He stated that when the pedestrian call at Hall/Ridgecrest is activated, the delay for all drivers would increase.

Mr. Morrison said at the previous hearing sight distance was questioned regarding the vertical and horizontal curves of southbound Hall just prior to the Ridgecrest

intersection. Could approaching drivers see the traffic signal in time to stop safely? Mr. Morrison said Hall was constructed with a 40 mph design speed. Following the guidelines in the federal Manual on Uniform Traffic Control Devices (MUTCD), the signal would need to be visible for a distance of 390 feet prior to the intersection. Field measurements show drivers would have 800 feet of sight distance after cresting the hill and before reaching the proposed Hall/Ridgecrest signal. This is adequate sight and stopping distance.

Mr. Morrison said the benefits of allowing the neighborhood to have controlled access to Hall outweigh any potential disadvantages of installing the signal. Staff recommends approval of TC 569 to install a traffic signal at Hall/Ridgecrest.

The Chairman asked if the Commission had questions for staff on the report.

Commissioner Teitelbaum asked for more details concerning how the proposed signal would operate. Would the signal only “be tripped” when a vehicle is waiting on Ridgecrest?

Ms. Maki confirmed that this is correct. At all other times, the signal would show green in both directions on Hall. Because this signal would be coordinated with the longer cycle length of the Hall/Greenway signal, traffic flow along Hall would be favored. This could lead to a “perceived” increase in delay for Ridgecrest. The amount of time the signal is green for Ridgeway drivers would be relatively short, except when the pedestrian signal has been pressed.

Mr. Wooley clarified that newer traffic signals use video detection to determine when vehicles are waiting, instead of loops embedded in the street.

Chairman Knees asked if these advantages would also apply to the apartment complex driveway on the south side of Hall.

Ms. Maki confirmed that the apartment driveway would be coordinated and share the benefits of the video detection. A wire would connect the Hall/Ridgecrest signal to the Hall/Greenway signal to coordinate the cycles. Ms. Maki stressed that the signal movements would favor Hall because Hall carries a tremendous traffic load, especially during peak hours. The traffic flow from Greenway onto Hall will also be a “favored” movement, particularly during peak morning hours.

Commissioner Clodfelter asked how the signal will control the traffic flow for cars driving eastbound on Hall in the right lane when those drivers want to turn south onto Greenway. He said this is a very popular traffic movement. How does Ms. Maki propose to prevent long queues extending back through the proposed Hall/Ridgecrest signal?

Ms. Maki said the reality is that even today this movement queues. It is possible to manage the length of the queue by carefully controlling the amount of green time allowed on Ridgecrest. She estimated that the queue would only increase by

three to five vehicles. Vehicles getting a green signal at Ridgecrest would also get a green signal at Greenway. She noted that there is another queue of westbound traffic on Hall that is also waiting to turn south on Greenway. Ms. Maki would work to balance the two green time demands.

Mr. Morrison added that staff reviewed the stopping sight distance on Hall based on a projected traffic back-up model. Drivers would still have sufficient time to stop before reaching queued traffic. The Hall/Ridgecrest signal would not exacerbate the queuing in this area.

Commissioner Crocker directed staff's attention to the traffic congestion on Scholls Ferry Road at its three-way intersection with Conestoga. Scholls Ferry morning rush hour traffic is so heavy, there is no space for eastbound Conestoga traffic to enter Scholls Ferry even when the signal is green. The area becomes completely gridlocked. She believes it is likely the same thing will happen if a signal is installed on Hall at Ridgecrest.

Ms. Maki said the situations appear to be similar. She will do her best to keep traffic moving through the Hall/Greenway intersection so entry is available for vehicles entering Hall at Ridgecrest. Ms. Maki added that there is "more room downstream" on Hall than on Scholls Ferry.

Commissioner Overhage noted that staff's design removes the slip lane from Ridgecrest to northbound Hall. She asked if staff has calculated what it would cost to save the slip lane by setting the signal and cabinet into the retaining wall.

Mr. Morrison estimated the cost would be in the "five figure range" to purchase the property, rebuild the wall, and extend the mast arm on the signal pole.

Commissioner Overhage asked how far back onto Ridgecrest staff expected the queue of waiting traffic to extend.

Mr. Morrison said six vehicles was the maximum queue length he observed during field studies at the Ridgecrest intersection during peak evening hours. He would not expect this number to change if a traffic signal were installed. Certainly, the queue would not extend past Hillcrest.

Commissioner Clark asked where the 125th extension would connect to Hall when that project is eventually completed.

Mr. Morrison used the wall map to point out a location on the west side of Hall near Green Lane. The map shows a narrow "bump out" that is City owned right of way. The next traffic signal to the north is at Hart Road.

Commissioner Clark asked if staff ever considered placing a traffic signal at Green Lane.

Mr. Wooley said the plan is for 125th to connect to Hall at the point just discussed near Green Lane. Green Lane would then be cut off at Hall and it would be reconnected to the new 125th extension. He clarified that Green Lane is a local street serving a small condominium community and a few houses. Green Lane would become a local cul-de-sac.

Mr. Wooley said that as he remembers the plan, the south end of Cresmoor Drive would convert to right-in/right-out access onto Hall because it is located so close to 125th.

Commissioner Clark asked if staff collected data on the number of vehicles currently turning left (south) from Ridgecrest at peak hours.

Ms. Maki said the data is collected in 24-hour sets. They then sampled left turns versus right turns during the a.m., p.m. and noon peak hours. In p.m. (4:30 to 5:30) peak hours, 40 vehicles turned left, while 17 vehicles turned right. Staff cannot accurately estimate how many vehicles turned left in the full 24 hours.

Commissioner Clark clarified that she wants to know the percentage of vehicles making a left turn during peak traffic hours.

Ms. Maki answered that during p.m. peak traffic hours, about 70 percent of the vehicles entering Hall from Ridgecrest are turning left.

Commissioner Clark asked how many vehicles turn left from Ridgecrest during all peak hours in one day, compared to the total number of vehicles leaving Ridgecrest.

Ms. Maki answered approximately 50 percent.

Mr. Wooley added that the signal warrants are based on the peak eight hours.

Commissioner Teitelbaum noted that the staff report shows 1700 vehicles use this intersection every day.

Ms. Maki said 82 vehicles approached the Ridgecrest intersection during the p.m. peak. Seventy percent of that number would be 56 vehicles.

Commissioner Overhage compared the data to one vehicle turning left every one and a half minutes during peak hours.

On another topic, Commissioner Teitelbaum noted that the speed limit on this section of Hall is 40 mph, yet he believes many drivers actually travel closer to 45 or 50 mph. He asked staff how they plan to alert drivers that a new signal has been installed.

Mr. Morrison said "Signal Ahead" signs, with or without flashing beacons, could be utilized to warn drivers. Signal construction crews routinely place "traffic control change ahead" signs near new signal construction for several weeks prior to and after the changes.

Mr. Wooley added that the sight distance available for the proposed signal is more than twice what is required for the posted 40 mph speed. Drivers should not have problems seeing the signal in time to stop safely.

Commissioner Isaak said based on experiences in her neighborhood, this issue resolves itself as drivers become educated.

Commissioner Clark asked staff for the distance between Murray Boulevard and the shopping center traffic signal located on Scholls Ferry Road.

Mr. Wooley said it is roughly 900 to 1000 feet.

Chairman Knees observed that Bel-Aire Drive already has traffic calming.

Staff noted that Cardinal Terrace and Ridgecrest Drive also have traffic calming because they were potential by-pass routes.

Public Testimony

The Commission reviewed written testimony for this hearing from Leary C. Jones, Rita and Vince Strobel, Betty Clifton, and Traffic Sergeant Jim Monger.

John Vhay, Beaverton, Oregon, stated that he is opposed to installing a traffic signal on Hall at Ridgecrest. Mr. Vhay said he has lived on Timberline Drive since 1970 and he crosses this intersection daily. He added that he is a professional school bus driver so he has a great deal of driving experience.

Mr. Vhay thanked the Traffic Commission for stopping the left turns into the Albertsons store from Greenway Drive. He said this traffic change is a benefit to the whole area.

Mr. Vhay said installing a traffic signal at Hall/Ridgecrest is a poor idea for several reasons. He noted that the Denney Road to Highway 217 route has very little queued traffic in the mornings and is an easy way to exit the neighborhood. The afternoon is a different matter. Denney becomes congested so drivers cut through the neighborhood to reach Hall. This involves crossing traffic calming devices and making a hazardous left turn onto Hall. Mr. Vhay said neighborhood residents know the dangers of this left turn, but cut-through drivers often do not. He said, if a signal were installed, cut-through traffic would dramatically increase—much more so than the 250 vehicles staff estimates. He imagines that

many of these vehicles will continue southeast on Hall for a block then turn south on Greenway.

Mr. Vhay said residents know that at peak traffic hours it is difficult to safely exit Ridgecrest and enter southbound Hall. He believes most neighbors do not even attempt it. He reiterated that he hopes the Commission does not approve this signal.

Linda Anderson, Beaverton, Oregon, asked the Commission to please install a traffic signal at Hall/Ridgeway. Ms. Anderson said she leaves the neighborhood between 7:30 and 8:00 a.m. every morning through the Ridgecrest intersection. She turns left onto Hall then must make an immediate right turn on Greenway to drive south. She has lived in this neighborhood for 10 years and every year it becomes more difficult and dangerous to exit via this route. She described the left turn experience as “nerve wracking.”

Commissioner Overhage asked if Ms. Anderson uses the center refuge lane when she makes her left turn onto Hall.

Ms. Anderson said that is the only way to make the turn in heavy traffic. She then has to wait for a vehicle to let her enter the far right lane so she can make a right turn onto Greenway.

Commissioner Clodfelter asked how much longer it would take Ms. Anderson to drive to the southern Cresmoor exit and make her left turn onto Hall there.

Ms. Anderson asked if he meant if a traffic signal were installed on Cresmoor.

Commissioner Clodfelter said he meant as that intersection stands now, without a traffic signal.

Ms. Anderson said it would only take her a few minutes more, but she said that corner is even more dangerous than Ridgecrest and she would not feel safe exiting there during peak traffic hours.

Commissioner Crocker asked if Ms. Anderson would reconsider this stance and change her driving habits, as traffic gets heavier and heavier.

Ms. Anderson said she hopes the Ridgecrest traffic signal will be installed. She will definitely change her driving pattern when the 125th extension is completed. Her full route involves driving south on Greenway, west on Brockman, crossing Murray and proceeding on to Sexton Mountain School where she teaches. Over the years, she has tried alternate routes, such as Hart Road, but Hart is a slower neighborhood street and has many traffic calming devices.

Hal Ballard, Portland, Oregon, said he represents the Beaverton Bike Advisory Committee and is the group’s chair. Bike riders prefer to cross the area on

Clifford Street because some parts of Ridgecrest and surrounding streets are steep. Mr. Ballard asked that the record show that he is neither for nor against installing a traffic signal at Ridgecrest. He suggested that Timberline Drive residents apply to the City of Beaverton for a traffic calming project to control cut-through traffic if this traffic signal is approved.

Chairman Knees said that first the Commission must decide whether or not to install a traffic signal at Ridgecrest. If that is installed, then staff will study any traffic changes in the neighborhood. The residents of Timberline would need to initiate the traffic calming process if that is what they wish to do.

Mr. Ballard said the streets in this neighborhood provide bicyclists with a good north-south route for accessing major streets in this part of town. He added that the "blue lane" at Hall and Greenway makes it clear to motorists that bicyclists are riding in the area.

Commissioner Crocker noted that Mr. Ballard had not mentioned his address. She asked in what part of the neighborhood he lives.

Mr. Ballard gave his address and said he lives in the Bethany area of unincorporated Washington County. Mr. Ballard gave each Commissioner an invitation to an upcoming meeting of the Washington County Bicycle Transportation Alliance (*copy on file*).

Rita Strobel, Beaverton, Oregon, said she finds making a left turn from Ridgecrest to Hall to be absolutely frightening when she must leave the neighborhood during peak hours. She said even at non-peak hours if there is a large vehicle in the slip lane preparing to turn right, she has to wait until that vehicle moves before she can see oncoming traffic. Ms. Strobel wants the traffic signal installed.

Ms. Strobel pointed out that a new housing area is being developed on Denney Road between Anne Street and Vose School. This development will have north-south access into the larger neighborhood via Butte Lane. She said it is realistic to expect these new residents to access the local shopping areas by driving south on Hillcrest, then turning left from Ridgecrest onto Hall.

Commissioner Crocker asked if Ms. Strobel had tried entering southbound Hall at Green Lane (southern Cresmoor Drive) instead of at Ridgecrest.

Mr. Wooley interrupted testimony to point out that the map submitted with the staff report incorrectly labels the southerly Cresmoor Drive exit onto Hall as Green Lane. He clarified that Green Lane is a short street extending west from Hall and is located very near the southerly Cresmoor Drive exit.

In answer to the Commissioner's question, Ms. Strobel said the southerly Cresmoor Drive exit is a very dangerous location to make a left turn. She thinks the risk of a crash with oncoming traffic is even greater there than at Ridgecrest.

Commissioner Crocker asked her if she would use the south Cresmoor exit if a traffic signal were installed there.

Ms. Strobel said that would make a difference.

Commissioner Overhage asked how Ms. Strobel would feel about waiting at the Ridgecrest intersection for two to three minutes in order to get a green light for a protected left hand turn.

Ms. Strobel said she would be willing to wait for five minutes if she was guaranteed a safe left turn from her neighborhood. Safety is more important to her than time.

Vince Strobel, Beaverton, Oregon, said they have lived in this neighborhood since 1986 and every year the traffic on Hall gets worse and worse. This makes it very difficult to exit the subdivision at peak hours. He favors installing a traffic signal at Ridgecrest. Mr. Strobel has tried using the south Cresmoor exit, but that is also dangerous. Both exits require even safe drivers to "take chances." Even exiting Ridgecrest into the Hall refuge lane is difficult, especially when a driver plans to make an immediate right turn onto Greenway.

Chairman Knees asked if Mr. Strobel ever encounters a vehicle waiting to turn left into the apartments when he pulls into the Hall refuge lane.

Mr. Strobel said he has not encountered this problem.

Chairman Knees noted that several people in the audience nodded to indicate that they have experienced conflict with apartment traffic when turning south from Ridgecrest.

Rainse Anderson, Beaverton, Oregon, said he favors installing a traffic signal on Ridgecrest. Mr. Anderson said there are currently five ways to exit this neighborhood, but none has a protected left turn. This creates a significant hazard for residents. Mr. Anderson said he has 10 years experience making this left turn and it is definitely dangerous. He added that his wife, Linda Anderson, at one time exited from Cresmoor, to Hall, to Hart Road; however, at peak hours, that intersection also backs up making the turn dangerous.

Mr. Anderson said a safe left turn at Ridgecrest is necessary in order for residents to drive south on Hall to access a grocery store and shopping at Washington Square Mall. His preferred route to the mall is to exit the neighborhood on Denney Road, drive to Scholl's Ferry Road and then on to Washington Square.

Mr. Anderson said pedestrians are another safety issue at Hall/Ridgecrest. Pedestrians from the apartment complex frequently cross Hall at this intersection to reach the TriMet bus stop on the east side of Hall. He has observed pedestrians

“get stuck” in Hall’s center turn lane. They stand in the middle of the busy street until there is a gap in northbound traffic. While waiting, they are ready targets for vehicles turning left from Ridgecrest and for approaching northbound vehicles wanting to turn left into the apartment driveway. Mr. Anderson stressed that a signalized intersection would dramatically increase safety for neighborhood pedestrians.

Mr. Anderson favors installing a traffic signal; however, he is also concerned that traffic from the Hall/Greenway signal would block southbound vehicles entering at the Hall/Ridgecrest signal. Clear signage would be needed at Hall/Ridgecrest cautioning drivers to not block this intersection.

Mr. Anderson thanked the Commission for the traffic calming devices that have been installed in his neighborhood. He often rides his bicycle through the area. If the traffic signal is installed, he hopes Timberline Avenue residents would request a traffic calming project as a way to more completely control cut-through traffic in the neighborhood.

Commissioner Crocker asked for more information on the turn from Cresmoor to Hart Road that Mr. Anderson described early in his testimony. Did he mean it was difficult to turn left onto Hart because of the volume of traffic leaving Hart? She pointed out that Hall/Hart is a signalized intersection.

Mr. Anderson said the problem he intended to describe was turning left from Cresmoor onto Hall and then immediately turning right onto Hart. He clarified that he had been speaking about Cresmoor’s northern connection to Hall, not the southern Cresmoor connection by the church. Entering Hall from the southern Cresmoor intersection is “even more difficult” because sight distance is limited by the curved roadway. In addition, this intersection is at the base of a hill and traffic reaches maximum speed as it enters the curve. This is a dangerous combination for an intersection.

Commissioner Crocker asked if he would use the Hall/southern Cresmoor intersection if a traffic signal were installed there.

Mr. Anderson said, in that case, he would change his route.

Staff Comments

Mr. Wooley said the Commission has heard arguments both for and against installing a traffic signal at Hall/Ridgecrest. He said both sets of arguments are correct and staff agrees with both sides. It becomes a decision of which is more important to the Commission: the safety of left-turning traffic, the concern about increased cut-through traffic in the neighborhood, or the concern about further congesting Hall Boulevard traffic.

Mr. Wooley said staff believes they can design an effective traffic signal that coordinates with the nearby Hall/Greenway signal. He said this is not an ideal location for a traffic signal. A potential safety increase at this intersection sways staff to lean toward installing a signal.

As for the curb extension on the north corner of Ridgecrest that was discussed earlier, Mr. Wooley said the Commission should assume this design feature would be part of the final intersection plan. He asked that the Commission not include wording about this feature in their final written order because a better method might be discovered during the project's design phase.

Mr. Morrison added that staff reviewed the intersection at Denney Road and Bel-Aire Drive to see if that intersection met warrants for a traffic signal. It does not meet warrants, though it might some years in the future.

Commissioner Clark returned to an earlier discussion about an intersection on Scholls Ferry Road near the Murray Hill shopping center. She asked which jurisdiction is responsible for setting the timing on that signal. Is it Washington County?

Staff confirmed this assumption was correct.

Commissioner Clark said that signal has serious timing problems. She noted that this Scholls Ferry signal is located farther from the preceding intersection than the Hall/Ridgecrest signal under discussion. She asked for assurance that City staff can "do a better job" with timing on the Hall/Ridgecrest signal.

Mr. Wooley said City staff like to think they are more responsive to citizen concerns about signal timing than the County typically is.

Commissioner Overhage noted that the City's new traffic signal at Cedar Hills/Fairfield is very close to the signal at Jenkins Road, yet the timing works well. There is queuing, but once vehicles get a green light, traffic moves well.

Ms. Maki commented about the Scholl Ferry/Murrayhill shopping center traffic signal. She said that area's traffic patterns are different from those near Hall/Ridgecrest. Ms. Maki said she believes a traffic signal installed at Hall/Ridgecrest could be adequately coordinated with other signals on Hall. She explained that when a vehicle arrives at the Ridgecrest exit to Hall, the proposed traffic signal would electronically receive "a call" that would tell it a vehicle is waiting to turn onto Hall. The Hall/Ridgecrest signal phasing would be linked to the Hall/Greenway intersection so as not to interrupt "platoons" of traffic moving through on Hall. Hall/Greenway traffic demands would always control what happens at the Ridgecrest intersection.

Several Commissioners asked staff for details on the timeline for the 125th extension.

Mr. Wooley commented there is no definite construction schedule at this time because the projects still needs another \$6-8 million in funding before construction can begin. Staff hopes those funds will eventually come through county funding. A rough start-up estimate would be 2007-2012. Mr. Wooley pointed out that, according to the long-term plan, the 125th extension is designed to relieve congestion for the Hall/Greenway intersection. Noting area growth, he said if the 125th extension were built today, it would relieve congestion; however, in 20 years congestion would be back to today's level. He pointed out that the 125th extension would carry much of the current Greenway traffic that now turns left (northbound) when it reaches Hall. This change would lessen the number of vehicles passing through the Hall/Ridgecrest intersection.

Commissioner Crocker said staff has already explained that the Denney/Bel-Aire intersection does not meet traffic signal warrants. What other options have they considered.

Mr. Morrison said Denney/Bel-Aire is the only intersection that received in-depth analysis. He said the Hall/south Cresmoor intersection has problems because of limited sight distance and its proximity to the future 125th extension signal. Mr. Morrison said installing a traffic signal on Cresmoor would cost about \$200,000, yet its usefulness would be limited once the 125th extension is built.

Commissioner Crocker asked why planners for the 125th extension decided to cut-off Green Lane and redirect traffic onto 125th to reach Hall.

Mr. Morrison said the street connecting the condominium community to Green Lane was built to a "local street standard." The roadway abuts a wetland area on the north making this area a poor choice for street widening.

On discussion, it was established that there are eight possible warrants associated with installation of a new traffic signal. Hall/Ridgecrest meets three warrants: No. 1 (eight-hour warrant), No. 2 (four-hour warrant), and No. 3 (peak-hour warrant).

Chairman Knees closed the public hearing on Issues TC 569.

Commission Deliberation

Commissioner Teitelbaum said he has empathy for the neighborhood because he remembers well trying to make a left turn from Davies onto eastbound Brockman Road during morning rush hours. He said it was nearly impossible until a traffic signal was installed at Bridletrail. He supports installing the traffic signal.

Commissioner Isaak also supports installing the traffic signal. She said her neighborhood depends on a traffic signal to move residents into the traffic of a

major road. She stressed that it still takes occasional police enforcement to ensure that over eager drivers avoid blocking the intersection.

Commissioner Crocker said both the written and oral testimony repeatedly pointed out that this large neighborhood has no signalized intersection to use as a safe exit. They understandably want a protected exit. However, Ridgecrest is the wrong place for a traffic signal. Reasons include the close proximity to the Hall/Greenway intersection and the heavy volume of traffic entering Hall at that intersection.

Commissioner Crocker added that she lives in the nearby Greenway neighborhood, and that this might have influenced her opinion that a traffic signal at Hall/Ridgecrest is a bad idea. This traffic signal would compound the congestion that already exists on Hall in the immediate vicinity of Ridgecrest.

Commissioner Crocker said tonight's discussion shows why it is critical for the City to accelerate the process for completing the 125th extension. She said it is "unrealistic thinking" on the part of the City to be so slow about completing this critical transportation link. City projects such as traffic calming, traffic signals, and similar projects are all just expensive "band aids" when compared to the benefits of completing the 125th extension. Commissioner Crocker also pointed out that the sooner the 125th project is complete, the less it would cost taxpayers. Meanwhile, local traffic continues to increase and project costs continue to soar.

Commissioner Crocker predicted that in a few more years Hall would begin experiencing the "total gridlock" that now plagues Scholls Ferry at peak hours. Adding a traffic signal at Hall/Ridgecrest will accelerate that gridlock.

Commissioner Crocker opposes installing the traffic signal. She pointed out that the intersection did not meet warrants for either pedestrian volumes or crash history. She believes this traffic signal will increase the frequency of rear-end crashes.

Commissioner Crocker noted that there was no testimony about the noise, but having cars start and stop at any intersection increases both neighborhood noise and pollution from exhaust fumes. Removing the right slip lane on Ridgecrest will further delay any vehicles trying to leave the neighborhood by turning northbound onto Hall. She has recently observed this problem on Downing Street after that street was narrowed.

In conclusion, Commissioner Crocker said it is counter productive to this city's long range plan to install this traffic signal when what is actually needed is for the City to "get on the stick" and put through the 125th extension. Completing the 125th connection will resolve many of the problems at Ridgecrest as well as at Greenway and other streets that connect to Hall in this area. She opposes the Hall/Ridgecrest traffic signal at this time. She believes there are several other locations in this neighborhood that are a better location for a traffic signal.

Commissioner Overhage thanked Commissioner Crocker for presenting an opposing argument. She expressed her concern that the Hall/Ridgecrest signal would lead to more traffic congestion on Hall, and she noted that Sgt. Monger had commented in his memorandum on the closeness of the Greenway and Ridgecrest intersections. Before installing a signal at Hall/Ridgecrest, it would be important to confirm that the timing could be correctly coordinated with the Greenway intersection and that “Do Not Block Intersection” signs would be installed on Hall. After weighing both the pros and the cons, Commissioner Overhage said a traffic signal would increase safety for left-turning vehicles and pedestrians. She supports installing the signal.

Commissioner Clodfelter said he lives in this part of Beaverton and he frequently travels on Hall. He warned listeners that traffic calming will only reduce speed—it does little to reduce the traffic volume. Commissioner Clodfelter agreed with earlier comments that this neighborhood does need an outlet that provides a protected left turn. He said the number of vehicles needing to turn left onto Hall from Ridgecrest does not justify the cost of installing this traffic signal. He would like staff to further investigate installing a traffic signal on Denney Road at Bel-Aire. He has observed many more vehicles trying to exit the neighborhood at that intersection compared to those that exit via Ridgecrest.

Commissioner Clodfelter said the 600 feet between the intersections at Ridgecrest and Greenway is very tight. Coordinating the timing of these two signals will be very challenging, and in fact, it is likely the Ridgecrest signal will “cause gridlock” on Hall. The benefits of this signal do not balance the problems it will create.

Commissioner Clodfelter noted that the speed limit on Hall is 40 mph, yet he believes the actual speed is between 45 and 50 mph. The limited sight distance will make rear-end crashes more likely. Staff reported that there have been only seven crashes in three years. That rate is low for the volume of traffic using Hall. Commissioner Clodfelter said he cannot justify the expense of installing a traffic signal at Hall/Ridgecrest, particularly based on the low Ridgecrest traffic volumes. He suggested again that staff further review the Denney/Bel-Aire intersection for a traffic signal.

Commissioner Clark said she shares many of the same concerns. She described the current traffic queuing at Hall/Greenway as a “nightmare” and predicted that the queuing would get much worse if one more signal is added at nearby Ridgecrest. Commissioner Clark said she believes staff when they say it is possible to coordinate the timing between the Greenway and Ridgecrest signals. Unfortunately, no one will know for sure if the plan will work until the new signal is installed. Then, if the coordination plan does not work, residents are stuck with more gridlock.

Commissioner Clark said the number of cars trying to turn left from Ridgecrest, compared to the total volume of traffic on Hall, does not justify the \$200,000 cost. She understands the residents' frustration with the current left turn situation. The Commissioner said this signal would probably solve the problem on Ridgecrest, but at the same time, it would compound the gridlock problems on Hall. She opposes installation.

Chairman Knees said he agrees with Commissioner Crocker's point that we cannot allow Hall Boulevard to become another Scholls Ferry Road, with too many traffic signals spaced too close together. Chairman Knees said the neighborhood's viewpoint was well represented in the public testimony. What is missing is the opinion of the thousands of drivers who use Hall every day. What would one more traffic signal really mean to those people?

Chairman Knees agreed with Commissioner Crocker's point that installing "band aid" solutions will not help the City achieve its long-term objective of gaining the connectivity that the 125th extension is designed to provide. He wants to avoid any action that might possibly slow the completion of the 125th extension. In addition, he still has reservations about removing the right turn slip lane from Ridgecrest onto Hall. As far as the seven crashes in the past three years, he said it is possible that there could be even more crashes after a traffic signal is installed. The Chairman cannot support installing this traffic signal.

Commissioner Crocker **MOVED** and Commissioner Clark **SECONDED** a **MOTION** to reject the staff recommendation to install a traffic signal on SW Hall Boulevard at Ridgecrest Drive.

There was no further discussion.

The **MOTION CARRIED**, 4:3. Commissioners Crocker, Clodfelter, Knees, and Clark voted "aye." Commissioners Overhage, Teitelbaum, and Isaak voted "nay."

Chairman Knees thanked the residents for attending the meeting and sharing their viewpoints.

Mr. Wooley said he would prepare a final written order describing this recommendation and bring it to the February meeting for Commission approval. Once the final order is approved, all who testified will receive a written notice of the decision and information on the appeal process. City Council will then receive the Commission's recommendation.

— EXCERPT END —

City of Beaverton

TRAFFIC COMMISSION

Minutes of the February 3, 2005, Meeting

CALL TO ORDER

Chairman Scott Knees called the meeting to order at 7:05 p.m. in the Forrest C. Soth City Council Chamber at Beaverton City Hall, Beaverton, Oregon.

ROLL CALL

Traffic Commissioners Scott Knees, Holly Isaak, Carl Teitelbaum, Louise Clark, Kim Overhage, Tom Clodfelter, and Ramona Crocker constituted a quorum. Alternate member Bob Sadler was in the audience to observe.

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

— EXCERPT START —

CONSENT ITEMS

Chairman Knees reviewed the consent items, including the January 2005 Traffic Commission minutes, the final written order for Issue TC 569 (Traffic Signal on Hall Boulevard at Ridgecrest Drive), and Issue TC 570 (Lane Markings on SW Davies Road North of Brockman Street).

The Chairman asked if Commissioners needed more time to review the minutes. No one did.

Commissioner Teitelbaum asked for a spelling correction in the minutes.

Commissioner Clodfelter **MOVED** and Commissioner Clark **SECONDED** a **MOTION** to approve the consent items consisting of the January 2005 Traffic Commission minutes, the final written order for Issue TC 569, and Issue TC 570.

There was no further discussion. The **MOTION CARRIED** unanimously, 7:0.

PUBLIC HEARINGS

ISSUE TC 571: SPEED ZONING ON SW DOWNING DRIVE

Chairman Knees opened the public hearing on Issue TC 571.

Staff Report

Mr. Wooley said Downing Drive was rebuilt last summer and is now narrower. During construction, staff received calls from neighborhood residents asking about the project and whether the speed limit would be lowered when construction was complete and the street was narrowed. Mr. Wooley promised callers that staff would review the speed and hold a public hearing for neighborhood comment. This hearing is a way to test whether those same people still think the speed should be lowered now that they have seen the completed project.

Mr. Wooley said staff is comfortable dropping the speed to 30 mph or leaving it at 35 mph. The collected data falls between these two speeds so either speed is reasonable and appropriate. The neighborhood's preference is most important.

Mr. Wooley added that the State of Oregon sets speed limits. If the speed stays at 35, nothing needs to be done. If the Commission recommends a speed of 30 mph, staff will ask the State to review the speed limit and recommend the lower speed. The State review process typically takes six months to one year to complete.

Mr. Wooley said that if the speed limit is lowered to 30 mph the Greenway Elementary school zone will become a statutory 20 mph at all times. The current 35 mph speed reduces the school speed to 20 mph only during specific hours when school zone lights are flashing.

Mr. Wooley commented that recent news accounts describe considerable support for changing Oregon's school zone laws. There is discussion in the legislature; however, Mr. Wooley said the end result and the timeframe involved are both uncertain. The 2003 legislative discussion began by trying to define the phrase "when children are present" and ended with the school zone laws in effect today. The Commission can opt to discontinue the discussion on the Downing speed limit until later in the spring when, possibly, the legislature has made a decision.

Mr. Wooley stressed that the public's viewpoint is most important.

Public Testimony

The Commission received written testimony relating to this hearing from Traffic Sergeant Jim Monger, Susan Hanson, and Sherry Carsten.

Chairman Knees told the audience that this issue is unusual in that staff did not make a specific recommendation. Public testimony is very important. The Chairman added that the two letters received from the neighborhood advocate a 35 mph speed.

Robert Crocker, Beaverton, Oregon, said he lives one street east of Downing Drive. Mr. Crocker is opposed to changing the current 35 mph speed limit. He stressed that Downing is a collector street for local residents wanting to access Hall and points north. He said 35 mph is a comfortable and safe speed for Downing. Mr. Crocker pointed out that staff's speed study shows an 85th percentile speed between 33 and 34 mph. Only occasionally does someone exceed the 35 mph limit.

Mr. Crocker said the assortment of discarded vehicles formerly found abandoned along Downing have all been removed by the City and this makes the street much safer to drive.

Mr. Crocker said lowering the speed to 30 mph would have the unfortunate effect of automatically dropping the school zone speed to 20 mph, even when school is not in session. The neighborhood observed the results of exactly such a change on nearby Conestoga Drive. That street is now a "big bottleneck" and many local drivers avoid it completely.

Mr. Crocker said people are talking about the possibility of changes to Oregon's school zone laws. Still, no one actually knows when or if changes will occur.

Mr. Crocker said many of the drivers who use Downing as part of their commute between Conestoga, Greenway, and Hall might be unaware that the speed could be lowered. He is concerned that some of these drivers never saw the public notice signs because they could not see the signs in the dark.

Mr. Crocker pointed out that Downing is very safe to drive because there are no houses facing the street and the school grounds are well fenced. In addition, he said the school's crossing guards are some of the best he has ever seen. They are extremely vigilant. The only problem he has observed in the school zone is that parents temporarily park on the roadside while waiting to pick up their children. This narrows the road; yet on the other hand, the narrowness does prevent speeding near the school.

Mike Flanigan, Beaverton, Oregon, agreed that the problems arising from narrowing Downing are fewer than some neighbors had expected. Mr. Flanigan said lowering the school zone speed to 20 mph at all times is excessive, especially considering that the school grounds are completely fenced. Still, he thinks driving 35 mph in the areas approaching the school is too fast. He particularly pointed out an area of sidewalk between 125th and Downing that children use as an after-hours route to playing fields.

Mr. Flanigan recommended that the Commission take advantage of the option Mr. Wooley raised earlier of continuing this discussion until the State legislature reviews Oregon school zone law. That review might provide the option of lowering the speed on parts of Downing near the school to 30 mph, while keeping the 20 mph school speed zone in effect only when lights are flashing.

Staff Comments

Mr. Wooley said the majority of testimony supports leaving the speed at 35 mph. This leads him to conclude that the individuals who originally contacted the City concerning the speed on Downing have now had enough experience with the narrowed street to feel comfortable with the 35 mph speed.

Chairman Knees closed the public hearing on Issue TC 571.

Commission Deliberation

Commissioner Crocker said the letters from Ms. Carsten and Ms. Hanson both point out good reasons to keep the speed on Downing at 35 mph. The Greenway neighborhood already has an around-the-clock 20 mph school zone at Conestoga Middle School. Nearby 125th Avenue has multiple back-to-back school zones with various hour restrictions. She said the school zones on 125th are extremely confusing to the average driver. She believes many drivers now avoid it completely. School zone speed restrictions severely limit the neighborhood's access routes. Adding another around-the-clock, 20 mph speed zone on Downing would further restrict traffic movement.

Commissioner Crocker said the public testimony reflects "common sense" and she too supports keeping the speed limit at 35 mph. If the legislature mandates improved school zone laws sometime in the future, staff could always review the Downing speed limit. Until then, 35 mph is a reasonable speed.

Commissioner Teitelbaum said he does not have strong feelings on this issue either way. He once lived east of Greenway Elementary School and he observed that young people use a nearby crosswalk to reach the mini-grocery store on 125th. He is concerned about a 35 mph speed limit in front of a school during non-school hours. Commissioner Teitelbaum pointed out that young people still walk to the school grounds and playing fields, especially during non-school hours. He asked staff if the speed could be lowered near a crossing area.

Mr. Wooley responded that the State will only consider a speed change if the area under review is 1000 feet in length or more. The only other option is to post the school zone for 20 mph at all times.

Commissioner Overhage thanked those who testified. She observed that the reconstructed street is very attractive, with wide sidewalks, a smooth surface, and nice-looking street trees. Based on the testimony she has heard, she thinks the

best action is to make no changes. One clear and consistent point in the testimony is that nobody wants a 24 hour 20 mph speed restriction in front of the school. The issue can be revisited if the school zone laws change.

Commissioner Clark concurred.

Commissioner Isaak concurred.

Commissioner Clodfelter said staff's speed study shows that 33 to 34 mph is the speed that most drivers find safe on Downing. The narrowness of the street does not appear to be a problem. This is a collector street and the 35 mph speed has worked well for many years. Commissioner Clodfelter said testimony pointed out that there are no residential driveways on Downing and the school is safely fenced. He wants to leave the speed at 35 mph.

Commissioner Knees said it is a "refreshing change" to see a speed study where the majority of motorists drive one to two miles below the posted speed limit, instead of the more usual six to seven mph above the limit. He said 35 mph has been the posted speed here for many years and he suspects that local children are accustomed to seeing cars move quickly along Downing. He supports the current speed until such time as Oregon's school zone laws change. If desired, the speed could again be reviewed at that time.

Commissioner Overhage **MOVED** and Commissioner Clark **SECONDED** a **MOTION** to maintain the 35 mph speed limit on Downing Drive and to accept the draft final written order with modifications. In the last bulleted item in No. 3, the sentence will read:

"At the public hearing, the Commission received (written and oral) testimony from three people in support of a 35 mph speed limit and from one person in support of a 30 mph speed limit at the school, only if the State changes the current school zone law."

Mr. Wooley pointed out that the draft final written order needed additional modification on Page 2, No. 5, the first bulleted item.

Commissioner Overhage **AMENDED** the **MOTION** on the final written order to further read:

"Based on testimony received, it appears that a majority of the neighborhood prefers a posted speed of 35."

Commissioner Clark **ACCEPTED** the **AMENDMENT** to the **MOTION**.

There was no further discussion.

The **MOTION CARRIED** unanimously, 7:0.

ISSUE TC 572: TRUCK PARKING ON SW FIFTH STREET EAST OF WESTERN AVENUE

Chairman Knees opened the public hearing on Issue TC 572.

Staff Report

Mr. Wooley said this issue refers to Fifth Street's dead-end stub east of the intersection with Western Avenue. This section of Fifth carries a low volume of traffic. In the last year large trucks began parking along this stub. Neighbors complained about the truck parking and particularly the noise generated by truck engines and compressors that are left running for hours. Attached to the staff report is a letter from American Property Management Corporation expressing the company's and resident's complaints. The letter asks the City to restrict large trucks from parking on this section of Fifth Street.

Mr. Wooley said the staff recommendation only prohibits parking by trucks with a registered gross vehicle weight of more than 20,000 pounds. Recreational vehicles and delivery trucks would be excluded from the ban.

Mr. Wooley said the City Code addresses truck parking in residential areas; however, this block is comprised of a mixture of residential, commercial and vacant lots. Posting specific signs would help interpret the City Code in this case. He added that the curb near where Fifth intersects Western is not currently restricted. Mr. Wooley believes parking on this section of street should also be restricted.

Commissioner Teitelbaum asked what wording staff would use on signs to prohibit only two axel trucks.

Mr. Wooley said the signs might read, "No Parking of Vehicles Over 20,000 GVWR." He said professional truck drivers understand what that means.

Commissioner Clodfelter asked if Mr. Wooley had communicated with any of the businesses that use this street for truck parking.

Mr. Wooley said he did not. When the public notice signs were posted, he received several calls from apartment residents but he heard nothing from nearby businesses. Mr. Wooley said he has observed this section of roadway carefully over the years because this street stub connects with a bicycle path that he sometimes uses for his work commute. He believes the adjoining businesses do not park trucks on this street. They all have ample off-street parking in the shopping center. He sometimes sees cars parked on the street near the apartments but only recently have semi-trucks begun parking on the south side of Fifth.

Commissioner Crocker asked what companies are parking trucks there.

Mr. Wooley said from his observations these are not trucks coming to serve nearby businesses. Instead, they are most likely independent truckers looking for a place to park temporarily. He explained that a trucker might need to drop one trailer in a safe location while they make deliveries with another trailer. Truckers also sometimes need a place to park for a few days while they wait for a new load. Staff has noticed truck parking problems popping up all over town. When parking in one area is prohibited, the problem moves elsewhere.

Public Testimony

The Commission received written testimony relating to this hearing from Traffic Sergeant Jim Monger.

Dolores Merritt, Beaverton, Oregon, said she is the resident rental manager and property manager for American Property Management, which is the company that owns the Springbrook Apartment complex located on the east end of Fifth Street.

Ms. Merritt said six Springbrook households are represented in the audience tonight. These neighbors want the Commission to know how terribly annoying and frustrating it is to live by this truck parking lot. She explained that the apartments are located between the Oregon Sports Complex, Fifth Street, and undeveloped land.

Ms. Merritt said she believes the trucks that park there are driven by independent truckers from out of state. She has seen license plates from Montana, Oklahoma, Idaho, California and many other states. In addition to leaving trailers parked on the street for days at a time, truckers work on engine repairs, sleep on site, and sometimes party and play loud music. Trucks arrive and leave all night long.

Ms. Merritt said there are often three trucks with an assortment of trailers parked along this short section of street. This makes the neighborhood look bad. She is especially concerned because prospective tenants are put off by the idea of renting an apartment next to a truck parking lot. This is bad for business.

Ms. Merritt said the trucks are so big that they narrow the travel lane on Fifth and make it dangerous for local vehicles to pass. There are also many bike riders who use Fifth Street to reach a main bike trail accessed by riding through the apartment driveway and into an adjacent greenway area.

Ms. Merritt said truckers use the Oregon Sports Complex driveway to turn around. During the turn, trucks are only 15 feet from residents in the west Springbrook building. She said the noise from the truck engines is "terrible to deal with" and the exhaust is horrible.

She asked the Commission to post signs similar to the signs on nearby Arctic, prohibiting parking by all trucks except delivery vans.

Commissioner Clark asked for more details about where the apartment driveways enter Fifth Street.

Ms. Merritt said the last driveway on Fifth circles the whole apartment complex. It is also marked as a bike trail. She reiterated for Chairman Knees that her testimony is endorsed by the six households present in the audience.

Staff Comments

Mr. Wooley said he scheduled this issue as a public hearing to give any interested truckers a chance to express their opinions and participate in the decision. None have commented.

Chairman Knees closed the public hearing on Issue TC 572.

Commission Deliberation

Commissioner Teitelbaum said it appears the truckers are trying to create their own free-of-charge truck stop. He has empathy for the residents who have had to put up with this commotion. Fifth Street is not overly wide in this area, so he supports the staff recommendation.

No other Commissioners had comments.

Commissioner Teitelbaum **MOVED** and Commissioner Isaak **SECONDED** a **MOTION** to approve the staff recommendation for TC 572.

The motion was **AMENDED** to include approval of the final written order.

Commissioner Isaak **ACCEPTED** the **AMENDMENT** to the **MOTION**.

There was no further discussion.

The **MOTION CARRIED** unanimously, 7:0.

Chairman Knees explained that this recommendation now moves to the City Council for approval. The City Operations Department would install signs within a few weeks after that.

— EXCERPT END —

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: Transfer of Road Jurisdiction from Washington County to the City of Beaverton (SW Corby Drive, SW Shilo Lane, SW 117th Avenue)

FOR AGENDA OF: 03-07-05 **BILL NO:** 05047

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: Operations *[Signature]*

DATE SUBMITTED: 02-10-05

CLEARANCES:
City Attorney *[Signature]*
Engineering *[Signature]*
Comm. Dev. *[Signature]*
Finance *[Signature]*

PROCEEDING: Consent Agenda

EXHIBITS: Resolution
Exhibit A (Legal Description)
Exhibit B, (Vicinity Map)

BUDGET IMPACT

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

This action is to authorize the transfer of jurisdiction and maintenance of portions of SW Corby Drive, SW Shilo Lane and SW 117th Avenue as indicated in Exhibit A. These roadways were annexed to the City of Beaverton as part of the Barnes Road/Cedar Hills Blvd. Island Annexation (ANX 2004-0013) that was approved by City Council on January 3, 2005 (Ordinance 4334) and became effective on February 11, 2005.

INFORMATION FOR CONSIDERATION:

The Operations Department has inspected the roads as described in Exhibit A and finds them acceptable. A fourth road, SW Choban Drive, within this annexation area is publicly dedicated and was automatically transferred upon annexation. Operations staff has requested Washington County to transfer jurisdiction of the roads to the City of Beaverton. If Council approves the recommended action, then Council's resolution will be forwarded to the County as a formal request. Separate action by the Board of County Commission to accept the City's request will accomplish the road transfer.

RECOMMENDED ACTION:

Approve the attached resolution to initiate the transfer of jurisdiction from Washington County to the City of Beaverton of the roads listed and described on Exhibit A.

RESOLUTION NO. 3810

**A RESOLUTION INITIATING ACTION TO
TRANSFER JURISDICTION OF CERTAIN COUNTY ROADS
WITHIN THE CITY TO THE CITY.**

WHEREAS, ORS 373.270(6) provides a mechanism for a city to transfer jurisdiction of county roads located within a city to a city; and

WHEREAS, the City of Beaverton has determined it necessary, expedient and for the best interest of the city to acquire jurisdiction over certain county roads or part thereof to the same extent as it has over other public streets and alleys of the city; now, therefore,

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

The Council hereby initiates the transfer of jurisdiction over those Washington County roads described and depicted in Exhibits "A" and "B", which are attached hereto and incorporated.

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

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

AYES: _____

NAYS: _____

ATTEST:

APPROVED:

SUE NELSON, CITY RECORDER

ROB DRAKE, MAYOR

EXHIBIT "A"

Resolution No. 3810

SW CORBY DRIVE

SW SHILO LANE

ALL OF SW CORBY DRIVE AND SW SHILO LANE

SEE EXHIBIT "B"

All that portion of County Road No. 466 lying between a line 49.00 feet southerly from and parallel with, when measured at right angles to, the centerline of "relocated SW Barnes Road" as described in Deed Document No. 2004-078556 and the northerly right of way of State Hwy No. 26 (Sunset Highway). Said road being situated in the Northwest one-quarter of Section 3, T1S, R1W, W.M.

SW 117th AVENUE

FROM SW BARNES ROAD TO SW CORBY DRIVE

SEE EXHIBIT "B"

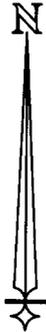
All that portion of County Road No. 3091 lying southerly of a line 45.00 feet southerly from and parallel with, when measured at right angles to, the centerline of SW Barnes Road as described in County Road 3091. Said road being situated in the Northwest one-quarter of Section 3, T1S, R1W, W.M.

TRANSFER OF JURISDICTION

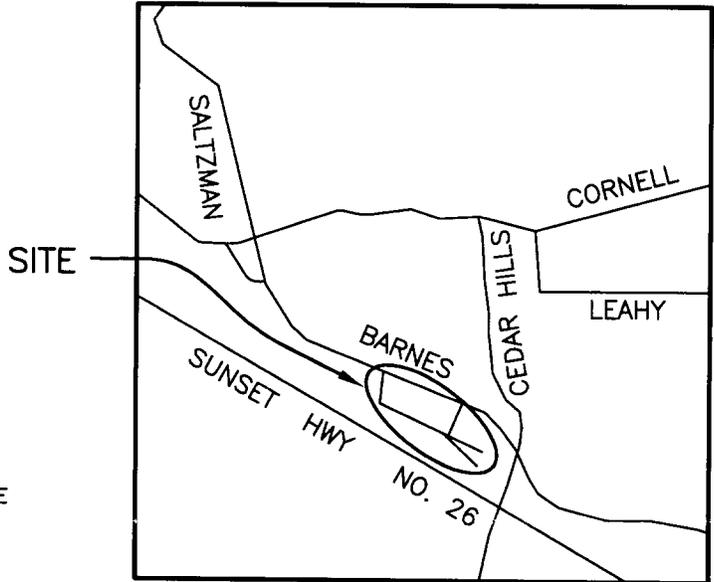
Resolutin No. 3810

EXHIBIT "B"

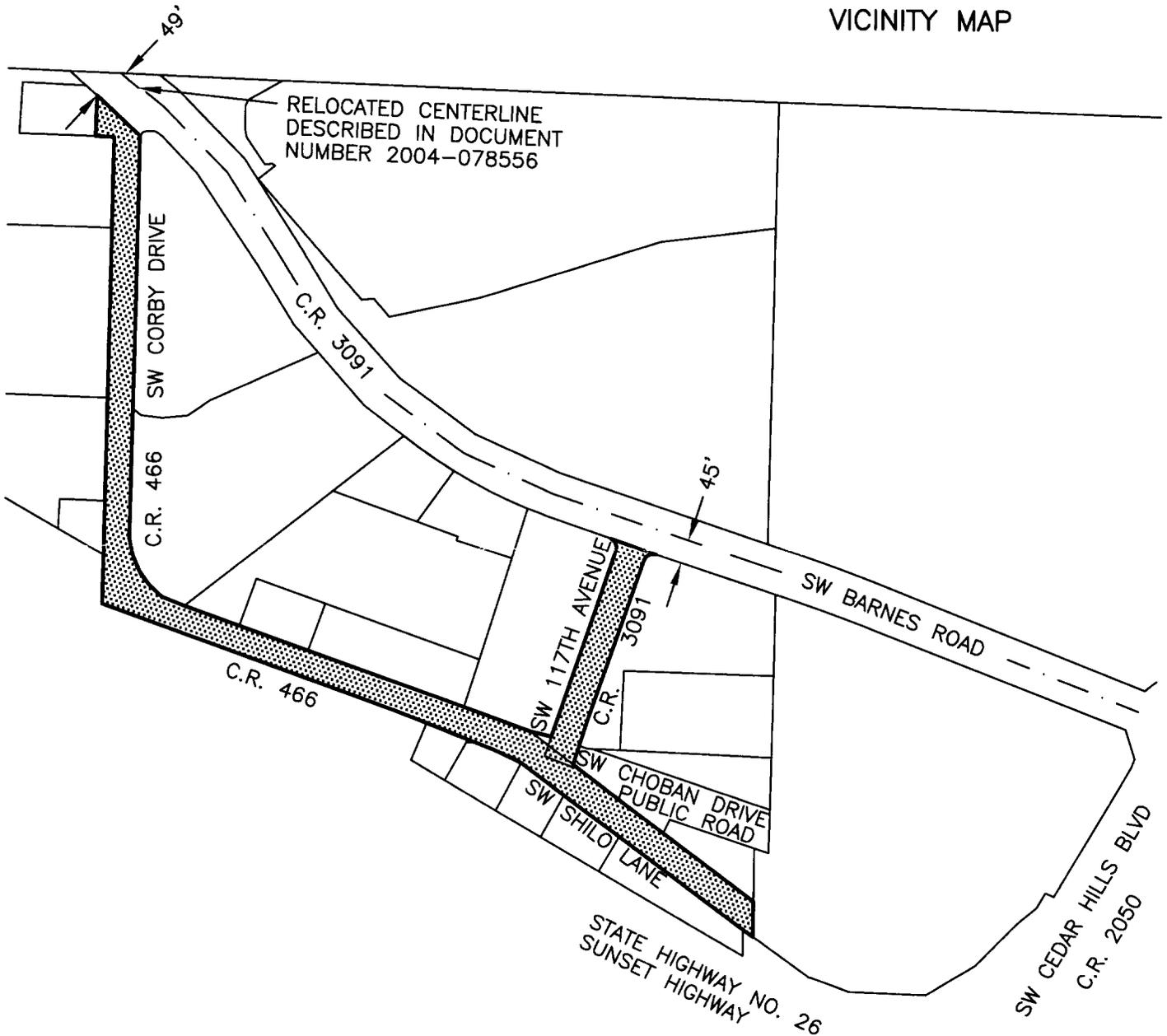
SW 117TH AVENUE
SW CORBY DRIVE
SW SHILO LANE



NOT TO SCALE



VICINITY MAP



AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

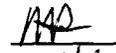
SUBJECT: A Public Hearing to Receive Public Input Regarding the Annexation of Several Parcels Located Generally in the Southern Portion of Beaverton to the City of Beaverton: Annexation 2005-0001

FOR AGENDA OF: 3/07/05 **BILL NO:** 05048

Mayor's Approval: 

DEPARTMENT OF ORIGIN: CDD 

DATE SUBMITTED: 2/22/05

CLEARANCES: City Attorney 
Planning Services 

PROCEEDING: Public Hearing

EXHIBITS:

BUDGET IMPACT

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

The City Council in Resolution No. 3802 directed the Mayor to pursue the annexation of several parcels located generally in the southern portion of Beaverton to the City of Beaverton. This is to be processed as what is commonly referred to as an island annexation and may proceed without the consent of the property owners or residents after the City Council holds a public hearing. This annexation is being processed under ORS 222.750 and Metro Code Chapter 3.09.

INFORMATION FOR CONSIDERATION:

Oregon Revised Statutes Section 222.120(2) states "When the legislative body of the city elects to dispense with submitting the question of the proposed annexation to the electors of the city, the legislative body of the city shall fix a day for a public hearing before the legislative body at which time the electors of the city may appear and be heard on the question of annexation." Staff has therefore scheduled a public hearing. Because of the large number of properties involved, staff has determined that this annexation is a legislative land use decision.

Metro Code Section 3.09.030 requires that "necessary parties" be notified at least 45 days prior to the date of decision for proposed boundary changes such as this. Necessary parties are defined by Metro Code as any county, city or district whose jurisdictional boundary or adopted urban service area includes any part of the affected territory or who provides any urban service to any portion of the affected territory. Metro Code Section 3.09.050(c) states that "In order to have standing to appeal a boundary change decision pursuant to Section 3.09.070 a necessary party must appear at the hearing in person or in writing and state reasons why the necessary party believes the boundary change is inconsistent with approval criteria."

The petition/staff report for this proposed annexation is attached to the Ordinance that would approve it, which is scheduled for first reading on this same agenda.

RECOMMENDED ACTION:

Conduct a public hearing and receive public input from City electors, necessary parties, owners of property in the proposed annexation area or their representatives, and residents of the proposed annexation area.

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: An Ordinance Annexing Several Parcels
Located Generally in the Southern Portion
of Beaverton to the City of Beaverton:
Annexation 2005-0001

FOR AGENDA OF: 3/07/05 **BILL NO:** 05049

Mayor's Approval: [Signature]

DEPARTMENT OF ORIGIN: CDD [Signature]

DATE SUBMITTED: 2/22/05

CLEARANCES: City Attorney [Signature]
Planning Services HB

PROCEEDING: First Reading

EXHIBITS: Ordinance
Exhibits A-1, A-2 and A-3 - Maps
Exhibit B - Legal Description
Exhibit C – Staff Report Dated 2/18/05

BUDGET IMPACT

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

This request is to annex approximately 89 acres in several islands in the southern portion of Beaverton to the City of Beaverton. This is what is commonly referred to as an island annexation and may proceed without the consent of the property owners or residents after the City Council holds a public hearing. It is being processed under ORS 222.750 and Metro Code Chapter 3.09.

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. The two areas north of Hall Blvd. and east of Scholls Ferry Road (shown on Map A-3) are not currently within a NAC. The Neighborhood Office recommends these two areas be added to the Denney-Whitford NAC.

Tualatin Valley Water District (TVWD) provides water service to some of the areas proposed for annexation. ORS 222.520 allows cities to assume water service responsibilities when annexing less than an entire district. The City entered into an intergovernmental agreement with TVWD in 2002. In compliance with that agreement the staff proposes withdrawing the following parcels from the District: parcels identified on tax map 1S120BA as lots 01000, 01200, 01400, 01500 and 01700; tax map 1S120BD as lots 00100 and 00200; tax map 1S123BC as lots 00100 and 00200; tax map 1S123BD as lots 00800, 01000, 01200, 02800, 02900 and 03000; and tax map 1S129CB as lot 00700.

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, whichever is later.

RECOMMENDED ACTION:

First Reading

ORDINANCE NO. 4342

AN ORDINANCE ANNEXING SEVERAL PARCELS LOCATED
GENERALLY IN THE SOUTHERN PORTION OF BEAVERTON
TO THE CITY OF BEAVERTON: ANNEXATION 2005-0001

- WHEREAS,** This annexation was initiated under authority of ORS 222.750, whereby the City may annex territory that is not within the City but that is surrounded by the corporate boundaries of the City, or by the corporate boundaries of the City and a stream, with or without the consent of property owners or residents; and
- WHEREAS,** The properties are 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,** 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 properties shown on Exhibits A-1, A-2 and A-3 and more particularly described in Exhibit B are 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, whichever is later.
- Section 2.** The Council accepts the staff report, dated February 18, 2005, 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 in that partial responsibility for sanitary and storm sewer facilities within the area annexed will transfer to the City subsequent to this annexation.
- Section 3.** The Council finds this annexation will promote and not interfere with the timely, orderly, and economic provision of public facilities and services, in that:
- a. The properties will be withdrawn from the Washington County Urban Road Maintenance District and the Washington County Enhanced Sheriff Patrol District ; and
 - b. The properties that lie within the Washington County Street Lighting District #1, if any, will be withdrawn from the district; and
 - c. The City having annexed into the Tualatin Valley Fire and Rescue District in 1995, the properties to be annexed by this Ordinance shall remain within that district; and
 - d. The properties identified on tax map 1S120BA as lots 01000, 01200, 01400, 01500 and 01700; tax map 1S120BD as tax lots 00100 and 00200; tax map 1S123BC as lots 00100 and 00200; tax map 1S123BD as lots 00800, 01000,

01200, 02800, 02900 and 03000; and tax map 1S129CB as lot 00700 will be withdrawn from 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

ATTEST:

APPROVED:

SUE NELSON, City Recorder

ROB DRAKE, Mayor

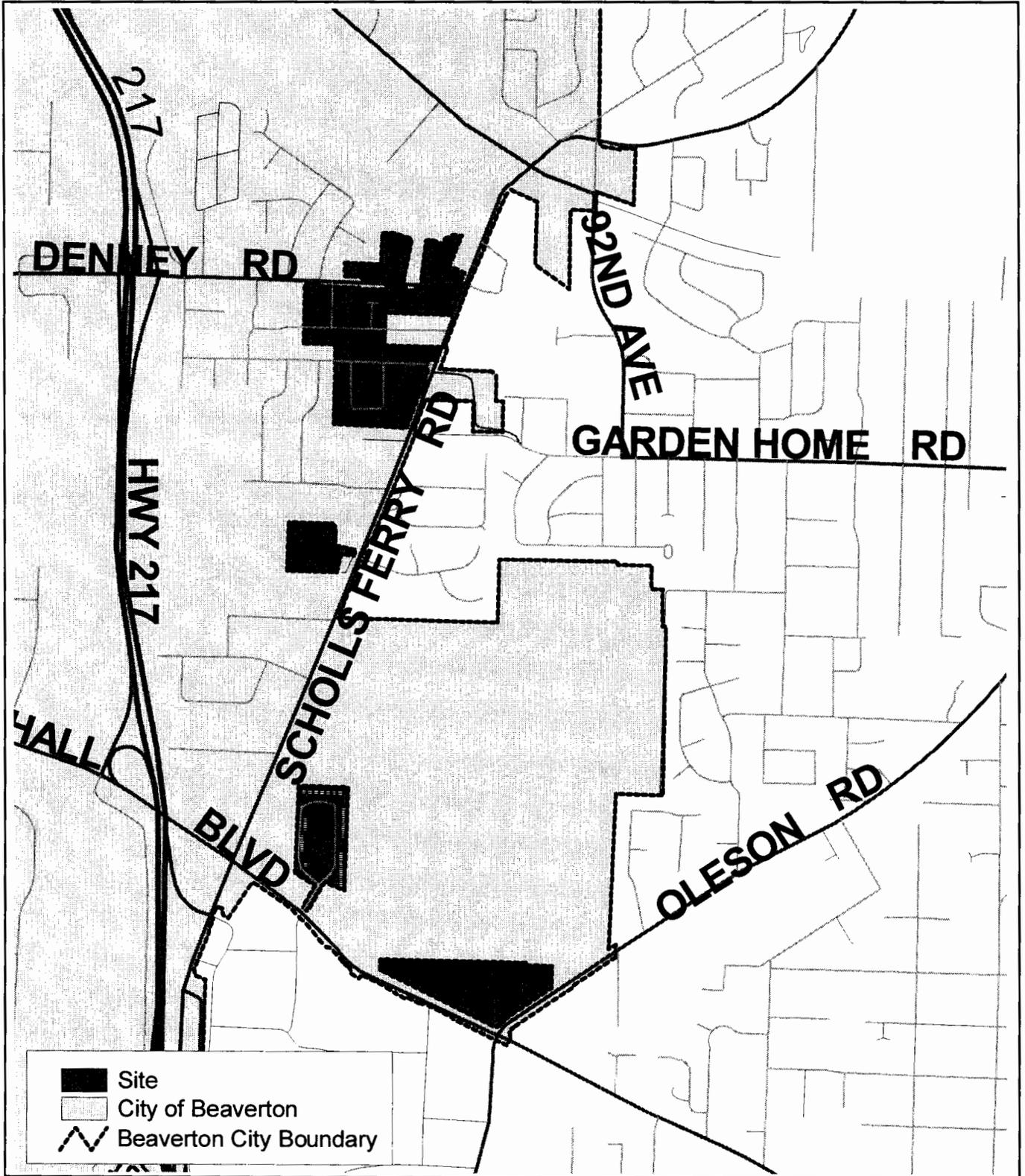
Date

Date

VICINITY MAP

ORDINANCE
NO. 4342

MAP "A-3"



South Beaverton Island Annexations
COMMUNITY DEVELOPMENT DEPARTMENT
Planning Services Division

01/18/05
Map #
Various



ANX 2005-0001

ORDINANCE NO. 4342

EXHIBIT B
LEGAL DESCRIPTION

ANX2005-0001
Parcel 1

That certain parcel of land located in the Northwest $\frac{1}{4}$, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the southeast corner of Lot 1, Block 1, Rollingwood, a plat of record, said point also being on the north right of way line of SW Denney Road; thence along the east line of said Lot 1 to the southwest corner of Lot 8; thence east, along the south line of said Lot 8, Lot 9 and Lot 10 of said Rollingwood to the southeast corner of Lot 10; thence north, $01^{\circ} 15'$ east, 248.99 feet along the east line of Lots 10 and 11 of said Rollingwood to the northeast corner of said Lot 11, said point also being the meander line of Fanno Creek; thence easterly, along said meander line 88.42 feet; thence continuing easterly along said meander line 148.35 feet; thence south, $10^{\circ} 41'$ west, to the north right of way line of SW Denney Road; thence westerly, along the right of way line of Denney Road to the place of beginning.

ANX2005-0001
Parcel 2

That certain parcel of land located in the Southeast ¼ Northwest ¼, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point which bears northwesterly, 79.87 feet and westerly, 49.21 feet along the meander line of Fanno Creek from the southeast corner of Schollbridge Condominiums; thence running south, 22° 30' 21" west, 140.70 feet, thence south, 22° 30' 21" west, 33 feet; thence south, 22° 30' 21" west, 109 feet; thence southeasterly, 160.20 feet to the westerly right of way line of SW Scholls Ferry Road; thence southerly, along the westerly right of way of SW Scholls Ferry Road to the point of intersection with the north right of way line of SW Denney Road; thence west, along the north right of way line of SW Denney Road 318 feet more or less; thence north, 06° 49' east, 373.6 feet to the meander line of Fanno Creek; thence easterly, along the meander line of Fanno Creek to the point of beginning.

ANX2005-0001
Parcel 3

That certain parcel of land located in the Southwest ¼, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the southeast corner of Lot 3, Block 2, McKay Park, a plat of record, said point being the westerly right of way line of SW Scholls Ferry Road; thence proceeding westerly, along the south line of said McKay Park to the southwest corner of Lot 11, Block 6, McKay Park No. 2, a plat of record; thence north, 0° 30' east, to the southerly right of way line of SW Heather Lane; thence northerly, to the southeast corner of Lot 10, Block 1, McKay Park; thence north, along the east line of said Lot 10 to the northeast corner of said Lot 10; thence north 89° 30' west, to the southwest corner of Lot 7, Benson Subdivision, a plat of record; thence north, along the west line of said Benson Subdivision extended to the southerly right of way line of SW Denney Road; thence easterly, along the south right of way line of SW Denney Road to the point of intersection with the westerly right of way line of SW Scholls Ferry Road; thence southwesterly, along the westerly right of way line of SW Scholls Ferry Road to the northeast corner of Lot 1, Logan Square, a plat of record; thence north, 89° 45' west, along the north line of said Logan Square to the northwest corner of Lot 9; thence south 1° 16' west, along the west line of said Logan Square to the southwest corner of Lot 10; thence south, 89° 50' east, along the south line of said Logan Square to the westerly right of way line of SW Scholls Ferry Road; thence southwesterly, along the westerly right of way line of SW Scholls Ferry Road to the point of beginning.

ANX2005-0001
Parcel 4

That certain parcel of land located in the Southwest $\frac{1}{4}$ Southwest $\frac{1}{4}$, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point which bears south, $0^{\circ} 20'$ west, 1758.0 feet and north, $89^{\circ} 54'$ east, 990 feet and south, 144.46 feet from the northwest corner of Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon; thence south, 382.5 feet; thence east, 177.72 feet; thence north, $89^{\circ} 56' 30''$ east, 284.47 feet; thence north, $06^{\circ} 10'$ east, 154.14 feet; thence south, $78^{\circ} 48'$ east, to the westerly right of way line of SW Scholls Ferry Road; thence northeasterly, along the westerly right of way line of SW Scholls Ferry Road, 50 feet, more or less; thence north, $78^{\circ} 48'$ west, 203.43 feet; thence north, 145 feet, more or less; thence northwesterly, 37.22 feet; thence south, $89^{\circ} 58' 05''$ west, to the point of beginning.

ANX2005-0001
Parcel 5

That certain parcel of land located in the Southwest $\frac{1}{4}$ Northwest $\frac{1}{4}$, Section 26, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Brightfield Village Condominium, a plat of record in Washington County, Oregon.

ANX2005-0001
Parcel 6

That certain parcel of land located in the Northeast $\frac{1}{4}$ Southwest $\frac{1}{4}$, Section 26, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the intersection of the northerly right of way line of SW Hall Boulevard and the northwesterly right of way line of SW Oleson Road; thence northeasterly, along the northwesterly right of way line of SW Oleson Road; 33.51 feet; thence along a 403.10 foot radius curve to the right, 110.23 feet; thence continuing northeasterly, along said right of way line, 26.33 feet; thence north, $55^{\circ} 47' 30''$ east, 369.00 feet; thence north, $00^{\circ} 54' 20''$ east, 171.37 feet; thence north, $89^{\circ} 05' 40''$ west, 199.98 feet; thence north, 20 feet; thence north, $89^{\circ} 05' 40''$ west, 536.52 feet; thence west, 280.15 feet; thence west, 325.11 feet; thence south, to the northerly right of way line of SW Hall Boulevard; thence southeasterly, along the northerly right of way line of SW Hall Boulevard to the point of beginning.

ANX2005-0001
Parcel 7

That certain parcel of land located in the Southeast $\frac{1}{4}$ Southwest $\frac{1}{4}$, Section 32, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the intersection of the north right of way line of SW Snowy Owl Lane and the west right of way line of SW 155th Terrace; thence north, $89^{\circ} 32' 00''$ west, 147.96 feet, along the north right of way line of SW Snowy Owl Lane; thence north, 147.60 feet; thence south, $89^{\circ} 32' 00''$ east, to the west right of way line of SW 155th Terrace; thence south, along the west right of way line of SW 155th Terrace, 147.60 feet to the point of beginning.

ANX2005-0001
Parcel 8

That certain parcel of land located in the Southwest ¼, Section 32, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the west right of way line of SW 155th Terrace, said point also being the southeast corner of Tract "A" of Murray Ridge, a plat of record; thence westerly, along the south line of Murray Ridge to a point which is west, 26.22 feet from the southeast corner of Lot 17, Murray Ridge; thence south, 00° 00' 54" west, 532.82 feet to the north line of Sterling Park No. 5, a plat of record; thence easterly, along the north line of Sterling Park No. 5, Sterling Park No. 4, and Sterling Park No. 2, all plats of record, to the northeast corner of Lot 47, Sterling Park No. 2; thence south, along the east line of Sterling Park No. 2 to the northerly right of way line of SW Scholls Ferry Road; thence easterly, along the northerly right of way line of SW Scholls Ferry Road to the point of intersection with the west right of way line of SW 155th Terrace; thence north, along the west right of way line of SW 155th Terrace to the point of beginning.

ANX2005-0001
Parcel 9

That certain parcel of land located in the Northeast $\frac{1}{4}$ Northwest $\frac{1}{4}$, Section 5, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the northerly right of way line of SW Scholls Ferry Road which bears east, 47.85 feet from the southwest corner of Lot 39, Sterling Park No. 2; thence west, 307.85 feet to a point on the center line of SW Nuthatch Street; thence southwesterly, 215.09 feet to the northerly right of way line of SW Scholls Ferry Road; thence northeasterly, along the northerly right of way line of SW Scholls Ferry Road, 291.64 feet; thence continuing along said right of way line 30.38 feet; thence northwesterly, along said right of way line 9.81 feet; thence west, along said right of way line to the point of beginning.

ANX2005-0001
Parcel 10

That certain parcel of land located in the Northwest $\frac{1}{4}$ Northwest $\frac{1}{4}$, Section 5, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the south right of way line of Sterling Park No. 3, a plat of record, said point bearing west, 202.78 feet from the southeast corner of Lot 127 of said Sterling Park No. 3; thence south, 546.18 feet to the northerly right of way line of SW Scholls Ferry Road; thence northeasterly, along the northerly right of way line of SW Scholls Ferry Road, 400.50 feet; thence northwesterly, 400.49 feet to the point of beginning.

ANX2005-0001
Parcel 11

That certain parcel of land located in the Northwest $\frac{1}{4}$ Northwest $\frac{1}{4}$, Section 5, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point which bears west, 6.25 feet, and south, $01^{\circ} 02' 08''$ west, 352.02 feet from the southwest corner of Lot 133, Sterling Park No. 3, a plat of record; thence south, $01^{\circ} 02' 08''$ west, to the northerly right of way line of SW Scholls Ferry Road; thence northeasterly, along said northerly right of way line; 300 feet, more or less, to the point where said right of way line turns north; thence north, 267.78 feet; thence west, 219.50 feet to the point of beginning.

ANX2005-0001
Parcel 12

That certain parcel of land located in the Northeast $\frac{1}{4}$ Northwest $\frac{1}{4}$, Section 20, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the west right of way line of SW 155th Avenue, said point being south, $0^{\circ} 47'$ west, 242.35 feet from the point of intersection of the south right of way line of SW Davis Road and the west right of way line of SW 155th Avenue; thence north, $88^{\circ} 45'$ west, 181.01 feet; thence north, to the south right of way line of SW Davis Road; thence westerly, 260 feet, more or less, along the south right of way line of SW Davis Road; thence south $04^{\circ} 02'$ east, 202 feet, more or less; thence south, $88^{\circ} 41'$ east, 175 feet; thence south, $0^{\circ} 14'$ east, 280 feet, more or less; thence easterly, 236.5 feet to the west right of way line of SW 155th Avenue; thence north $0^{\circ} 47'$ east, along the west right of way line of SW 155th Avenue to the point of beginning.

ANX2005-0001
Parcel 13

That certain parcel of land located in the Northwest ¼, Section 20, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the westerly right of way line of SW 155th Avenue, said point being north, 153.83 feet, and easterly, 25.51 feet, and easterly, 140.07 feet, and easterly, 98.83 feet, and northwesterly, 62.21 feet from the intersection of the centerline of SW 156th Avenue and the north line of Willow Heights, a plat of record; thence westerly, 100.03 feet; thence westerly, 139.99 feet; thence west, 160.00 feet; thence westerly, 57.84 feet; thence westerly, along the arc of a 20 foot radius curve to the left, 25.62 feet; thence westerly, along the arc of a 50 foot radius curve to the right, 142.59 feet to a point on the east line of Burntwood No. 3, a plat of record; thence north, 00° 52' 30" west, 50.00 feet; thence north, 00° 52' 30" west, 203.93 feet; thence north, 0° 14' west, 1000 feet, more or less, to the southerly right of way line of SW Davis Road; thence easterly, along the southerly right of way line of SW Davis Road, 25 feet, more or less; thence south, 03° 19' east, 500 feet, more or less, thence south, 88° 48' east, 187.54 feet; thence south, 109.57 feet; thence south, 89° 13 east, 234 feet to the west right of way line of SW 155th Avenue; thence south, 0° 47' west, along said right of way line, 130 feet; thence north, 89° 13' west, 234 feet; thence south, 130 feet; thence south, 130 feet; thence south 89° 13' east, 244 feet to the westerly right of way line of SW 155th Avenue; thence southerly, along the westerly right of way line of SW 155th Avenue to the point of beginning.



CITY of BEAVERTON

Exhibit C

ORDINANCE NO. 4342

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

PETITION AND STAFF REPORT

TO: City Council **REPORT DATE:** February 18, 2005

HEARING

DATE: March 7, 2005

FROM: Community Development Department
Hal Bergsma, Planning Services Manager *HB*
Alan Whitworth, Senior Planner *Alan*

SUBJECT: South Beaverton Islands Annexation (ANX 2005-0001)

ACTIONS: Annexation to the City of Beaverton of 267 parcels located in islands in the southern part of Beaverton. The territory is shown on the attached maps and more particularly described by the attached legal description. The annexation of the territory is City initiated and is being processed under ORS 222.750 and Metro Code 3.09.050 as a legislative land use decision.

NAC: All of these parcels are currently within Neighborhood Association Committee (NAC) areas with two exceptions. The exceptions are the two areas north of Hall Blvd. and east of Scholls Ferry Road involving the Brightfield Village Condominium and the commercial area at Hall Blvd. and Oleson Road comprised of two tax lots (shown on Map 3). The Neighborhood Office recommends adding these areas to the Denney-Whitford NAC.

AREA: Approximately 89 acres

TAXABLE BM 50 ASSESSED VALUE: \$ 35,135,840

ASSESSOR'S REAL MARKET BUILDING VALUE: \$ 38,176,210

ASSESSOR'S REAL MARKET TOTAL VALUE: \$ 57,524,700

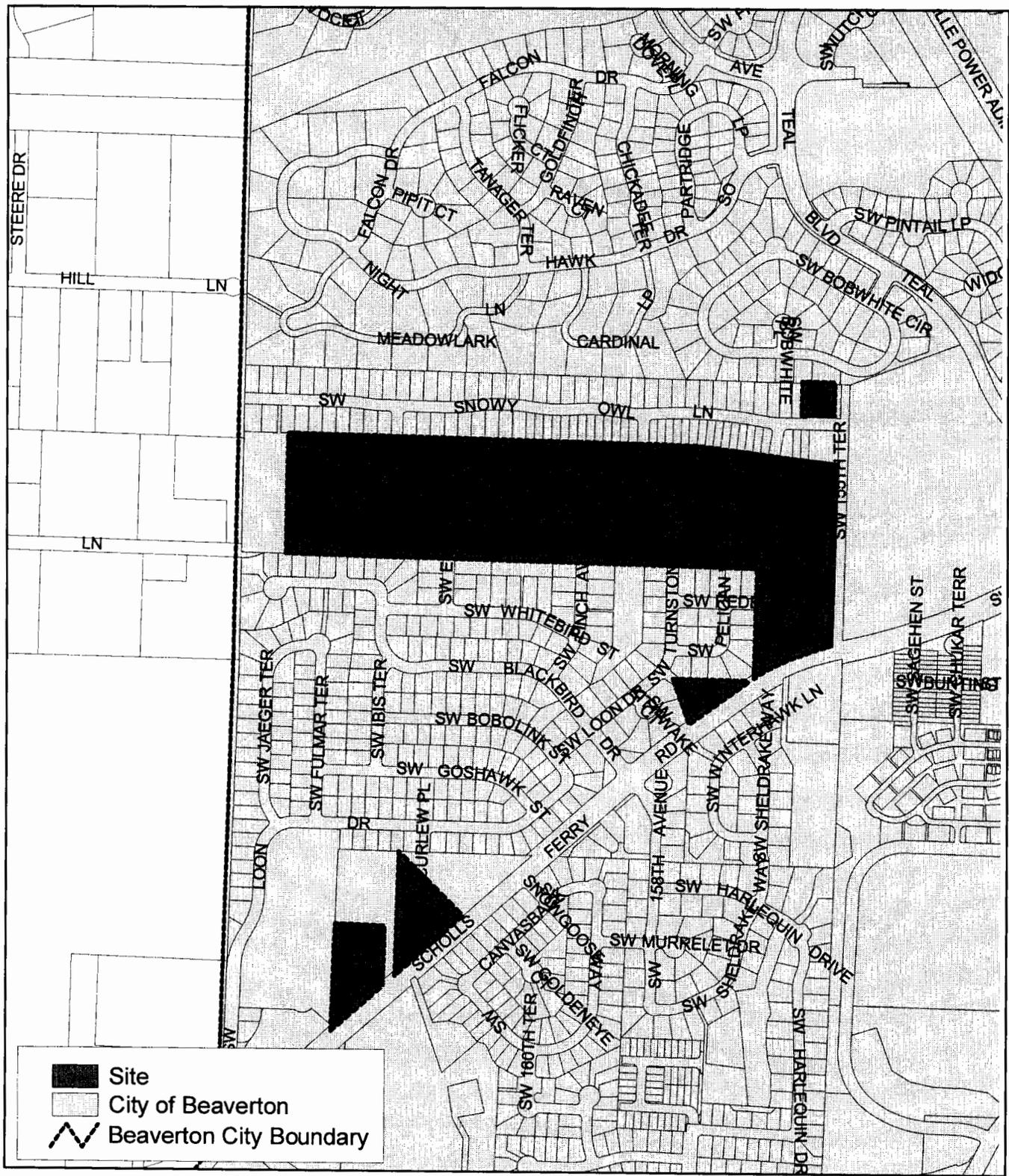
NUMBER OF TAX PARCELS: 267

RECOMMENDATION

Staff recommends the City Council adopt an ordinance annexing the referenced territory, adding three parcels not currently in a Neighborhood Association Committee (NAC) boundary to the Denney-Whitford NAC and withdrawing several parcels from the Tualatin Valley Water District 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

MAP "2"



-  Site
-  City of Beaverton
-  Beaverton City Boundary



South Beaverton Island Annexations
COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

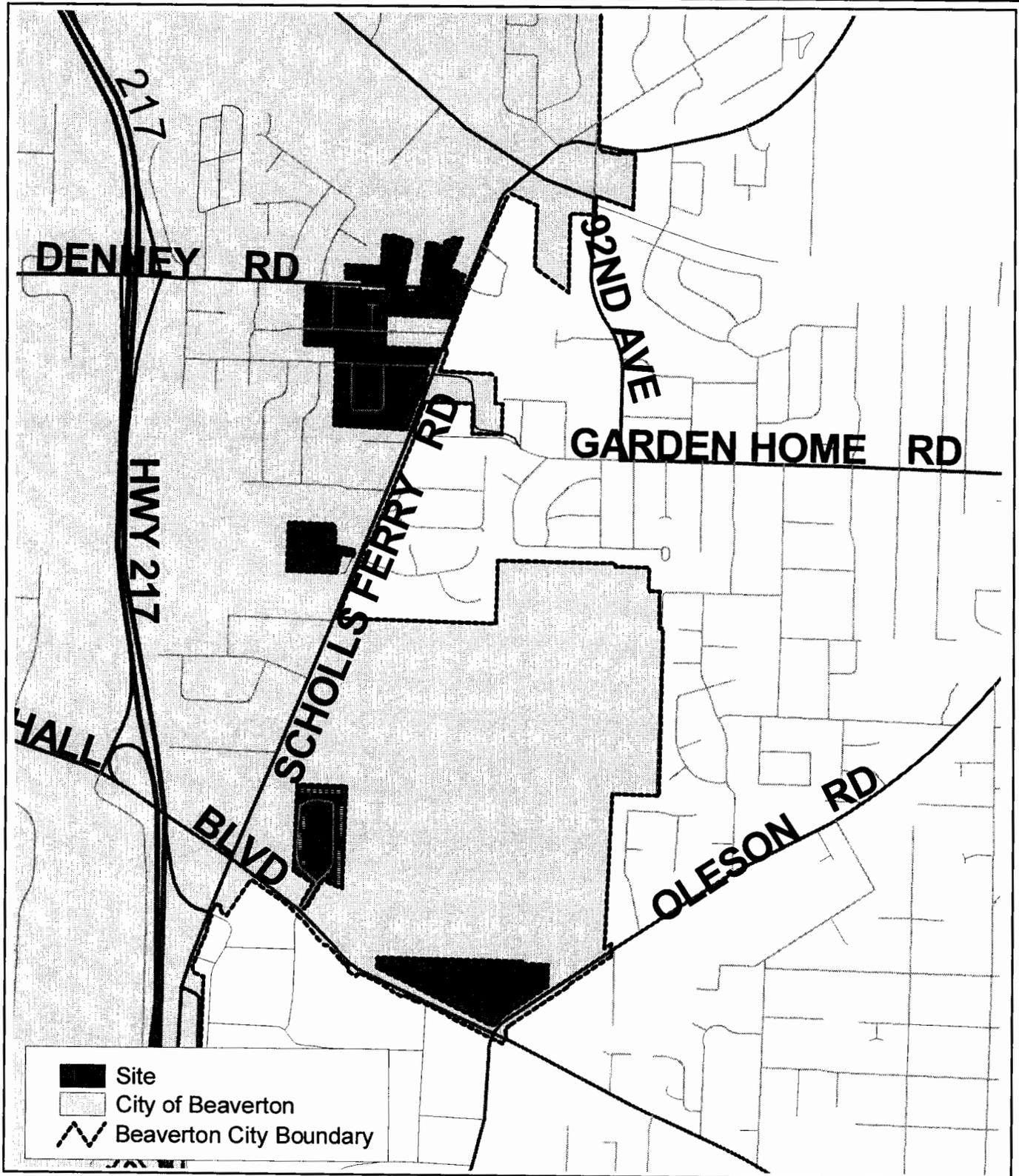
01/18/05
 Map #
 Various



ANX 2005-001

VICINITY MAP

MAP "3"



CITY OF BEAVERTON

South Beaverton Island Annexations
COMMUNITY DEVELOPMENT DEPARTMENT
Planning Services Division

01/18/05
Map #
Various



ANX 2005-0001

BACKGROUND

This is commonly referred to as an Island Annexation that is being processed under Oregon Revised Statutes Section 222.750 and Metro Code Chapter 3.09.

ORS 222.750 Annexation of unincorporated territory surrounded by city. When territory not within a city is surrounded by the corporate boundaries of the city, or by the corporate boundaries of the city and the ocean shore or a stream, bay, lake or other body of water, it is within the power and authority of that city to annex such territory. However, this section does not apply when the territory not within a city is surrounded entirely by water. Unless otherwise required by its charter, annexation by a city under this section shall be by ordinance or resolution subject to referendum, with or without the consent of any owner of property within the territory or resident in the territory.

The subject properties are within islands defined by the City's corporate limits. The City has chosen to annex the subject properties and not others in the city that are in islands based on guidance provided by the City Council provided through their adoption of Resolution No. 3802 (Exhibit A) on January 24, 2005.

ORS 222.120 requires a public hearing to allow the electors of the City to appear and be heard on the question. It requires notice to be published in a newspaper of general circulation for a period of two weeks and notice to be posted in four public places in the city for a similar period.

Metro Code Section 3.09.030 does not require a public hearing but does require waterproof posting of the notice in the general vicinity of the site and publishing notice in a newspaper of general circulation. The required notice to necessary parties and the posting are to be done at least 45 days prior to the date of decision. 3.09.050(b) requires the staff report to be available at least 15 days prior to the date of decision.

The request is to annex 267 tax parcels located in islands in the southern part of the City of Beaverton. The area proposed for annexation is approximately 74 acres.

Most of these parcels are currently within the Neighborhood Association Committee (NAC) boundaries. The exceptions are the two areas north of Hall Blvd. and east of Scholls Ferry Road involving the Brightfield Village Condominium development and the commercial area at Hall Blvd. and Oleson Road comprised of two tax lots (involving tax lot numbers 1S126BC90000, 1S126CA01200 and 1S126DB02700 that are shown on Map 3). The Neighborhood Office is recommending that these areas be added to the Denney-Whitford NAC.

MINIMUM REQUIREMENTS FOR PETITIONS

The following is from Metro Code:

3.09.040 Minimum Requirements for Petitions

(a) A petition for a boundary change shall be deemed complete if it includes the following information:

(1) The jurisdiction of the approving entity to act on the petition;

Finding: As defined by section 3.09.020(c) of the Metro Code, "Approving entity" means the governing body of a city, county, city-county or district authorized to make a decision on a boundary change, or its designee. ORS 222.111(2) states:

"A proposal for annexation of territory to a city may be initiated by the legislative body of the city, on its own motion, or by petition to the legislative body of the city by owners of real property in the territory to be annexed."

The Beaverton City Council directed the initiation of this annexation by its adoption of Resolution No. 3802 (Exhibit A). This annexation is allowed by ORS 222.750 without the consent of any owner of property within the territory or resident in the territory through ordinance adoption by the Council, subject to referendum.

(2) A narrative, legal and graphical description of the affected territory in the form prescribed by Metro Chief Operating Officer;

Finding: The Metro Chief Operating Officer has not prescribed a particular form for providing a narrative, legal and graphical description of a territory that would be affected by a proposed annexation. The practice has been to provide such information in a form prescribed by the State Department of Revenue. Consistent with Department of Revenue requirements, maps of the affected territory are included as pages three to five of this petition/report, a narrative legal is attached to this petition/report (Exhibit B), and marked tax maps are in the project file. This complies with the requirements of Metro, the Oregon Department of Revenue, and the Oregon Secretary of State's Office.

(3) For minor boundary changes, the names and mailing addresses of all persons owning property and all electors within the affected

territory as shown in the records of the tax assessors and county clerk;

Finding: A list of the names and mailing addresses of all persons owning property (Exhibit C) and a list of all electors within the affected territory as shown in the records of the Washington County Assessment and Taxation Department (Exhibit D) are in the file.

- (4) A listing of the present providers of urban services to the affected territory;

Finding: According to Metro Code Section 3.09.020(m), “ ‘Urban services’ means sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit.” Sanitary sewers lines are presently provided by and maintained by the City of Beaverton and Clean Water Services. Treatment is provided by Clean Water Services. Potable water is presently provided by the Tualatin Valley Water District and the City of Beaverton. Fire protection and emergency medical service is presently provided by Tualatin Valley Fire and Rescue. Parks, open space, and recreation services are presently provided by Tualatin Hills Park and Recreation District for those parcels that are in the District. Public streets and roads are presently maintained by Washington County (funding is provided by the Urban Road Maintenance District) and the City of Beaverton. Street lighting is provided by the Washington County Street Lighting District for those properties that are in the District. Mass transit is provided by TRI-MET.

- (5) A listing of the proposed providers of urban services to the affected territory following the proposed boundary change;

Finding: Pursuant to a July 1, 2004 intergovernmental agreement between the City of Beaverton and Clean Water Services, as of July 1, 2005 sanitary sewer pipes in the proposed annexation area that are smaller than 24-inches in diameter will be maintained by the City of Beaverton and pipes equal to or greater than 24-inches in diameter will be maintained by Clean Water Services. Clean Water Services will also provide sewage treatment. Potable water will be provided by the City of Beaverton or Tualatin Valley Water District, depending on the location of a subject property, pursuant to an intergovernmental agreement between the City and TVWD as interpreted by staff of the two jurisdictions. Fire protection and emergency medical service will be provided by Tualatin Valley Fire and Rescue. Parks, open space, and recreation services will be provided by Tualatin Hills Park and Recreation District for those parcels that are within the District. SW Scholls Ferry Road, SW Hall Blvd. and SW Oleson Road in the

areas of annexation are County maintained Arterials and will remain County maintained after annexation. SW Nora Road in the area of annexation is a City maintained Arterial and will remain City maintained after annexation. SW 155th Avenue, SW Davis Road and SW Denney Road are City maintained Collectors and will remain City maintained after annexation. Maintenance of all public local streets in the areas being annexed, which are not currently maintained by the City, will transfer to the City of Beaverton through a different process. The City of Beaverton will maintain all public street lights in the areas being annexed. Mass transit will continue to be provided by TRI-MET.

(6) The current tax assessed value of the affected territory; and

Findings: The current Ballot Measure 50 assessed value of the affected territory is \$35,135,840. A spreadsheet listing tax lot identification number, approximate acreage, Ballot Measure 50 value, real market building value and total real market value is attached as Exhibit E. This information is based on information from the Washington County Assessment and Taxation Department.

(7) Any other information required by state or local law.

Findings: No other information is required by state or local law.

(b) A City or county may charge a fee to recover its reasonable costs to carry out its duties and responsibility under this chapter.

Findings: The City of Beaverton has chosen not to charge a fee for annexations.

EXISTING CONDITIONS

SERVICE PROVISION:

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

- The City has entered into ORS Chapter 195 cooperative agreements with Washington County, Tualatin Valley Fire and Rescue District, Tualatin Hills Park 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 properties proposed for annexation by this application are within those areas.

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. Sheriff's protection will be withdrawn and the City will provide police service upon annexation. In practice whichever 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 this area. 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: The area is adequately served by sanitary sewer at this time. As the area redevelops at higher density the issue of sanitary sewer will be dealt with through the development review process. If the area is annexed the City of Beaverton will take over maintenance of sanitary sewer pipes smaller than 24-inches in diameter and Clean Water Services will continue to maintain the larger pipes and provide sewage treatment. Upon annexation the City will be responsible for billing.

WATER: Tualatin Valley Water District (TVWD) or the City of Beaverton provide water service to the various areas. 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 the City would only withdraw property, upon annexation, from the District that has been agreed to. In compliance with that agreement the City of Beaverton will withdraw the following parcels from the District: parcels identified on tax map 1S120BA as lots 01000, 01200, 01400, 01500 and 01700; tax map 1S120BD as lots 00100 and 00200; tax map 1S123BC as lots 00100 and 00200; tax map 1S123BD as lots 00800, 01000, 01200, 02800, 02900 and 03000; and tax map 1S129CB as lot 00700. See Exhibit F for further information regarding the withdrawal. TVWD or the City of Beaverton will provide service, maintenance and perform billing for the respective agreed to areas.

STORM WATER DRAINAGE: The area is adequately served by storm sewers and drainage at this time. As the area redevelops at higher density the issue of storm drainage will be dealt with through the development review process. After annexation maintenance and billing responsibility will transfer to the City.

STREETS and ROADS: NW Scholls Ferry Road, SW Hall Blvd. (in the area being annexed), and SW Oleson Road are County maintained Arterials and will remain County maintained for the foreseeable future. SW Nora Road is a City maintained Arterial and will remain City maintained. SW 155th Avenue, SW Davis Road and SW Denney Road are City maintained Collectors and will remain City maintained. All public local roads being annexed will become City maintained in the future through a different process.

SCHOOLS: The proposed annexation is within the Beaverton School District. Neither services nor district boundaries will be affected by the proposed annexation.

PARKS: Nine parcels included in this proposed annexation are not in the Tualatin Hills Park & Recreation District, but all of the remaining 258 parcels are in the District. Neither services nor district boundaries will be affected by the proposed annexation. The nine parcels not within the District have the option to be annexed to the District.

PLANNING, ZONING and BUILDING: Washington County currently provides long-range planning, development review and building inspection for the subject properties. 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 will be applied in a separate action.

PUBLIC INVOLVEMENT

Consistent with Metro Code Section 3.09.030, the City sent notice of the proposed annexation on December 22, 2004 (more than 45 days prior to the hearing date) to all necessary parties including Washington County, Metro, affected special districts and County service districts. Additionally, fifteen weatherproof signs with the notice mailed to the necessary parties attached were posted in the general vicinity of the affected territory. Affidavits of mailing and posting, including information on the locations where the weatherproof signs were posted, are in the case file for this proposed application.

In compliance with ORS 222.120, notice of the hearing will be published once each week for two successive weeks prior to the day of the hearing in the Beaverton Valley Times newspaper; and notices of the proposed annexation will be posted in four public places in the city (at the Beaverton Post Office, the Beaverton City Library, the Beaverton City Hall, and in the lobby of the administrative offices of the Tualatin Hills Park and Recreation District) for a like period. Evidence that this notification was provided will be available at the public hearing.

Although not required by Metro Code or State statute, the City also sent the notice mailed to the necessary parties to the following parties at least 45 days in advance of the March 28, 2005 anticipated date of decision:

- the property owners of record in the subject area as shown on the most recent property tax assessment roll of the Washington County Department of Assessment and Taxation; and
- The West Beaverton, Sexton Mountain, Neighbors Southwest and Denney/Whitford Neighborhood Association Committees and the Aloha/Reedville/Cooper Mountain, West Slope/Raleigh Hills/Garden Home and Metzger Citizen Participation Organizations; interested parties as set forth in City Code Section 9.06.035.

The mailed notice and a copy of this petition/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 Section 3.09 (Local Government Boundary Changes). Metro Code Section 3.09.050 includes the following minimum criteria for annexation decisions of this type:

3.09.050 Uniform Hearing and Decision Requirements for Final Decisions Other Than Expedited Decisions

(a) The following minimum requirements for hearings on decisions operate in addition to all procedural requirements for boundary changes provided for under ORS chapters 198, 221 and 222. Nothing in this chapter allows an approving entity to dispense with a public hearing on a proposed boundary change when the public hearing is required by applicable state statutes or is required by the approving entity's charter, ordinances or resolutions.

Findings: A public hearing has been scheduled and noticed for March 7, 2005.

3.09.050 (b) Not later than 15 days prior to the date set for a decision, the approving entity addresses the criteria in subsections (d) and (g) below, and that includes at a minimum the following:

(1) The extent to which urban services presently are available to serve the affected territory including any extra territorial extensions of service;

Findings: Urban Services are defined by Metro Code Section 3.09.020(m) as "...sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit." These areas are currently served by sanitary sewers. As of July 1, 2005, the City of Beaverton will take over maintenance of all pipes less than 24-inches in diameter pursuant to an "Intergovernmental Agreement between the City of Beaverton and Clean Water Services" entered into as of July 1, 2004. These areas are served by Tualatin Valley Water District or the City of Beaverton and there is adequate capacity to continue providing potable water to these areas. Fire protection is provided by Tualatin Valley Fire and Rescue which is the provider for the entire City of Beaverton and they have the capacity to serve the area. Parks, open space and recreation are provided by the Tualatin Hills Park and Recreation District which will continue to provide those services for those parcels that are within the District. The areas are served by SW Scholls Ferry Road, SW Hall Blvd., SW Oleson Road and SW Nora Road which are classified as Arterials. SW 155th Avenue, SW Davis Road and SW Denney Road are classified as Collectors. The areas being annexed are also served by the following local roads; SW 155 Terrace, SW Cynthia Street, SW Snowy Owl Lane, SW Heather Lane, SW Bonnie Lane, SW Brae

Drive, SW 100th Terrace and SW 99th Place. The road system is adequate to handle current development. The impacts of new development proposals will be addressed in the development review process. TRI-MET provides bus service to the area.

- (2) A description of how the proposed boundary change complies with any urban service provider agreements adopted pursuant to ORS 195.065 between the affected entity and all necessary parties;

Findings: 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. These agreements follow a standard format, and prescribe coordination of the planning and development activities of the parties through notification to provide each with the opportunity to participate, review and comment on proposed comprehensive plan and land use regulation amendments and development actions requiring individual notice to property owners, as well as other specified activities. Annexations are not listed as actions that require notification of the other parties to the cooperative agreements. In fact, annexations are defined as not being development actions or land use regulation amendments. Therefore, the ORS Chapter 195 cooperative agreements listed above do not appear to be relevant to this proposed annexation.

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. The agreement defines long-term service areas for each party, independent of whether the area is in or outside the City. Some of the subject areas are defined as being within TVWD's long-term service area and some of the areas are in Beaverton's long-term service area. In furtherance of that agreement several parcels will be withdrawn from TVWD. 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 properties proposed for annexation by this application are within those areas. No other ORS Chapter 195 Urban Service Agreements have been executed that would affect this proposed annexation.

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 subject areas as being 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. A letter from Gary Brentano, Director of the Beaverton Operations Department, to Robert Cruz, Deputy General Manager of Clean Water Services dated December 21, 2004 notes that the City is engaged in efforts to annex a number of islands within City boundaries that are expected to continue into 2005, and that the City wishes to provide service to all areas annexed by the City by July 1, 2005. According to Mr. Brentano, subsequent discussions with Clean Water Services staff members confirm that sanitary sewers less than 24" in diameter and the storm drainage system in the areas proposed for annexation by this application will become the City's maintenance responsibility as of July 1 of 2005 if the proposed annexation is approved.

(3) A description of how the proposed boundary change is consistent with the comprehensive land use plans, public facility plans, regional framework and functional plans, regional urban growth goals and objectives, urban planning agreements and similar agreements of the affected entity and of all necessary parties;

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 it appears at the scheduled March 7, 2005 hearing on the proposal and states reasons why they believe the boundary change is inconsistent with the approval criteria (see Metro Code section 3.09.050(c)).

- ***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 three relevant Community Plans that includes the subject properties, and was unable to identify any provision relating to this proposed annexation. None of the subject properties are in areas of Special Concern.

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. The only relevant urban services defined by Metro Code Section 3.09.020(m) that will change subsequent to annexation are the maintenance of sanitary sewer lines under 24" in diameter, the maintenance of roads, and the agreed upon withdrawal of several parcels from the Tualatin Valley Water District.

The change in sanitary sewer line maintenance is consistent with the aforementioned IGA between the City and Clean Water Services, which in turn is consistent with facilities master plans of both agencies.

The change in road maintenance is not specifically prescribed by any element of the Beaverton Comprehensive Plan or the Washington County Comprehensive Plan, but an understanding in 2002 between the Manager of the Washington County Operations Division, which currently maintains local, collector and arterial roads through the County's Urban Road Maintenance District, and the Director of the City's Operations Department, generally defines the conditions under which the City would assume maintenance responsibility subsequent to annexation. The proposed annexation should not adversely affect the Urban Road Maintenance District. Although revenues received by the District may be reduced slightly as a result of the annexation, the District's maintenance costs will also be reduced by the City assuming road maintenance in the areas. Policy 6.2.7(g) of the City's Comprehensive Plan is to "Provide adequate funding for maintenance of the capital investment in transportation facilities." According to the Transportation Element of the Comprehensive Plan (page VI-62), the majority of the City's gas tax revenues are used for maintenance. "The City's pavement management program tracks pavement condition so

that repairs can be made at an optimum time in pavement life. Pavement management projects are scheduled and funded through the City's capital improvement plan."

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

The regional framework plan, functional plan, and regional urban growth goals and objectives: These Metro documents do not specifically address minor boundary changes of this type.

The Washington County – Beaverton Urban Planning Area Agreement: Adopted in 1989, this agreement does not contain provisions relating to annexations, other than (1) calling for execution of a memorandum of understanding outlining the methodology for transferring County records regarding land use activities to the City after annexation; (2) calling for execution of a memorandum of understanding outlining responsibilities for collection of fees, inspections and drainage districts on platted subdivisions annexed to the City; and (3) prescribing that when the City applies plan and zoning designations subsequent to annexation that a table in the agreement be followed in determining which to apply based on existing County designations, or that the most similar designation be applied. The City has drafted a memorandum of understanding on records transfer and submitted it to the County consideration, and the City will also enter into a memorandum of understanding regarding fees collection and inspections if necessary (drainage maintenance districts are no longer used by Washington County). It has been the City's practice in the past to comply with the provision relating to the application of City plan and zone designations, through a subsequent process that will be done in this case if the area is annexed.

As discussed previously in this report, this annexation is consistent with all other agreements that the City is party to relating to annexations.

(4) Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party; and

Findings: The affected territory will be withdrawn from the Enhanced Sheriff's Patrol District (ESPD), the Urban Road Maintenance District (URMD), and those properties that are in the Street Lighting District will be withdrawn from the District. In addition, parcels identified on tax map 1S120BA as lots 01000, 01200, 01400, 01500 and 01700; tax map 1S120BD as lots 00100 and 00200; tax map 1S123BC as lots 00100 and 00200; tax map

1S123BD as lots 00800, 01000, 01200, 02800, 02900 and 03000; and tax map 1S129CB as lot 00700 are to be withdrawn from the Tualatin Valley Water District. The subject territory will not be withdrawn from the legal boundary of any other necessary party by this action.

(5) The proposed effective date of the decision.

Findings: The effective date for this annexation is thirty (30) days after the Mayor's signature on the ordinance or the date the records of the annexation are filed with the Secretary of State (ORS 222.180), which ever is later.

3.09.050 (c) In order to have standing to appeal a boundary change to Section 3.09.070 a necessary party must appear at the hearing in person or in writing and state reasons why the necessary party believes the boundary change is inconsistent with the approval criteria. A necessary party may not contest a boundary change where the boundary change is explicitly authorized by an urban services agreement adopted pursuant to ORS 195.065. At any public hearing, the persons or entities proposing the boundary change shall have the burden to prove that the petition meets the criteria for a boundary change.

Findings: This section of Metro Code is included in this report for information only. It is not a criterion for decision. The City of Beaverton is the entity proposing this boundary change, and acknowledges that it has the burden to prove that the petition meets relevant criteria. The purpose of this petition/staff report is to prove that the relevant criteria for a boundary change under Metro Code have been met.

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: Existing agreements relevant to this annexation are discussed in findings above addressing Section 3.09.050(b)(2) of the Metro Code. 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 discussions 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 two agreements that reference ORS 195.065

with Tualatin Valley Water District and Washington County and this proposed action is consistent with those agreements, as explained in the findings above addressing Metro Code Section 3.09.050(b)(2).

(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 acknowledged Washington County – Beaverton Urban Planning Area Agreement (UPAA) does not contain provisions directly applicable to City decisions regarding annexation. As explained previously in this report, in findings addressing Metro Code Section 3.09.050(b)(3), 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. Findings discussing other relevant agreements, and demonstrating that the proposed annexation is consistent with those agreements, are located in the findings of this report addressing Metro Code Section 3.09.050(b)(2).

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

Findings: The City of Beaverton Comprehensive Plan Policy 5.3.1.d states: “The City shall seek to eventually incorporate its entire Urban Services Area.” The subject property is within Beaverton’s Assumed Urban Services Area and annexing it furthers this policy. There are no other specific directly applicable standards or criteria for boundary changes in Beaverton’s Comprehensive Plan, Washington County’s Comprehensive Plan, or the Public Facilities Plans of either jurisdiction and, therefore, this criterion is met.

(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 petition/staff report contains information addressing how the provision of public facilities and services to the subject area would be affected by this annexation. As noted previously in this report, only three legally relevant urban services would change as a result of the proposed annexation, the maintenance of sanitary sewer pipes under 24" in diameter, the maintenance of roads in the area, and the provision of potable water for parcels identified on tax map 1S120BA as lots 01000, 01200, 01400, 01500 and 01700; tax map 1S120BD as lots 00100 and 00200; tax map 1S123BC as lots 00100 and 00200; tax map 1S123BD as lots 00800, 01000, 01200, 02800, 02900 and 03000; and tax map 1S129CB as lot 00700. The City would also assume primary responsibility for police protection, maintenance of storm drainage facilities, maintenance of street lights, and planning, development review and building permit issuance.

The City has sufficient staff and budgetary resources to accommodate the provision of the public facilities and services, for which it would be responsible, to the subject area. The City's 2004-2005 Fiscal Year (FY) tax rate is approximately \$4.10 per thousand dollars of assessed property value, including the tax rate for bonded debt. The FY 2004-2005 tax rate, excluding bonded debt, is \$3.68 which is less than the City's authorized tax rate of \$4.62 authorized under State Ballot Measure 50 in 1997. This allows the City to generate more property tax revenues if needed to provide public facilities and services in a timely and orderly manner. The Beaverton City Council, however, is careful to balance the need to provide city facilities and services at an adequate level with the need to be good stewards of the taxpayers' money. The City Council has set eight goals for the City. Three of those goals that are relevant to this discussion are:

- Use City resources efficiently to ensure long-term financial stability;*
- Continue to plan for, improve and maintain the City's infrastructure;*
and
- Provide responsive, cost effective service to the community.*

One service that the City is especially concerned about providing at a high level is police protection. As a result of the passage of City Ballot Measure 34-52 in 1996, the City has maintained a ratio of approximately 1.5 police officers per thousand population. This contrasts with a ratio of approximately 1.0 officers per thousand population in the County's Enhanced Sheriff's Patrol District (ESPD), which presently encompasses the subject areas. Partly because of this higher number of police officers per thousand population, in addition to other factors such as the present location of several high value industrial and commercial properties just outside the city but in the ESPD and the Urban Road Maintenance District (URMD), the City's tax rate is higher than the rate presently paid to those

special districts. After annexation, area property owners would pay approximately \$2.72 more per thousand dollars in assessed valuation than they presently do, based on FY 2004-2005 tax rates. A decrease in the differential is possible in future years if higher value properties are annexed to the City and removed from the ESPD and URMD.

Based on the above information, staff concludes that the proposed annexation will not interfere with the timely, orderly and economic provision of public facilities and services, and that the City is financially able to provide the urban services that it will take over from CWS and the County. Staff is not aware of any evidence that such a takeover will interfere with County's ability to continue to provide those services to areas remaining within the jurisdiction of the County's Urban Road Maintenance District or Enhanced Sheriff's Patrol District.

(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 under criterion number (3) above. The applicable Comprehensive Plan policy cited under criterion 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 (Exhibit G to this Petition/Staff Report) adopted by resolution and this proposed annexation is consistent with those policies. Staff finds this annexation with no associated development or land use approvals is consistent with State and local laws for the reasons stated above.

3.09.050 (e) When there is no urban service agreement adopted pursuant 195.065 that is applicable, and a boundary change decision is contested by a necessary party, the approving entity shall also address and consider, information on the following factors in determining whether the proposed boundary change meets the

criteria of Sections 3.09.050(d) and (g). The findings and conclusions adopted by the approving entity shall explain how these factors have been considered.

Findings: There is no permanent comprehensive urban service agreement adopted pursuant to ORS 195.065 that is applicable to this area. At the time this staff report was completed, however, no necessary party had contested the proposed annexation. Nevertheless, staff has chosen to briefly address each of the applicable factors below, reserving the right to supplement the findings for each factor if the boundary change decision is contested by a necessary party.

- (1) The relative financial, operational and managerial capacities of alternative providers of the disputed urban services to the affected area;

Findings: Metro Code [3.09.020(m)] and Oregon Revised Statutes 195.065(4) defines "Urban Services" as meaning sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit. The providers of these urban services are not in dispute for the area proposed for annexation if the annexation and the withdrawal of several parcels from TVWD are approved, and there is no evidence that their financial, operational and managerial capacities to serve the area are inadequate.

- (2) The quality and quantity of the urban services at issue with alternative providers of the urban services, including differences in cost and allocations of costs of the services and accountability of the alternative providers;

Findings: The only providers of legally relevant urban services that will change as a result of this proposed annexation are providers of maintenance of sanitary sewers and local roads and water service. Sanitary sewer maintenance responsibility for pipes smaller than 24 inches in diameter will shift from Clean Water Services to the City's Operations Department. Maintenance of local roads in the area will be transferred, by separate action, from the Washington County Department of Land Use and Transportation to the City's Operations Department. Potable water for parcels identified on tax map 1S120BA as lots 01000, 01200, 01400, 01500 and 01700; tax map 1S120BD as lots 00100 and 00200; tax map 1S123BC as lots 00100 and 00200; tax map 1S123BD as lots 00800, 01000, 01200, 02800, 02900 and 03000; and tax map 1S129CB as lot 00700 will transfer to the City of Beaverton. There is no evidence that the quality or quantity of these services will be reduced as a result of the proposed annexation, or that there will be significant differences in their cost, allocation of costs or the accountability of the alternative providers.

- (3) Physical factors related to the provision of urban services by alternative providers;

Findings: *As noted above, the only providers of legally relevant urban services that will change as a result of this proposed annexation are providers of maintenance of sanitary sewers and roads and water service. There is no evidence of physical factors that would adversely affect the City's ability to provide these services as compared to the present providers.*

- (4) For proposals to create a new entity the feasibility of creating the new entity.

Findings: *No new entity is proposed and this criterion is not applicable.*

- (5) The elimination or avoidance of unnecessary duplication of facilities;

Findings: *The City of Beaverton has previously taken action to eliminate and avoid the unnecessary duplication of facilities. Beaverton has annexed itself to the Tualatin Valley Fire and Rescue District because it was determined that the District could provide services and operate its facilities at a higher economy of scale. For the same reason, virtually all of Beaverton is in the Tualatin Hills Park and Recreation District. Beaverton is part of Washington County Cooperative Library System, allowing use of the City's highly rated library by all county residents, and use of other library facilities in the county by City residents. As previously discussed, pursuant to an intergovernmental agreement the City works cooperatively with Clean Water Services to maintain sanitary sewer pipes less than 24" in diameter within the City limits as well as to maintain certain storm water management facilities. The City of Beaverton is a member of the Joint Water Commission (JWC), an intergovernmental group whose members also include Hillsboro, Forest Grove, and the Tualatin Valley Water District, which has jointly developed and operates water reservoirs and transmission lines. This proposed annexation will not create any duplication of facilities.*

- (6) Economic, demographic and sociological trends and projections relevant to the provision of the urban services;

Findings: *Washington County has placed several different zoning designations on these properties. These designations were determined after studying the economic, demographic and sociological trends and the infrastructure capacity. The City has previously cooperated with the County and other affected local governments in planning for this area's projected growth and development. There is no evidence that the City of*

Beaverton will be unable to provide the urban services as already planned for by the City and County. Washington County's designations will remain on these parcels until the City converts them to the City of Beaverton's most similar designations as set forth in the Urban Planning Area Agreement.

(7) Matching the recipients of tax supported urban services with the payers of the tax;

Findings: The Beaverton Police Department responds to emergency calls outside of the City limits. Beaverton provides approximately 1.5 police officers per 1,000 population compared to Washington County's Enhanced Sheriff Patrol District which provides approximately 1.0 deputies per 1,000 population. The City is providing police protection to these unincorporated islands and receiving no revenues in return. This annexation will provide tax revenues to support this service.

(8) The equitable allocation of costs to alternative urban service providers between new development and prior development; and

Findings: As explained above, as a result of the proposed annexation the City will take over maintenance of public local roads and sanitary sewer pipes under 24-inches in diameter, and become the water provider for several lots. No other relevant urban service providers will change. Washington County will have to bring County maintained local roads up to an agreed to standard, if they are not currently, before the City will accept maintenance responsibility. There is no evidence that the changes in service provision that would result from the proposed annexation will result in an inequitable allocation of costs to the previous service providers of the specified services and the City between new development and prior development.

(9) Economies of scale.

Findings: The City of Beaverton's current boundaries create an inefficient situation for provision of urban services. The City of Beaverton believes it is the logical provider of services for its assumed urban service area, including the area that is the subject of this proposed annexation. There is no evidence that the City cannot offer the services for which it will be responsible in the area after annexation at an economy of scale that meets or exceeds that which is available to present service providers.

(10) Where a proposed decision is inconsistent with an adopted intergovernmental agreement, that the decision better fulfills the criteria of Section 3.09.050(d) considering Factors (1) through (9) above.

Findings: There is no evidence that the proposed annexation of the subject territory is inconsistent with the various intergovernmental agreements relating to annexation that the City of Beaverton is party to.

3.09.050 (f) A final boundary change decision by an approving entity shall state the effective date, which date shall be no earlier than 10 days following the date that the decision is reduced to writing, and mailed to all necessary parties. However, a decision that has not been contested by any necessary party may become effective upon adoption.

Findings: The effective date for this annexation is recommended to be 30 days after the mayor signs an ordinance adopted by the City Council approving the annexation or the date the ordinance is submitted to the Secretary of State, by Metro, as provided in ORS 222.180 and Metro Code 3.09.030(e), which ever is later.

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 proposed annexation because the territory in question has been inside of the Portland Metro Urban Growth Boundary since the boundary was created.

CONCLUSION

Based on the information and findings in this petition and staff report, staff concludes that the proposed annexation should be approved by the Council through adoption of a City ordinance.

Exhibits:

- A. Resolution No. 3802
- B. Legal Description
- C. List of Property Owners
- D. List of Electors
- E. A spreadsheet listing tax lot identification numbers, approximate acreage, Ballot Measure 50 value, real market building value and total real market value
- F. Memorandum Regarding Withdrawal of Territory from Tualatin Valley Water District
- G. Resolution No. 3785

EXHIBIT A
RESOLUTION 3802

RESOLUTION NO. 3802

**A RESOLUTION DIRECTING CITY INITIATION OF
ANNEXATION OF TERRITORY**

WHEREAS, the City of Beaverton has adopted Urban Service Area and Corporate Limits Annexation Policies; and

WHEREAS, the City's progress toward annexing its assumed urban services area has been slow; and

WHEREAS, previous incremental annexations have resulted in City limits that are odd and create confusion about their location, with many unincorporated "islands" surrounded by properties within the City; and

WHEREAS, the City desires to create more logical boundaries and create complete incorporated neighborhoods; and

WHEREAS, a more assertive policy toward annexation of certain types of properties could improve the City's ability to provide services to its residents efficiently and at a reasonable cost; and

WHEREAS, a more assertive annexation policy could result in more City control of development in adjacent unincorporated areas that could affect the City; and

WHEREAS, the Washington County 2000 policy is to have all urban unincorporated areas annexed by cities over time; and

WHEREAS, the City of Beaverton and Washington County have entered into an intergovernmental agreement defining an Interim Urban Services Plan and Map specifying the City's future annexation area over the next ten years; and

WHEREAS, the City is now identifying particular areas to implement the adopted Annexation Policies; therefore,

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

Council directs the Mayor to pursue the annexation of territory identified on the maps attached hereto as Exhibits A, B, and C to this resolution.

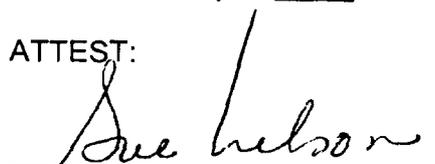
Adopted by the Council this 24th day of January, 2005.

Approved by the Mayor this 25th day of JANUARY, 2005.

Ayes: 5

Nays: 0

ATTEST:


SUE NELSON, City Recorder

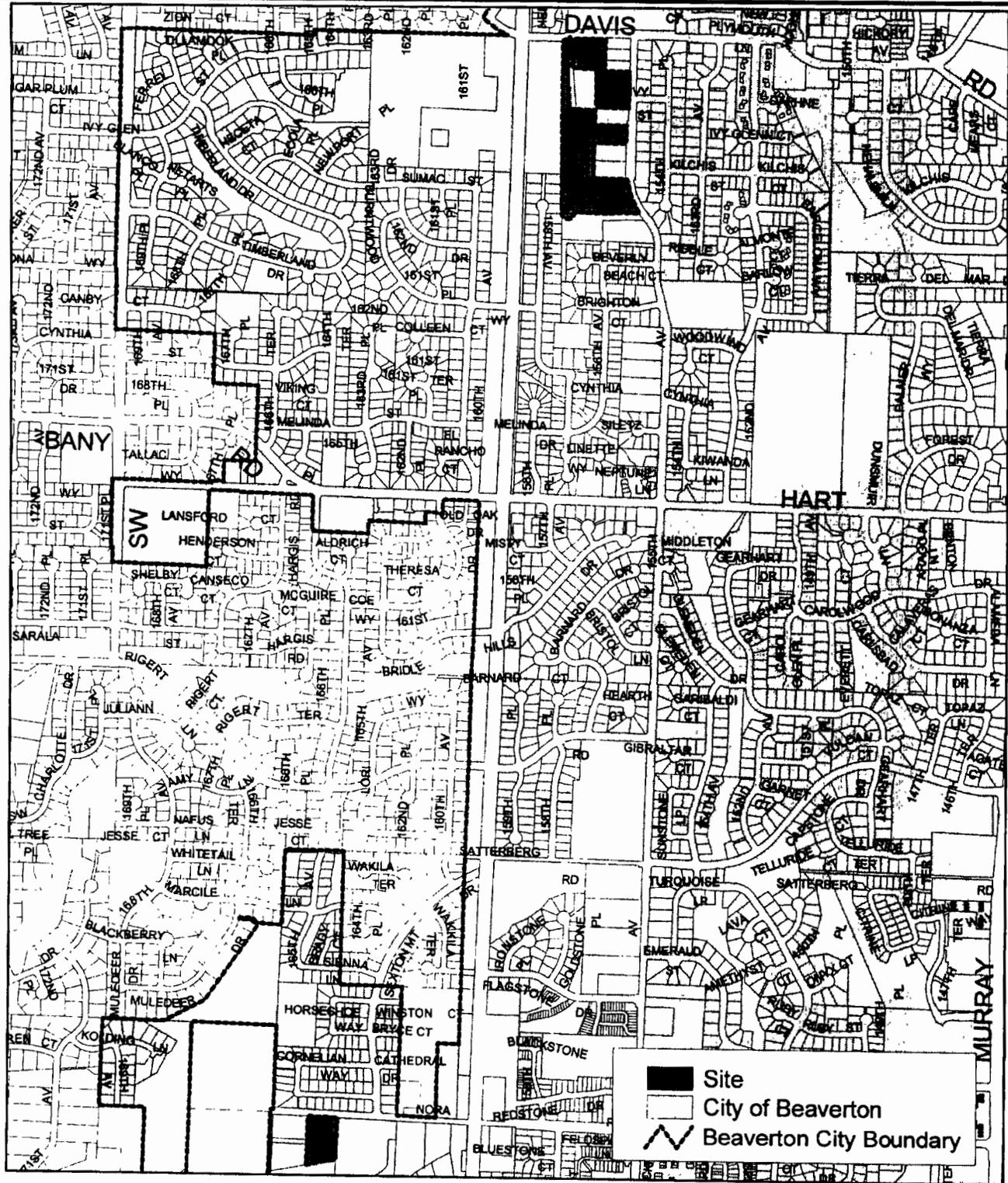
APPROVED:


ROB DRAKE, Mayor

VICINITY MAP

Resolution
No. 3802

EXHIBIT "A"



Site
 City of Beaverton
 Beaverton City Boundary



CITY OF BEAVERTON

South Beaverton Island Annexations
 COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

01/18/04

Map #
1S120BA &
1S129BC

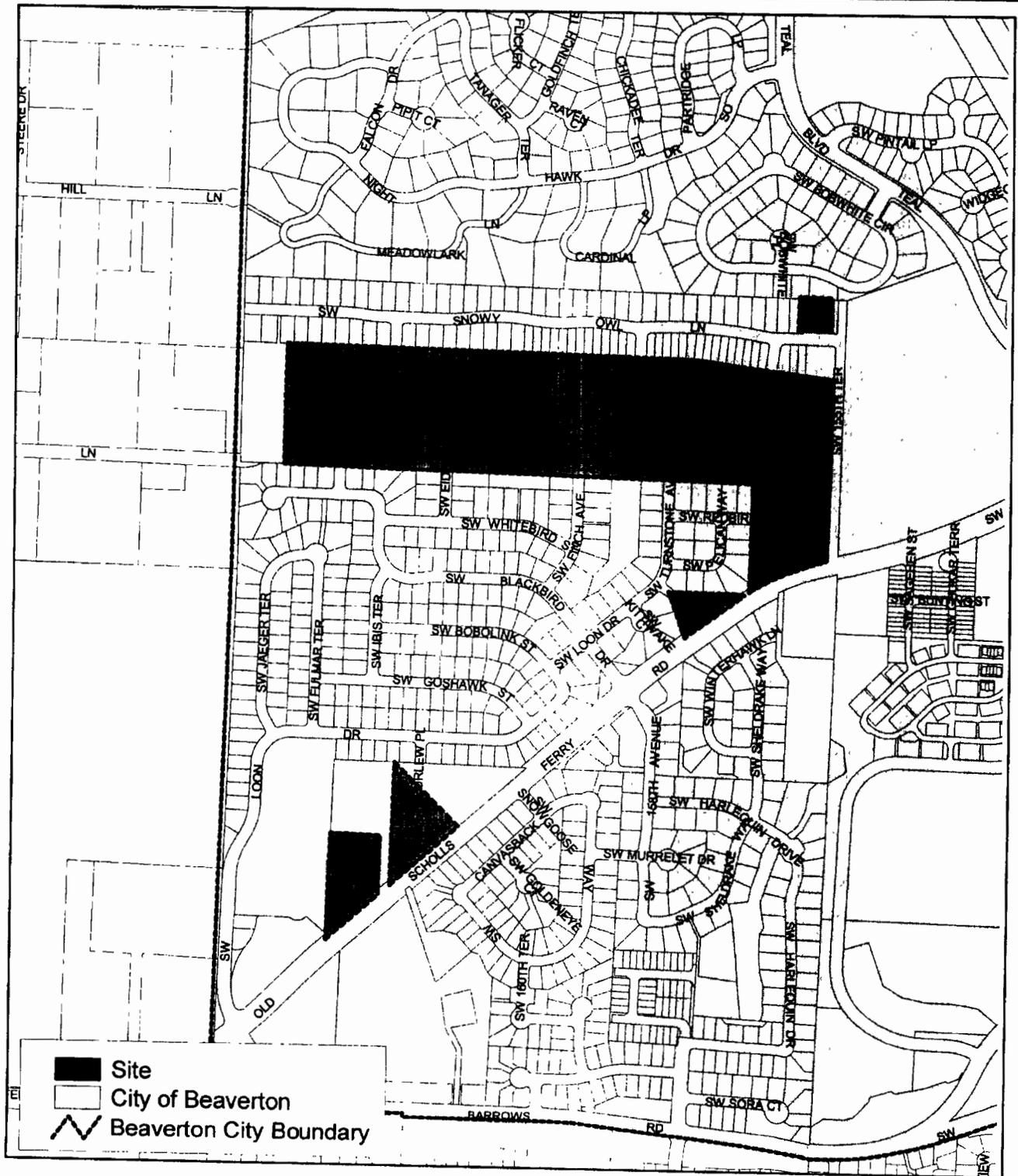


Application #
ANX 2005-0001

VICINITY MAP

Resolution No. 3802

EXHIBIT "B"



Site
 City of Beaverton
 Beaverton City Boundary



CITY OF BEAVERTON

South Beaverton Island Annexations
COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

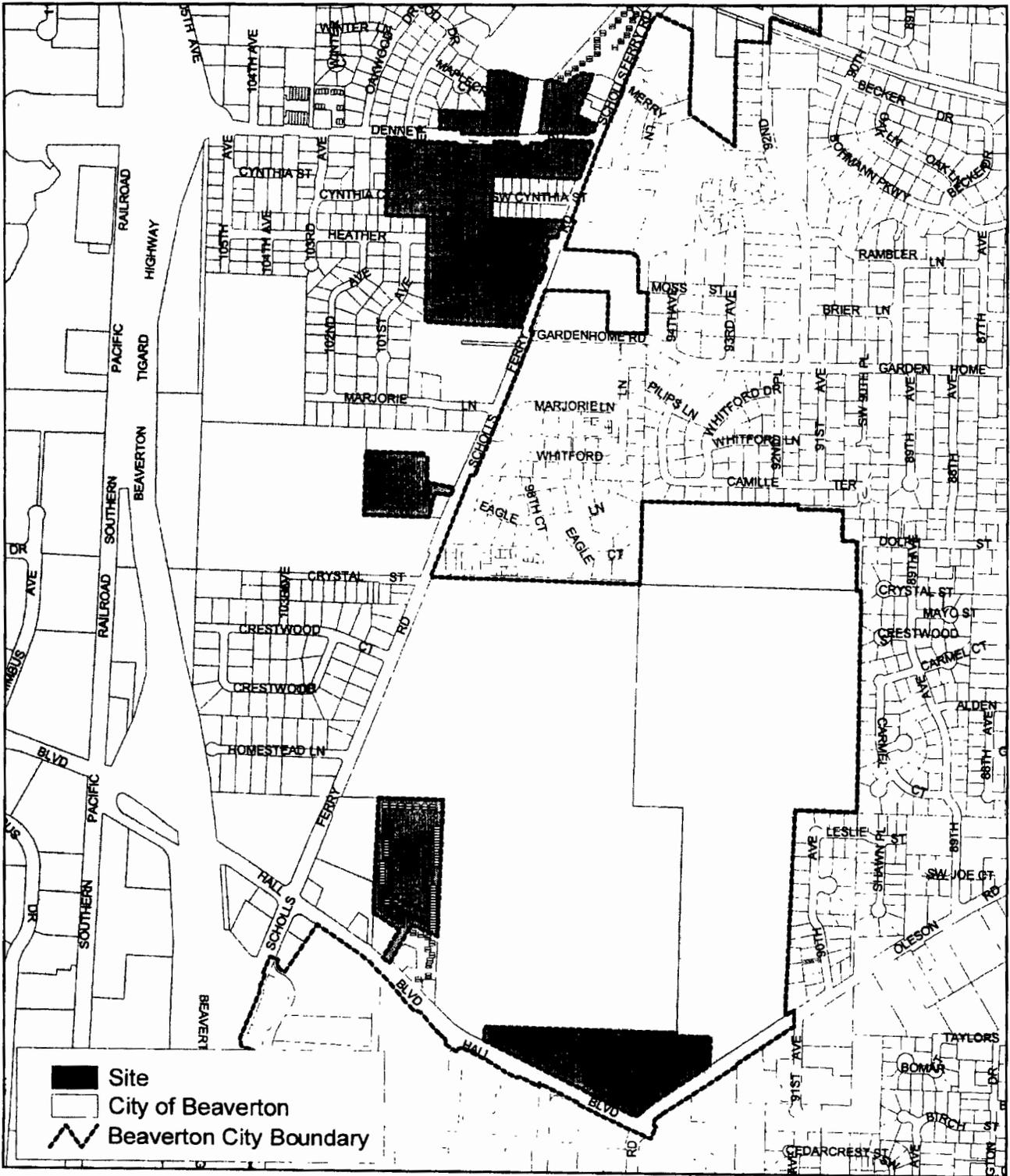
01/18/04
 Map #
 Various



ANX 2005-0001

VICINITY MAP Resolution No. 3802

EXHIBIT "C"



- Site
- City of Beaverton
- Beaverton City Boundary



CITY OF BEAVERTON

South Beaverton Island Annexations
COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Services Division

01/18/04
Map #
Various



ANX 2005-0001

EXHIBIT B
LEGAL DESCRIPTION

ANX2005-0001
Parcel 1

That certain parcel of land located in the Northwest $\frac{1}{4}$, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the southeast corner of Lot 1, Block 1, Rollingwood, a plat of record, said point also being on the north right of way line of SW Denney Road; thence along the east line of said Lot 1 to the southwest corner of Lot 8; thence east, along the south line of said Lot 8, Lot 9 and Lot 10 of said Rollingwood to the southeast corner of Lot 10; thence north, $01^{\circ} 15'$ east, 248.99 feet along the east line of Lots 10 and 11 of said Rollingwood to the northeast corner of said Lot 11, said point also being the meander line of Fanno Creek; thence easterly, along said meander line 88.42 feet; thence continuing easterly along said meander line 148.35 feet; thence south, $10^{\circ} 41'$ west, to the north right of way line of SW Denney Road; thence westerly, along the right of way line of Denney Road; thence westerly, along the north right of way line of Denney Road to the place of beginning.

ANX2005-0001
Parcel 2

That certain parcel of land located in the Southeast ¼ Northwest ¼, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point which bears northwesterly, 79.87 feet and westerly, 49.21 feet along the meander line of Fanno Creek from the southeast corner of Schollbridge Condominiums; thence running south, 22° 30' 21" west, 140.70 feet, thence south, 22° 30' 21" west, 33 feet; thence south, 22° 30' 21" west, 109 feet; thence southeasterly, 160.20 feet to the westerly right of way line of SW Scholls Ferry Road; thence southerly, along the westerly right of way of SW Scholls Ferry Road to the point of intersection with the north right of way line of SW Denney Road; thence west, along the north right of way line of SW Denney Road 318 feet more or less; thence north, 06° 49' east, 373.6 feet to the meander line of Fanno Creek; thence easterly, along the meander line of Fanno Creek to the point of beginning.

ANX2005-0001
Parcel 3

That certain parcel of land located in the Southwest ¼, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the southeast corner of Lot 3, Block 2, McKay Park, a plat of record, said point being the westerly right of way line of SW Scholls Ferry Road; thence proceeding westerly, along the south line of said McKay Park to the southwest corner of Lot 11, Block 6, McKay Park No. 2, a plat of record; thence north, 0° 30' east, to the southerly right of way line of SW Heather Lane; thence northerly, to the southeast corner of Lot 10, Block 1, McKay Park; thence north, along the east line of said Lot 10 to the northeast corner of said Lot 10; thence north 89° 30' west, to the southwest corner of Lot 7, Benson Subdivision, a plat of record; thence north, along the west line of said Benson Subdivision extended to the southerly right of way line of SW Denney Road; thence easterly, along the south right of way line of SW Denney Road to the point of intersection with the westerly right of way line of SW Scholls Ferry Road; thence southwesterly, along the westerly right of way line of SW Scholls Ferry Road to the northeast corner of Lot 1, Logan Square, a plat of record; thence north, 89° 45' west, along the north line of said Logan Square to the northwest corner of Lot 9; thence south 1° 16' west, along the west line of said Logan Square to the southwest corner of Lot 10; thence south, 89° 50' east, along the south line of said Logan Square to the westerly right of way line of SW Scholls Ferry Road; thence southwesterly, along the westerly right of way line of SW Scholls Ferry Road to the point of beginning.

ANX2005-0001
Parcel 4

That certain parcel of land located in the Southwest $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point which bears south, $0^{\circ} 20'$ west, 1758.0 feet and north, $89^{\circ} 54'$ east, 990 feet and south, 144.46 feet from the northwest corner of Section 23, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon; thence south, 382.5 feet; thence east, 177.72 feet; thence north, $89^{\circ} 56' 30''$ east, 284.47 feet; thence north, $06^{\circ} 10'$ east, 154.14 feet; thence south, $78^{\circ} 48'$ east, to the westerly right of way line of SW Scholls Ferry Road; thence northeasterly, along the westerly right of way line of SW Scholls Ferry Road, 50 feet, more or less; thence north, $78^{\circ} 48'$ west, 203.43 feet; thence north, 145 feet, more or less; thence northwesterly, 37.22 feet; thence south, $89^{\circ} 58' 05''$ west, to the point of beginning.

ANX2005-0001
Parcel 5

That certain parcel of land located in the Southwest ¼, Northwest ¼, Section 26,
Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon,
more particularly described as follows:

Brightfield Village Condominium, a plat of record in Washington County, Oregon.

ANX2005-0001
Parcel 6

That certain parcel of land located in the Northeast ¼, Southwest ¼, Section 26, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the intersection of the northerly right of way line of SW Hall Boulevard and the northwesterly right of way line of SW Oleson Road; thence northeasterly, along the northwesterly right of way line of SW Oleson Road; 33.51 feet; thence along a 403.10 foot radius curve to the right, 110.23 feet; thence continuing northwesterly, along said right of way line, 26.33 feet; thence north, 55° 47' 30" east, 369.00 feet; thence north, 00° 54' 20" east, 171.37 feet; thence north, 89° 05' 40" west, 199.98 feet; thence north, 20 feet; thence north, 89° 05' 40" west, 536.52 feet; thence west, 280.15 feet; thence west, 325.11 feet; thence south, to the northerly right of way line of SW Hall Boulevard; thence southeasterly, along the northerly right of way line of SW Hall Boulevard to the point of beginning.

ANX2005-0001
Parcel 7

That certain parcel of land located in the Southeast ¼, Southwest ¼, Section 32, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at the intersection of the north right of way line of SW Snowy Owl Lane and the west right of way line of SW 155th Terrace; thence north, 89° 32' 00" west, 147.96 feet, along the north right of way line of SW Snowy Owl Lane; thence north, 147.60 feet; thence south, 89° 32' 00" east, to the west right of way line of SW 155th Terrace; thence south, along the west right of way line of SW 155th Terrace, 147.60 feet to the point of beginning.

**ANX2005-0001
Parcel 8**

That certain parcel of land located in the Southwest ¼, Section 32, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the west right of way line of SW 155th Terrace, said point also being the southeast corner of Tract "A" of Murray Ridge, a plat of record; thence westerly, along the south line of Murray Ridge to a point which is west, 26.22 feet from the southeast corner of Lot 17, Murray Ridge; thence south, 00° 00' 54" west, 532.82 feet to the north line of Sterling Park No. 5, a plat of record; thence easterly, along the north line of Sterling Park No. 5, Sterling Park No. 4, and Sterling Park No. 2, all plats of record, to the northeast corner of Lot 47, Sterling Park No. 2; thence south, along the east line of Sterling Park No. 2 to the northerly right of way line of SW Scholls Ferry Road; thence easterly, along the northerly right of way line of SW Scholls Ferry Road to the point of intersection with the west right of way line of SW 155th Terrace; thence north, along the west right of way line of SW 155th Terrace to the point of beginning.

ANX2005-0001
Parcel 9

That certain parcel of land located in the Northeast $\frac{1}{4}$, Northwest $\frac{1}{4}$, Section 5, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the northerly right of way line of SW Scholls Ferry Road which bears east, 47.85 feet from the southwest corner of Lot 39, Sterling Park No. 2; thence west, 307.85 feet to a point on the center line of SW Nuthatch Street; thence southwesterly, 215.09 feet to the northerly right of way line of SW Scholls Ferry Road; thence northeasterly, along the northerly right of way line of SW Scholls Ferry Road, 291.64 feet; thence continuing along said right of way line 30.38 feet; thence northwesterly, along said right of way line 9.81 feet; thence west, along said right of way line to the point of beginning.

ANX2005-0001
Parcel 10

That certain parcel of land located in the Northwest $\frac{1}{4}$, Northwest $\frac{1}{4}$, Section 5, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the south right of way line of Sterling Park No. 3, a plat of record, said point bearing west, 202.78 feet from the southeast corner of Lot 127 of said Sterling Park No. 3; thence south, 546.18 feet to the northerly right of way line of SW Scholls Ferry Road; thence northeasterly, along the northerly right of way line of SW Scholls Ferry Road, 400.50 feet; thence northwesterly, 400.49 feet to the point of beginning.

ANX2005-0001
Parcel 11

That certain parcel of land located in the Northwest ¼, Northwest ¼, Section 5, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point which bears west, 6.25 feet, and south, 01° 02' 08" west, 352.02 feet from the southwest corner of Lot 133, Sterling Park No. 3, a plat of record; thence south, 01° 02' 08" west, to the northerly right of way line of SW Scholls Ferry Road; thence northeasterly, along said northerly right of way line; 300 feet, more or less, to the point where said right of way line turns north; thence north, 267.78 feet; thence west, 219.50 feet to the point of beginning.

ANX2005-0001
Parcel 12

That certain parcel of land located in the Northeast ¼, Northwest ¼, Section 20, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the west right of way line of SW 155th Avenue, said point being south, 0° 47' west, 242.35 feet from the point of intersection of the south right of way line of SW Davis Road and the west right of way line of SW 155th Avenue; thence north, 88° 45' west, 181.01 feet; thence north, to the south right of way line of SW Davis Road; thence westerly, 260 feet, more or less, along the south right of way line of SW Davis Road; thence south 04° 02' east, 202 feet, more or less; thence south, 88° 41' east, 175 feet; thence south, 0° 14' east, 280 feet, more or less; thence easterly, 236.5 feet to the west right of way line of SW 155th Avenue; thence north 0° 47' east, along the west right of way line of SW 155th Avenue to the point of beginning.

ANX2005-0001
Parcel 13

That certain parcel of land located in the Northwest $\frac{1}{4}$, Section 20, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon, more particularly described as follows:

Beginning at a point on the westerly right of way line of SW 155th Avenue, said point being north, 153.83 feet, and easterly, 25.51 feet, and easterly, 140.07 feet, and easterly, 98.83 feet, and northwesterly, 62.21 feet from the intersection of the centerline of SW 156th Avenue and the north line of Willow Heights, a plat of record; thence westerly, 100.03 feet; thence westerly, 139.99 feet; thence west, 160.00 feet; thence westerly, 57.84 feet; thence westerly, along the arc of a 20 foot radius curve to the left, 25.62 feet; thence westerly, along the arc of a 50 foot radius curve to the right, 142.59 feet to a point on the east line of Burntwood No. 3, a plat of record; thence north, 00° 52' 30" west, 50.00 feet; thence north, 00° 52' 30" west, 203.93 feet; thence north, 0° 14' west, 1000 feet, more or less, to the southerly right of way line of SW Davis Road; thence easterly, along the southerly right of way line of SW Davis Road, 25 feet, more or less; thence south, 03° 19' east, 500 feet, more or less, thence south, 88° 48' east, 187.54 feet; thence south, 109.57 feet; thence south, 89° 13 east, 234 feet to the west right of way line of SW 155th Avenue; thence south, 0° 47' west, along said right of way line, 130 feet; thence north, 89° 13' west, 234 feet; thence south, 130 feet; thence south, 130 feet; thence south 89° 13' east, 244 feet to the westerly right of way line of SW 155th Avenue; thence southerly, along the westerly right of way line of SW 155th Avenue to the point of beginning.

EXHIBIT C
LIST OF PROPERTY OWNERS

LIST OF OWNERS ANX 2005-0001

TAX ID	OWNER	OWNERS ADDRESS			
1	1S123BD01200	CLARK, ROBERT WARREN AND ROSE MARIE	9845 SW DENNEY RD	BEAVERTON	OR 97005
2	1S123BD03000	2000-010 PARTITION PLAT OWNERS OF LOTS 1-2			00000
3	1S123BD01000	GRANT, DARREL W AND DEBORAH M	9745 SW DENNEY ROAD	BEAVERTON	OR 97005
4	1S123BD02900	ENGESETER, RONALD C JR & TAMMARA L	PO BOX 91207	PORTLAND	OR 97291
5	1S123BC00200	TAYLOR, AVRIL	9975 SW DENNEY RD	BEAVERTON	OR 97008
6	1S123BC00100	BRAY, BILL & DENISE C/O CLARK, ROBERT & ROSE MARIE	6350 SW 166TH PL	BEAVERTON	OR 97007
7	1S123BD02800	ENGESETER, RONALD C JR & TAMMARA L	PO BOX 91207	PORTLAND	OR 97291
8	1S123BD00800	SEELEY, VINCENT JOHN & PAMELA R	9645 SW DENNEY RD	BEAVERTON	OR 97008
9	1S123CB00101	MEREDITH, ROBERT M	10070 SW DENNEY RD	BEAVERTON	OR 97008
10	1S123CA00104	BURNETT, ROSS W	9720 SW DENNEY RD	BEAVERTON	OR 97008
11	1S123CA00100	SIRIMATUROS, LADDA	9760 SW DENNEY RD	BEAVERTON	OR 97005
12	1S123CA00101	WESTON INVESTMENT CO LLC	2154 NE BROADWAY, STE 200	PORTLAND	OR 97232
13	1S123CB06700	TUBBIN, ALLAN L/LINDA P	7035 SW 100TH TERRACE	BEAVERTON	OR 97005
14	1S123CA00301	GANN, RUSSELL H & DEBORAH M	9850 SW DENNEY RD	BEAVERTON	OR 97008
15	1S123CA00300	HAWKINS, LESTER J & STEVE L	9800 SW DENNEY RD	BEAVERTON	OR 97008
16	1S123CA05800	DURTSCHI, OSCAR M & BETTY R	9990 SW DENNY RD	BEAVERTON	OR 97008
17	1S123CA05700	POTTS, JEFFREY C & KAREN K	4233 CHAD DR	LAKE OSWEGO	OR 97034
18	1S123CA06600	TRAXLER, MARK D	7051 SW 99TH PL	BEAVERTON	OR 97008
19	1S123CA06700	MCKINSTRY, GARY L	7033 SW 99TH	BEAVERTON	OR 97005
20	1S123CA06800	YOKOYAMA, BRYAN K/SELENA M	7030 SW 99TH PL	BEAVERTON	OR 97008
21	1S123CA07300	REYES, JULIO	9780 SW DENNEY RD	BEAVERTON	OR 97008
22	1S123CA07400	CRISAN, JOHN & SYLVIA	9776 SW DENNY RD	BEAVERTON	OR 97008
23	1S123CB06800	RING, DOREEN D & SPIDAL, KENNETH L	7075 SW 100TH TER	BEAVERTON	OR 97008
24	1S123CA05600	POTTS, JEFFREY C & KAREN K	4233 CHAD DR	LAKE OSWEGO	OR 97034
25	1S123CA07200	APPLEGROVE OWNERS OF LOTS 5-13			00000
26	1S123CA00102	HUTCHESON, STEVEN E JANIC	7085 SW SCHOLLS FERRY RD	BEAVERTON	OR 97005
27	1S123CA06500	FEDERICI, ROSELMA P	7069 SW 99TH PL	BEAVERTON	OR 97008
28	1S123CA06900	SHOOK, WILBUR & SALLY LIVING TRU	7062 SW 99TH PL	BEAVERTON	OR 97005
29	1S123CB07000	KLOTZBACH, JOHN L & GINA L	13675 SW RAWHIDE	BEAVERTON	OR 97008
30	1S123CB06900	TURMAN, CHRISTOPHER T & SULLIVAN, DIANA/ARTHUR	7115 SW 100TH TER	BEAVERTON	OR 97008
31	1S123CA06400	ROOT, ADAM W & GRIESEL, KELSI J	7095 SW 99TH PL	BEAVERTON	OR 97008
32	1S123CA07000	MARSSDORF, ROBERT & CORINE	7084 SW 99TH PL	BEAVERTON	OR 97008
33	1S123CA05500	MUMM, RICHARD C	75104 STAGE GULCH RD	PENDLETON	OR 97801
34	1S123CA05400	QUACKENBUSH, DONNA M	9973 SW CYNTHIA ST	BEAVERTON	OR 97008
35	1S123CA06300	BROWN, VINCENT & ELIZABETH	7103 SW 99TH PL	BEAVERTON	OR 97008
36	1S123CA07100	YASUTOME, JAMES M & KATHLEEN A	7108 SW 99TH PL	BEAVERTON	OR 97008

LIST OF OWNERS ANX 2005-0001

TAX ID	OWNER	OWNERS ADDRESS			
37	1S123CB07100	LUKE-DORF INC	11895 SW GREENBURG	PORTLAND	OR 97223
38	1S123CB07200	JONES, SCOTT D & ANJEANETTE C	10100 SW CYNTHIA ST	BEAVERTON	OR 97008
39	1S123CB07300	HAYDEN, LEONARD A	10080 SW CYNTHIA ST	BEAVERTON	OR 97008
40	1S123CA05200	PIATKIN, FRED J AND DONNA L	9992 SW CYNTHIA STREET	BEAVERTON	OR 97008
41	1S123CA05300	ANICULESEI, OVIDIU	9970 SW CYNTHIA ST	BEAVERTON	OR 97008
42	1S123CA06200	WATSON, EILEEN J	9940 SW CYNTHIA ST	BEAVERTON	OR 97008
43	1S123CA06100	ALEXANDER, RONALD D AND YVONNE	9910 SW CYNTHIA ST	BEAVERTON	OR 97005
44	1S123CA06000	WANTZ, LAUREL, MARY L & LAURINDA A	9880 SW CYNTHIA	BEAVERTON	OR 97005
45	1S123CA05900	GRIGORIAN, ALLA A	9860 SW CYNTHIA ST	BEAVERTON	OR 97008
46	1S123CA01500	STUCKY, HOWARD KEITH & MARLYNE L	10045 SW HEATHER LN	BEAVERTON	OR 97008
47	1S123CA01400	ALLEN, ANTHONY R	10015 SW HEATHER LN	BEAVERTON	OR 97008
48	1S123CA01300	MCDANIEL, ROBIN	9955 SW HEATHER LN	BEAVERTON	OR 97008
49	1S123CA01200	COMELLA, FRANK R AND BETTY J	9955 SW HEATHER LN	BEAVERTON	OR 97005
50	1S123CA01100	TRODOUX, JOYCE A	9925 SW HEATHER LN	BEAVERTON	OR 97005
51	1S123CA01090	NICHOLS, ROBERT A & DOROTHY E	9895 SW HEATHER LANE	BEAVERTON	OR 97208
52	1S123CA01080	BUHLER, WILLIAM B	9865 SW HEATHER LN	BEAVERTON	OR 97008
53	1S123CA01000	BOTT, AMY R & WALKER, NATHAN R	9835 SW HEATHER LN	BEAVERTON	OR 97008
54	1S123CA00900	BARTON, ROBERT C & KATHLEEN E	9805 SW HEATHER LN	BEAVERTON	OR 97008
55	1S123CA00800	STORER, RICHARD C & MIRIAM J	16355 NW BLUERIDGE DR	BEAVERTON	OR 97006
56	1S123CA01800	DICKERSON, JOHN A	10040 SW HEATHER LN	BEAVERTON	OR 97008
57	1S123CA01900	ROHR, ANDREW E & KIMBERLY K	9980 SW HEATHER LN	BEAVERTON	OR 97008
58	1S123CA02000	ROS, SOTHEAROM & MYA M	9940 SW HEATHER LN	BEAVERTON	OR 97008
59	1S123CA02900	SALMERI, PAUL FRANK & JUNE ANN	9850 SW BONNIE BRAE DR	BEAVERTON	OR 97008
60	1S123CA02901	BOZICH, DANIEL L SR & MARSHA L	9860 SW HEATHER LANE	BEAVERTON	OR 97005
61	1S123CA03000	CUNNINGHAM, LINDA M	9840 SW HEATHER LN	BEAVERTON	OR 97005
62	1S123CA03100	CHIOSEAU, ANICUTA & ION	13875 SW STIRRUP ST	BEAVERTON	OR 97008
63	1S123CB04600	HENNEMAN, PAUL W INEZ M	10020 SW BONNIE BRAE DRIVE	BEAVERTON	OR 97005
64	1S123CA02100	FULLER, JAMES R. LIZBETH K.	9865 SW BONNIE BRAE DR	BEAVERTON	OR 97005
65	1S123CB05200	CORCORAN, KEVIN & CHANG-ROSENTHAL, KRISTIN	10015 SW BONNIE BRAE DR	BEAVERTON	OR 97008
66	1S123CA02800	LYASHENKO, LIDIYA	9870 SW BONNIE BRAE DR	BEAVERTON	OR 97008
67	1S123CA03200	BERGER, CLARENCE R & VERNA TRUSTEES	7325 SW SCHOLLS FERRY RD	BEAVERTON	OR 97005
68	1S123CB04700	WESTON, FRED T & SUSAN E	10010 SW BONNIE BRAE DR	BEAVERTON	OR 97005
69	1S123CA02200	RUDDERHAM, MABEL R	9885 SW BONNIE BRAE DR	BEAVERTON	OR 97008
70	1S123CB05300	WERNER, LLOYD D DONNA L	10005 SW BONNIE BRAE DR	BEAVERTON	OR 97005
71	1S123CA03300	WUEST, BARBARA J	15685 SW 116TH #109	KING CITY	OR 97224
72	1S123CA02700	KINNEAR, DANIEL J/DEBORAH J	9890 SW BONNIE BRAE DR	BEAVERTON	OR 97008

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TAX ID	OWNER	OWNERS ADDRESS			
73	1S123CB04800	CLAVERIA, CATHY E	10000 SW BONNIE BRAE DR	BEAVERTON	OR 97008
74	1S123CA02300	OULES, GEORGE J & PATRICIA ELLEN	9955 SW BONNIE BRAE DR	BEAVERTON	OR 97005
75	1S123CB05400	STATHIS, JOHN E M	5247 FAIR OAKS BLVD	CARMICHAEL	CA 95608
76	1S123CA02600	DAUSSE, LOUIS C JR & BARBARA M	9910 SW BONNIE BRAE DR	BEAVERTON	OR 97008
77	1S123CB04900	SMITH, ARTHUR R ALICE B	9990 SW BONNIE BRAE DR	BEAVERTON	OR 97008
78	1S123CA03501	SOLATI, SHAHBAZ	14995 SW ASHLEY DR	TIGARD	OR 97224
79	1S123CA02500	PEARSON, BRUCE MILTON REVOC LIVING TRUST	9930 SW BONNIE BRAE DR	BEAVERTON	OR 97008
80	1S123CB05000	LEU, GAYLE TRUSTEE	9980 SW BONNIE BRAE DR	BEAVERTON	OR 97008
81	1S123CB05100	THOMAS, PATRICIA J REVOCABLE LIVING TRUST	9970 SW BONNIE BRAE DR	BEAVERTON	OR 97008
82	1S123CA02400	JENKINS, LARRY L	4670 SW LARCH DR	BEAVERTON	OR 97005
83	1S123CC02900	EDGEWOOD DOWNS RETIREMENT RESIDENCE	925 FOURTH AVE, STE 3300	SEATTLE	WA 98104
84	1S126BC90000	BRIGHT FIELD VILLAGE CONDO, UNIT OWNERS			00000
85	1S126BC90521	LUGO, LUCIA G & INGERSOLL, JOEL A	8500 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
86	1S126BC90501	RIES, JULIE A	8508 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
87	1S126BC90481	DEVENCENZI, MICHELLE	8516 SW BRIGHTFIELD CIR	TIGARD	OR 97223
88	1S126BC90461	MYERS, DANA MARIE	8524 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
89	1S126BC90441	CREE, PAUL E & MELISSA K	8532 SW BRIGHTFIELD CIR	TIGARD	OR 97223
90	1S126BC90421	MARTTALA, GENA & TIMOTHY	8540 SW BRIGHTFIELD CIR	TIGARD	OR 97223
91	1S126BC90401	GARCIA, ANTHONY M	8548 SW BRIGHTFIELD CIR	TIGARD	OR 97223
92	1S126BC90511	TRACY, BILL	8504 SW BRIGHTFIELD CIR	TIGARD	OR 97223
93	1S126BC90491	TAMEZ, JAIME R	8512 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
94	1S126BC90471	TINAJERO, CELERINA	8520 SW BRIGHTFIELD CR	PORTLAND	OR 97223
95	1S126BC90451	MACHARG, JOSEPH JR & CARL & KRASAUSK, PAUL JR	PO BOX 5931	BEAVERTON	OR 97006
96	1S126BC90431	DESSART, DONALD J	8536 SW BRIGHTFIELD CIRCLE	PORTLAND	OR 97223
97	1S126BC90411	AYLWIN, MARGARET	8544 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
98	1S126BC90391	FRANCISCO, HELEN J	8552 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
99	1S126BC90381	LAKE, BARBARA L	8600 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
100	1S126BC90371	SCHROETKE, ERIN E & STEPHEN J	9835 SW 90TH AVE	TIGARD	OR 97223
101	1S126BC90361	MORELAND, DIANE M	8608 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
102	1S126BC90651	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR 97210
103	1S126BC90611	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR 97210
104	1S126BC90571	GEURINK, JULIE A	8621 SW BRIGHTFIELD CR	TIGARD	OR 97223
105	1S126BC90531	PARKS, MECHELLE H	8625 SW BRIGHTFIELD CIR	TIGARD	OR 97223
106	1S126BC90351	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR 97210
107	1S126BC90662	HENDRICKSON, PETER FAMILY TRUST	408 N 12TH AVE #301	PORTLAND	OR 97209
108	1S126BC90622	BAKER, STACEY L	8630 N OLYMPIA ST	PORTLAND	OR 97203

LIST OF OWNERS ANX 2005-0001

	TAX ID	OWNER	OWNERS ADDRESS			
109	1S126BC90582	PHOENIX INVESTMENTS LLC	PO BOX 1252	LAKE OSWEGO	OR	97035
110	1S126BC90542	FRANCIS, LILA C	PO BOX 23922	TIGARD	OR	97281
111	1S126BC90341	GALE, THOMAS R	8616 SW BRIGHTFIELD CIR	TIGARD	OR	97223
112	1S126BC90811	AKINS, MARGARET E & CORONEL, SANDRA L	8705 SW BRIGHTFIELD CIR	TIGARD	OR	97223
113	1S126BC90671	JOYCE, DONALD H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
114	1S126BC90631	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
115	1S126BC90591	GEHRKE, HEIDI S	8633 SW BRIGHTFIELD CIR	PORTLAND	OR	97223
116	1S126BC90551	KIMBRELL, KARLA AND HAMTON, TROY	8629 SW BRIGHTFIELD CIRCLE	TIGARD	OR	97223
117	1S126BC90831	FITZGERALD, STEVEN	8701 SW BRIGHTFIELD CIR	PORTLAND	OR	97223
118	1S126BC90651	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
119	1S126BC90611	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
120	1S126BC90571	GEURINK, JULIE A	8621 SW BRIGHTFIELD CR	TIGARD	OR	97223
121	1S126BC90531	PARKS, MECHELLE H	8625 SW BRIGHTFIELD CIR	TIGARD	OR	97223
122	1S126BC90662	HENDRICKSON, PETER FAMILY TRUST	408 N 12TH AVE #301	PORTLAND	OR	97209
123	1S126BC90622	BAKER, STACEY L	8630 N OLYMPIA ST	PORTLAND	OR	97203
124	1S126BC90582	PHOENIX INVESTMENTS LLC	PO BOX 1252	LAKE OSWEGO	OR	97035
125	1S126BC90542	FRANCIS, LILA C	PO BOX 23922	TIGARD	OR	97281
126	1S126BC90811	AKINS, MARGARET E & CORONEL, SANDRA L	8705 SW BRIGHTFIELD CIR	TIGARD	OR	97223
127	1S126BC90671	JOYCE, DONALD H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
128	1S126BC90631	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
129	1S126BC90591	GEHRKE, HEIDI S	8633 SW BRIGHTFIELD CIR	PORTLAND	OR	97223
130	1S126BC90551	KIMBRELL, KARLA AND HAMTON, TROY	8629 SW BRIGHTFIELD CIRCLE	TIGARD	OR	97223
131	1S126BC90822	GREBLO, TODD E & GARY A	8707 SW BRIGHTFIELD CIR	TIGARD	OR	97223
132	1S126BC90682	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
133	1S126BC90642	HAUSER, E CAROL	13736 SW BENCHVIEW PL	TIGARD	OR	97223
134	1S126BC90602	REDLER, MICHAEL J	8635 SW BRIGHTFIELD CIRCLE	TIGARD	OR	97223
135	1S126BC90562	KERBER, DONAVON D	8631 SW BRIGHTFIELD CIRCLE	PORTLAND	OR	97229
136	1S126BC90851	KRASAUSK, PAUL, MACHARG, JOE JR & TOTORICA, CAROL	PO BOX 5931	BEAVERTON	OR	97006
137	1S126BC90771	STEVENS, PAUL E & JERGENSEN, KATHLEEN M	8601 SW BRIGHTFIELD CIRCLE	TIGARD	OR	97223
138	1S126BC90731	JEWETT, STAN	6041 SW VALLEY AVE	BEAVERTON	OR	97008
139	1S126BC90691	LAVOIE, VONDA	8641 SW BRIGHTFIELD VILLAGE CIR	TIGARD	OR	97223
140	1S126BC90862	BOUGHNER, ROBERT D	8711 SW BRIGHTFIELD CIR	TIGARD	OR	97223
141	1S126BC90782	BUELNA, HAROLD J	8603 SW BRIGHTFIELD	TIGARD	OR	97223
142	1S126BC90742	MURPHY, CATHERINE ANN	8607 SW BRIGHTFIELD CIR	PORTLAND	OR	97223
143	1S126BC90702	STAMM, JOSEPHINE P LIV TRUST	9705 PEMBROOK	TIGARD	OR	97224
144	1S126BC90891	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210

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TAX ID		OWNER	OWNERS ADDRESS			
145	1S126BC90791	LAVOIE, VONDA	8653 SW BRIGHTFIELD CIR	TIGARD	OR	97223
146	1S126BC90751	PORCELLI, CHARLES W & JOAN H	13900 SW 114TH AVE	TIGARD	OR	97223
147	1S126BC90711	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
148	1S126BC90902	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
149	1S126BC90802	SMITH, WINIFRED K REV LIV TRUST, BY BRAD KONING	8655 SW BRIGHTFIELD CIR	PORTLAND	OR	97223
150	1S126BC90762	MCCUTCHEN, RETHA	8651 SW BRIGHTFIELD CIR	TIGARD	OR	97223
151	1S126BC90722	JOYCE, INC	226 NW HERMOSA BLVD	PORTLAND	OR	97210
152	1S126BC90931	JOYCE MGT INC	226 NW HERMOSA BLVD	PORTLAND	OR	97210
153	1S126BC90942	CORBY, MARIAM JANE	11640 SW CORBY DR #4	PORTLAND	OR	97225
154	1S126BC90971	GRADY, PATRICIA & FRANK D	7614 SW HOOD	PORTLAND	OR	97219
155	1S126BC90982	YODER, SUSAN E	5325 SW VERMONT ST	PORTLAND	OR	97219
156	1S126BC90241	KAMPRATH, VIRGINIA	8700 SW BRIGHTFIELD CIR	TIGARD	OR	97223
157	1S126BC91011	BOOKOUT, P JEANINE & GREGORY P	8741 SW BRIGHTFIELD CIR	TIGARD	OR	97223
158	1S126BC90231	BULLINGTON, SPRING	8704 SW BRIGHTFIELD CIR	TIGARD	OR	97223
159	1S126BC91022	DAVIDSON, PATRICIA A	8743 SW BRIGHTFIELD CIR	TIGARD	OR	97223
160	1S126BC90221	CLAEYS, MATTHEW	8708 SW BRIGHTFIELD CR	PORTLAND	OR	97223
161	1S126BC91051	WILLIAMSON, SUZANNE D, REVOCABLE LIVING TRUST	8753 SW BRIGHTFIELD CIR	TIGARD	OR	97223
162	1S126BC90211	SCHULTZ, ELAINE B	8712 SW BRIGHTFIELD CIR	TIGARD	OR	97223
163	1S126BC91062	HEWITT, WILLIAM C	PO BOX 231316	TIGARD	OR	97281
164	1S126BC90201	CORONEL, DAVID A & SANDRA L	8716 SW BRIGHTFIELD CIRCLE	TIGARD	OR	97223
165	1S126BC90191	KLEIN, STEVE O & BARBARA A C/O YOUNG, TONI L	8720 SW BRIGHTFIELD CIR	TIGARD	OR	97223
166	1S126BC90181	RAMSEY, RACHEL A	8724 SW BRIGHTFIELD CIR	TIGARD	OR	97223
167	1S126BC90171	BAKER, SANDRA M	8728 SW BRIGHTFIELD CIR	PORTLAND	OR	97223
168	1S126BC91111	JOYCE ENTERPRISES INC	226 NW HERMOSA BLVD	PORTLAND	OR	97210
169	1S126BC91122	JOYCE ENTERPRISES INC	226 NW HERMOSA BLVD	PORTLAND	OR	97210
170	1S126BC91131	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR	97210
171	1S126BC91142	JOYCE, INC	226 NW HERMOSA BLVD	PORTLAND	OR	97210
172	1S126BC91192	TAYLOR, LEE ANN	8819 SW BRIGHTFIELD CIRCLE #119	TIGARD	OR	97223
173	1S126BC91211	KLEJMONT, FRANCIS H & PEGGY J	PO BOX 19394	PORTLAND	OR	97280
174	1S126BC91151	SJO INVESTMENTS INC	12482 SW BROOK CT	TIGARD	OR	97223
175	1S126BC91202	JOYCE MGT INC	226 NW HERMOSA BLVD	PORTLAND	OR	97210
176	1S126BC91271	COOPER, ALLEN	8837 SW BRIGHTFIELD CIRCLE	TIGARD	OR	97223
177	1S126BC91162	WOOD, ALBERT E L/ALICE M	PO BOX 402	ASTORIA	OR	97103
178	1S126BC91171	ORPHEUS, INC	14310 NW MCNAMEE RD	PORTLAND	OR	97231
179	1S126BC91242	SJO INVESTMENTS INC	12482 SW BROOK CT	TIGARD	OR	97223
180	1S126BC91311	JOYCE, DON	226 NW HERMOSA BLVD	PORTLAND	OR	97210

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TAX ID	OWNER	OWNERS ADDRESS			
181	1S126BC91182	METZGER, FLORIA A & FONSECA, CYNTHIA	PO BOX 445	LAKE OSWEGO	OR 97034
182	1S126BC91302	ANDERSON, MARSHA	5041 BEACH DR SW	SEATTLE	WA 98136
183	1S126BC91231	MCBRIDE, ZINA L	212 STEEPLECHASE CIR	WILMINGTON	DE 19808
184	1S126BC91222	PUTER CORPORATION	PO BOX 337	NEHALEM	OR 97131
185	1S126BC91251	GAMAL, MURIEL G & GREGORY G	320 EAST 42ND ST, APT #602	NEW YORK	NY 10017
186	1S126BC91262	SASU, TRAIAN	8839 SW BRIGHTFIELD CR	TIGARD	OR 97223
187	1S126BC91291	SPENCER, PAUL & NEVA	10727 NE PRESCOTT ST #C	PORTLAND	OR 97220
188	1S126BC91282	LEE, SABRINA	8847 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
189	1S126BC90521	LUGO, LUCIA G & INGERSOLL, JOEL A	8500 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
190	1S126BC90501	RIES, JULIE A	8508 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
191	1S126BC90481	DEVENCENZI, MICHELLE	8516 SW BRIGHTFIELD CIR	TIGARD	OR 97223
192	1S126BC90461	MYERS, DANA MARIE	8524 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
193	1S126BC90441	CREE, PAUL E & MELISSA K	8532 SW BRIGHTFIELD CIR	TIGARD	OR 97223
194	1S126BC90421	MARTTALA, GENA & TIMOTHY	8540 SW BRIGHTFIELD CIR	TIGARD	OR 97223
195	1S126BC90401	GARCIA, ANTHONY M	8548 SW BRIGHTFIELD CIR	TIGARD	OR 97223
196	1S126BC90511	TRACY, BILL	8504 SW BRIGHTFIELD CIR	TIGARD	OR 97223
197	1S126BC90491	TAMEZ, JAIME R	8512 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
198	1S126BC90471	TINAJERO, CELERINA	8520 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
199	1S126BC90451	MACHARG, JOSEPH JR, CARL & KRASAUSK, PAUL	PO BOX 5931	BEAVERTON	OR 97006
200	1S126BC90431	DESSART, DONALD J	8536 SW BRIGHTFIELD CIRCLE	PORTLAND	OR 97223
201	1S126BC90411	AYLWIN, MARGARET	8544 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
202	1S126BC90391	FRANCISCO, HELEN J	8552 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
203	1S126BC90381	LAKE, BARBARA L	8600 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
204	1S126BC90371	SCHROETKE, ERIN E & STEPHEN J	9835 SW 90TH AVE	TIGARD	OR 97223
205	1S126BC90361	MORELAND, DIANE M	8608 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
206	1S126BC90351	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR 97210
207	1S126BC90341	GALE, THOMAS R	8616 SW BRIGHTFIELD CIR	TIGARD	OR 97223
208	1S126BC90831	FITZGERALD, STEVEN	8701 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
209	1S126BC90331	MCLUCKEY, CATHLEEN M	8620 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
210	1S126BC90842	POLEZHAEV, VITALIY & NATALYA A	8703 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
211	1S126BC90321	CRITTENDEN, KURT W TRUSTEE	8624 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
212	1S126BC90871	YODER, SUSAN E	5325 SW VERMONT ST	PORTLAND	OR 97219
213	1S126BC90311	SLOAN, THOMAS J & DELLA J	PO BOX 610	PACIFIC CITY	OR 97135
214	1S126BC90882	SJO INVESTMENTS INC	12482 SW BROOK CT	TIGARD	OR 97223
215	1S126BC90301	FLOREN, MYRON DAVID	PO BOX 123	EASTSOUND	WA 98245
216	1S126BC90911	JOYCE ENTERPRISES, INC BY CIRCUM PACIFIC PROP.	2284 NW THURMAN	PORTLAND	OR 97210

LIST OF OWNERS ANX 2005-0001

TAX ID	OWNER	OWNERS ADDRESS			
217	1S126BC90291	HUNT, KRISTINE C	10320 SW CENTURY OAK DR	TIGARD	OR 97224
218	1S126BC90922	ORPHEUS, INC	14310 NW MCNAMEE RD	PORTLAND	OR 97231
219	1S126BC90281	SPENCER, PAUL B & NEVA C	10727 NE PRESCOTT #C	PORTLAND	OR 97220
220	1S126BC90271	MYERS, ANDREW L & JACKIE C	8644 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
221	1S126BC90261	NIEBUR, CLETUS H	3155 SW 118TH AVE	BEAVERTON	OR 97005
222	1S126BC90951	ORPHEUS, INC	14310 NW MCNAMEE RD	PORTLAND	OR 97231
223	1S126BC90251	MCCARTER, JAMES W MARY B	14413 TRILLIUM CT	LAKE OSWEGO	OR 97035
224	1S126BC90962	JOYCE, INC	226 NW HERMOSA BLVD	PORTLAND	OR 97210
225	1S126BC90991	RHOADES, GENE H	6125 SW 130TH AVE	BEAVERTON	OR 97008
226	1S126BC91002	DEOCAMPO, ANTONIO Y & NELIA L	14477 SW ARABIAN DR	BEAVERTON	OR 97008
227	1S126BC91031	BEACH, BRADFORD A	7830 SW 40TH AVE #1	PORTLAND	OR 97219
228	1S126BC91042	BRUNNER, JUDITH E	8747 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
229	1S126BC91071	KRYSZEK, SOPHIA BY C&R REAL ESTATE SERVICES	1440 SW TAYLOR	PORTLAND	OR 97205
230	1S126BC91082	MATTHEWS, JENNIFER LEIGH	8751 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
231	1S126BC90161	JOYCE, DON H	226 NW HERMOSA BLVD	PORTLAND	OR 97210
232	1S126BC90151	BEARD, JEFFREY TYSON	8804 SW BRIGHTFIELD CIR	TIGARD	OR 97223
233	1S126BC90141	BROOKS, JEFFERY R & LORI L TRUST	14051 GREENWOOD CT	NEVADA CITY	CA 95959
234	1S126BC90131	JOYCE MANAGEMENT INC	226 NW HERMOSA BLVD	PORTLAND	OR 97210
235	1S126BC90121	HALL, JODY	PO BOX 143	YAMHILL	OR 97148
236	1S126BC91091	FENWICK, KELLY	8805 SW BRIGHTFIELD CIR	TIGARD	OR 97223
237	1S126BC90111	DLH LLC	PO BOX1143	CORVALLIS	OR 97339
238	1S126BC91102	STRYKER, JOHN L	8807 SW BRIGHTFIELD CIR	TIGARD	OR 97223
239	1S126BC90101	KORUM, GEORGE AND RAE	14305 SW HIGH TOR DR	TIGARD	OR 97224
240	1S126BC90091	ARGANBRIGHT, JENNIFER A	8828 SW BRIGHTFIELD CIRCLE	PORTLAND	OR 97223
241	1S126BC90081	HUTCHMAN, CARRIE L	8832 SW BRIGHTFIELD CIR	TIGARD	OR 97223
242	1S126BC90071	CASTANON, JULIO & LYDIA	8836 SW BRIGHTFIELD CR	TIGARD	OR 97223
243	1S126BC90061	PRATT, CLARICE H	8840 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
244	1S126BC90051	DAVIS, TODD E & GALYNNE N	8844 SW BRIGHTFIELD CIR	PORTLAND	OR 97223
245	1S126BC90041	SEIDL, HELEN L	8848 SW BRIGHTFIELD CIR	TIGARD	OR 97223
246	1S126BC90031	BLANCHARD, OSBORN	8852 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
247	1S126BC90021	LYONS, JAMES E	8856 SW BRIGHTFIELD CIRCLE	TIGARD	OR 97223
248	1S126BC90011	KORUM, GEORGE AND RAE	14305 SW HIGH TOR DR	TIGARD	OR 97224
249	1S120BA01000	PETERSON, ROSALYN M	10240 SW HAWTHORNE LN	PORTLAND	OR 97225
250	1S120BA01200	SUTHERLAND, ALLAN C/O WILLIAMS, PATRICIA S	15790 SW DAVIS RD	BEAVERTON	OR 97007
251	1S120BA01400	KALTENBACH, RICHARD & JAMIE	6325 SW 155TH AVE	BEAVERTON	OR 97007
252	1S120BA01500	KOCH, FRANK J & ISOBELLA TRS	6385 SW 155TH	BEAVERTON	OR 97007

LIST OF OWNERS ANX 2005-0001

TAX ID		OWNER	OWNERS ADDRESS			
253	1S120BA01700	JARMER, BRIAN T & DORIS J	6475 SW 155TH AVE	BEAVERTON	OR	97007
254	1S120BD00200	PLATMAN, MELVIN S & JANE LITTLE	6107 SW MURRAY BLVD #276	BEAVERTON	OR	97008
255	1S120BD00100	CARSON, RICHARD S	6601 SW 155TH AVE	BEAVERTON	OR	97007
256	1S129CB00700	HEINEN, DAVID E AND GAIL C	16340 SW NORA RD	BEAVERTON	OR	97007
257	1S132CD08800	BURKHART, DAVID & SUSAN	13435 SW COUGAR CT	BEAVERTON	OR	97008
258	1S132CD08800	BURKHART, DAVID & SUSAN	13435 SW COUGAR CT	BEAVERTON	OR	97008
259	1S132CC11300	CRIST, MARGERY F/JOHN R TRUSTEES	11680 SW EIDER AVE	BEAVERTON	OR	97007
260	1S132CD09000	WEEMS, PEGGY ETAL BY MARGERY F CRIST	1815 SW MARLOW AVE #218	PORTLAND	OR	97225
261	1S132CD08900	WHITING, JAMES	15740 SW DEERCREST LN	BEAVERTON	OR	97007
262	1S132CD09100	CRIST, MARGERY F/JOHN R TRUSTEES	11680 SW EIDER AVE	BEAVERTON	OR	97007
263	2S105BA00500	HARDWICK, CHRIS C/JANICE D	PO BOX 25250	PORTLAND	OR	97298
264	2S105BB00200	LEONG, GEORGE W & MARY N TRUST	9840 SW 158TH AVE	BEAVERTON	OR	97007
265	2S105BB03500	WEITZER, DAVID R/JANICE M	16283 SW OLD SCHOLLS FERRY RD	BEAVERTON	OR	97007
266	1S126CA01200	BEIM & JAMES PROPERTIES III	15 SW COLORADO AVE STE G	BEND	OR	97702
267	1S126DB02700	FAIRWAY CENTER ASSOCIATES	528 B STREET	SANTA ROSA	CA	95401

EXHIBIT D
LIST OF ELECTORS

LIST OF ELECTORS ANX 2005-0001

PRECINCT	ELECTORS NAME	ADDRESS	
100349.03			
100349.03	KALTENBACH , JAMIE L	6325 SW 155TH AVE	BEAVERTON OR 97007
100349.03	KALTENBACH , RICHARD	6325 SW 155TH AVE	BEAVERTON OR 97007
100349.03	KOCH , FRANK J	6385 SW 155TH AVE	BEAVERTON OR 97007
100349.03	JARMER , BRIAN T	6475 SW 155TH AVE	BEAVERTON OR 97007
100349.03	JARMER , DORIS J	6475 SW 155TH AVE	BEAVERTON OR 97007
100349.03	JARMER , ROCHELLE MARIE	6475 SW 155TH AVE	BEAVERTON OR 97007
100349.03	JARMER , TRISTIN M	6475 SW 155TH AVE	BEAVERTON OR 97007
100349.03	CARSON , RICHARD S	6601 SW 155TH AVE	BEAVERTON OR 97007
100349.03	FOUTTS , SR ROBERT J	6601 SW 155TH AVE	BEAVERTON OR 97007
100349.03	PLATMAN , JANE LITTLE	6615 SW 155TH AVE	BEAVERTON OR 97007
100349.03	PLATMAN , MELVIN SYDNEY	6615 SW 155TH AVE	BEAVERTON OR 97007
100349.03	WATT , KEVIN MICHAEL	15790 SW DAVIS RD	BEAVERTON OR 97007
100349.03	WILLIAMS , PATRICIA S	15790 SW DAVIS RD	BEAVERTON OR 97007
100412.07			
100412.07	HEINEN , DAVID EUGENE	16340 SW NORA RD	BEAVERTON OR 97007
100412.07	HEINEN , GAIL C	16340 SW NORA RD	BEAVERTON OR 97007
100384.03			
100384.03	INGERSOLL , JOEL ANTHONY	8500 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	TRACY , BILL JON	8504 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SARAGOSA , IRMA ELENA	8512 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	STUTESMAN , MELINDA R	8512 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	TALBOT , KAREN MARIE	8516 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	TINAJERO , CELERINA	8520 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	HARDIE , STACEY HALLEEN A	8528 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CREE , MELISSA KAY	8532 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CREE , PAUL ERNEST	8532 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	DIX , LISA RAE	8536 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	STOLL , PAUL ELLIS	8536 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MARTTALA , GENA DAWN	8540 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MARTTALA , TIMOTHY WILLIAM	8540 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	AYLWIN , ROBERT B	8544 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GARCIA , ANTHONY M	8548 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	FRANCISCO , HELEN J	8552 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	LAKE , BARBARA LEE	8600 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	ENO , JR KEN L	8601 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	STEVENS , PAUL E	8601 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BUELNA , HAROLD J	8603 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SCHROETKE , ERIN EVETTE	8604 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GOODBODY , CARLENE M	8605 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MORELAND , DIANE M	8608 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	LA VOIE , VONDA	8609 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BAILEY , BRYAN P	8612 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	QUINN , CARA JAELYN	8612 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	ALM , GERALD C	8615 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SPENCELEY , SCOTT S	8616 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MARTIN , EVA-MARIE	8617 SW BRIGHTFIELD CIR	PORTLAND OR 97223

LIST OF ELECTORS ANX 2005-0001

PRECINCT	ELECTORS NAME	ADDRESS	
100384.03	VAILLANCOURT , MICHAEL DAVID	8617 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	VAILLANCOURT , ROBERT M	8617 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MCLUCKEY , CATHLEEN M	8620 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	WAGNER , DWIGHT F	8620 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GEURINK , JULIE A	8621 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	PEGELOW , SCOTT M	8623 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CRITTENDEN , KURT W	8624 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GORDON , JULIE C	8625 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	EGGERS , TODD AUGUST	8627 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	KERBER , DONAVON D	8631 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GEHRKE , HEIDI SUE	8633 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	REDLER , MICHAEL J	8635 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	HUNT , KRISTINE CLARE	8636 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	HARRISON , TIMOTHY MARK	8639 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	KING , STEPHANIE L	8640 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	COX , MICHAEL R	8641 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	TALLMAN , ELIZABETH HUONG	8641 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MYERS , LAYCI E	8644 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	HUGEL , ULRICH	8652 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	AABY , MIKKO D	8653 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	LA VOIE , MICHAEL J	8653 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	KONING , BRADLEY STEPHEN	8655 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	KAMPRATH , A VIRGINIA	8700 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	STEVENS , GERALDINE	8701 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	AKINS , MARGARET E	8705 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GREBLO , TODD E	8707 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CLAEYS , MATTHEW ROBERT	8708 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BOUGHNER , ROBERT D	8711 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SCHULTZ , ELAINE D	8712 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BARRETT , WILLIAM B	8713 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SIMONS , LAWRENCE D	8713 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CORONEL , DAVID A	8716 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CORONEL , SANDRA L	8716 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	LEININGER , AARON W	8719 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	RAMSEY , RACHEL A	8724 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	REYNOSA , BRENT I	8725 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BAKER , SANDRA MARIE	8728 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GUGELMAN , MARTHA R	8733 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	ESHAIA , TIMOTHY G	8737 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BOOKOUT , P JEANINE	8741 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	DAVIDSON , PATRICIA A	8743 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	WALKER , JAMES TRENT	8745 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BRUNNER , JUDITH E	8747 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MATTHEWS , JENNIFER L	8751 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	WILLIAMSON , SUZANNE D	8753 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	AULT , MICHELE MARIE	8755 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	AULT , P ANDREW	8755 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	NESTER , NIKKI MARIE	8755 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	MITCHELL , TIMOTHY SCOTT	8800 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BEARD , JEFFREY T	8804 SW BRIGHTFIELD CIR	PORTLAND OR 97223

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PRECINCT	ELECTORS NAME	ADDRESS	
100384.03	FENWICK , KELLY R	8805 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	HANSON , KEVIN	8805 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	HARDY , NEVA C	8805 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	STRYKER , JOHN L	8807 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	EWELL , TIFFANY L	8812 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	KELLER , ALEXANDER JOHN	8812 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	KELLER , TIFFANY L	8812 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	RIZZO , LINDA MABELLE	8813 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CONRAD , STEVEN WAYNE	8816 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	TAYLOR , LEE ANN	8819 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GIAMOYRIS , INGRID R	8823 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	HURST , KARL WILLIAM	8825 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SKOPIN , ERIK D	8829 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	BENNER , TERI L	8832 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	GAMAL , GREG G	8833 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	FOSS , MICHAEL D	8835 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	JENSEN , RONALD WAYNE	8835 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	CASTANON , RAMIRO J	8836 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	COOPER , ALLEN B	8837 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	PRATT , CLARICE H	8840 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SOLIZ , DAVID M	8841 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	DAVIS , GALYNNE N	8844 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	SEIDL , HELEN L	8848 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100384.03	LYONS , JAMES E	8856 SW BRIGHTFIELD CIR	PORTLAND OR 97223
100447.01			
100447.01	YOKOYAMA , BRYAN KALIKO	7030 SW 99TH PL	BEAVERTON OR 97008
100447.01	YOKOYAMA , SELENA MOKIHANA	7030 SW 99TH PL	BEAVERTON OR 97008
100447.01	MCKINSTRY , GARY L	7033 SW 99TH PL	BEAVERTON OR 97008
100447.01	TRAXLER , MARK D	7051 SW 99TH PL	BEAVERTON OR 97008
100447.01	SHOOK , SALLY IRENE	7062 SW 99TH PL	BEAVERTON OR 97008
100447.01	SHOOK , WILBUR GAINES	7062 SW 99TH PL	BEAVERTON OR 97008
100447.01	MARSSDORF , ROBERT S	7084 SW 99TH PL	BEAVERTON OR 97008
100447.01	ROOT , ADAM W	7095 SW 99TH PL	BEAVERTON OR 97008
100447.01	ROOT , KELSI JOANN	7095 SW 99TH PL	BEAVERTON OR 97008
100447.01	BECKMAN , BREANNA K	7103 SW 99TH PL	BEAVERTON OR 97008
100447.01	BROWN , ELIZABETH B	7103 SW 99TH PL	BEAVERTON OR 97008
100447.01	BROWN , JOYCE M	7103 SW 99TH PL	BEAVERTON OR 97008
100447.01	BROWN , VINCENT A	7103 SW 99TH PL	BEAVERTON OR 97008
100447.01	YASUTOME , JAMES M	7108 SW 99TH PL	BEAVERTON OR 97008
100447.01	YASUTOME , KATHLEEN A	7108 SW 99TH PL	BEAVERTON OR 97008
100447.01	TUBBIN , ALLAN L	7035 SW 100TH TER	BEAVERTON OR 97008
100447.01	TUBBIN , LINDA P	7035 SW 100TH TER	BEAVERTON OR 97008
100447.01	BURNS , GERTHENIA	7040 SW 100TH TER # 1	BEAVERTON OR 97008
100447.01	WIRTH , DARIN L	7040 SW 100TH TER # 2	BEAVERTON OR 97008
100447.01	RING , DOREEN D	7075 SW 100TH TER	BEAVERTON OR 97008
100447.01	SPIDAL , KENNETH L	7075 SW 100TH TER	BEAVERTON OR 97008
100447.01	GLYNN , PEGGY MARY	7077 SW 100TH TER	BEAVERTON OR 97008
100447.01	MILLER , PATRICIA ANN	7077 SW 100TH TER	BEAVERTON OR 97008
100447.01	MAGUIRE , JOLENE	7078 SW 100TH TER # A	BEAVERTON OR 97008

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PRECINCT	ELECTORS NAME	ADDRESS	
100447.01	MAGUIRE , MARK C	7078 SW 100TH TER # A	BEAVERTON OR 97008
100447.01	BILLINGS , RICHARD T	7078 SW 100TH TER # B	BEAVERTON OR 97008
100447.01	TURMAN , MYRA MAR	7117 SW 100TH TER	BEAVERTON OR 97008
100447.01	SALMERI , DEBRA A	9850 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	SALMERI , LOUIS J	9850 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	FULLER , JAMES R	9865 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	FULLER , III JAMES R	9865 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	FULLER , KATE ANNE	9865 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	FULLER , LIZBETH K	9865 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	LYASHENKO , LIDIYA V	9870 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447 01	PRIOR , DARRELL J	9870 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	RUDDERHAM , MABEL R	9885 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	KINNEAR , DANIEL JOSEPH	9890 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	KINNEAR , DEBORA JEAN	9890 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	DAUSSE , BARBARA M	9910 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	DAUSSE , LOUIS C	9910 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	PEARSON , BRUCE M	9930 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	OULES , GEORGE J	9955 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	OULES , PATRICIA E	9955 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447 01	THOMAS , PATRICIA J	9970 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	GILLETTE , DAVID E	9980 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	SMITH , ALICE B	9990 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	SMITH , ARTHUR R	9990 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	CLAVERIA , CATHY E	10000 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	CLAVERIA , TIMMI L	10000 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	WERNER , DONNA L	10005 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	WERNER , LLOYD D	10005 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	WESTON , FRED THEODORE	10010 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447 01	WESTON , SUSAN E	10010 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	WESTON , TIMOTHY J	10010 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	CHANG-ROSENTHAL , KRISTIN L	10015 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	CORCORAN , KEVIN R	10015 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	HENNEMAN , INEZ M	10020 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	HENNEMAN , PAUL W	10020 SW BONNIE BRAE DR	BEAVERTON OR 97008
100447.01	GANZER , PIETER J	9730 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	LIGHTNER , CONNIE K	9730 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	GRIGORIAN , ALLA A	9860 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	SARYMYAN , OLGA I	9860 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	WANTZ , CYNDI	9880 SW CYNTHIA ST	BEAVERTON OR 97008
100447 01	WANTZ , LAUREL A	9880 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	WANTZ , LAURINDA A	9880 SW CYNTHIA ST	BEAVERTON OR 97008
100447 01	ALEXANDER , CLAIRE YVONNE	9910 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	ALEXANDER , RONALD D	9910 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	WADE-WATSON , EILEEN JEAN	9940 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	TANASE , DORIAN ALEXANDER	9970 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	TANASE , MARCELLA	9970 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	WILSON , JR DAVID JOHNSTON	9970 SW CYNTHIA ST	BEAVERTON OR 97008
100447 01	QUACKENBUSH , DONNA M	9973 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	FOESCH , LINDA K	9975 SW CYNTHIA ST	BEAVERTON OR 97008
100447 01	PIATKIN , DONNA LEE	9992 SW CYNTHIA ST	BEAVERTON OR 97008

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PRECINCT	ELECTORS NAME	ADDRESS	
100447.01	PIATKIN , JR FRED JOSEPH	9992 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	PIATKIN , LORI ANNE	9992 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	JONES , ANJEANETTE C	10100 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	JONES , SCOTT D	10100 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	PIRKLE , KASSANDRA LOUISE	10100 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	WELLS , MONICA ANN	10115 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	HARDY , CURTIS ALAN	10117 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	DOUGLAS , SUSAN E	10120 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	HOUCK , LISA JO	10120 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	LYON , DAVID BENJAMAN	10120 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	NORTON , NEIL STUART	10120 SW CYNTHIA ST	BEAVERTON OR 97008
100447.01	BAGLEY , IVY	9642 SW DENNEY RD	BEAVERTON OR 97008
100447.01	SEELEY , PAMELA R	9645 SW DENNEY RD	BEAVERTON OR 97008
100447.01	SEELEY , VINCENT JOHN	9645 SW DENNEY RD	BEAVERTON OR 97008
100447.01	SHORT , MATTHEW R	9645 SW DENNEY RD	BEAVERTON OR 97008
100447.01	HUMMELL , ROBERT ALLAN	9646 SW DENNEY RD	BEAVERTON OR 97008
100447.01	MADRIGAL , ADELA ANN	9648 SW DENNEY RD	BEAVERTON OR 97008
100447.01	BEADLES , DAVID J	9650 SW DENNEY RD	BEAVERTON OR 97008
100447.01	BAUM , JEFF C	9654 SW DENNEY RD	BEAVERTON OR 97008
100447.01	HANSEN , CARRIE B	9656 SW DENNEY RD	BEAVERTON OR 97008
100447.01	EDMUNDS , MARILYN	9658 SW DENNEY RD	BEAVERTON OR 97008
100447.01	KLEGER , MARGUERITE E	9658 SW DENNEY RD	BEAVERTON OR 97008
100447.01	BURNETT , CLAYTON R	9720 SW DENNEY RD	BEAVERTON OR 97008
100447.01	BURNETT , ROSS W	9720 SW DENNEY RD	BEAVERTON OR 97008
100447.01	FICHTER , THERESA ANN	9721 SW DENNEY RD # 5	BEAVERTON OR 97008
100447.01	SCHMIDLIN , DARRELL WAYNE	9721 SW DENNEY RD # 7	BEAVERTON OR 97008
100447.01	LEBSACK , THOMAS NATHAN	9727 SW DENNEY RD	BEAVERTON OR 97008
100447.01	NEER , JACK DONALD	9727 SW DENNEY RD	BEAVERTON OR 97008
100447.01	BURTON , CECILY PAIGE	9727 SW DENNEY RD # 2	BEAVERTON OR 97008
100447.01	MANEA , KERI S	9727 SW DENNEY RD # C	BEAVERTON OR 97008
100447.01	GRANT , DARREL W	9745 SW DENNEY RD	BEAVERTON OR 97008
100447.01	GRANT , DEBORAH M	9745 SW DENNEY RD	BEAVERTON OR 97008
100447.01	SIRIMATUROS , LADDA	9760 SW DENNEY RD	BEAVERTON OR 97008
100447.01	HIGGINS , CLARA FRANCIS	9776 SW DENNEY RD	BEAVERTON OR 97008
100447.01	MOCANU , IONICA	9780 SW DENNEY RD	BEAVERTON OR 97008
100447.01	STEFAN , LIVIU	9780 SW DENNEY RD	BEAVERTON OR 97008
100447.01	HAWKINS , STEVEN L	9800 SW DENNEY RD	BEAVERTON OR 97008
100447.01	CLARK , ROBERT W	9845 SW DENNEY RD	BEAVERTON OR 97008
100447.01	CLARK , ROSE MARIE	9845 SW DENNEY RD	BEAVERTON OR 97008
100447.01	HIGDON , BRIAN JUSTIN	9845 SW DENNEY RD	BEAVERTON OR 97008
100447.01	LAFFERTY , MICHAEL DARRYL	9845 SW DENNEY RD	BEAVERTON OR 97008
100447.01	VALERY , STEVEN PAUL	9845 SW DENNEY RD	BEAVERTON OR 97008
100447.01	DURTSCHI , BETTY R	9990 SW DENNEY RD	BEAVERTON OR 97008
100447.01	DURTSCHI , OSCAR B	9990 SW DENNEY RD	BEAVERTON OR 97008
100447.01	DURTSCHI , OSCAR M	9990 SW DENNEY RD	BEAVERTON OR 97008
100447.01	MEREDITH , ROBERT MATTHEW	10070 SW DENNEY RD	BEAVERTON OR 97008
100447.01	ARNETT , JEFFERY RYAN	9805 SW HEATHER LN	BEAVERTON OR 97008
100447.01	BARTON , KATHLEEN ELIZABETH	9805 SW HEATHER LN	BEAVERTON OR 97008
100447.01	BARTON , ROBERT C	9805 SW HEATHER LN	BEAVERTON OR 97008
100447.01	BOTT , AMY R	9835 SW HEATHER LN	BEAVERTON OR 97008

LIST OF ELECTORS ANX 2005-0001

PRECINCT	ELECTORS NAME	ADDRESS	
100447.01	WALKER , NATHAN R	9835 SW HEATHER LN	BEAVERTON OR 97008
100447.01	CUNNINGHAM , LINDA M	9840 SW HEATHER LN	BEAVERTON OR 97008
100447.01	BOZICH , DANIEL L	9860 SW HEATHER LN	BEAVERTON OR 97008
100447.01	BOZICH , MARSHA L	9860 SW HEATHER LN	BEAVERTON OR 97008
100447.01	EDENS , CAMERON LEWIS	9865 SW HEATHER LN	BEAVERTON OR 97008
100447.01	UHLAND , JOHN KARL	9865 SW HEATHER LN	BEAVERTON OR 97008
100447.01	NICHOLS , DOROTHY E	9895 SW HEATHER LN	BEAVERTON OR 97008
100447.01	NICHOLS , ROBERT A	9895 SW HEATHER LN	BEAVERTON OR 97008
100447.01	TRODOUX , JOYCE A	9925 SW HEATHER LN	BEAVERTON OR 97008
100447.01	TRODOUX , MARK L	9925 SW HEATHER LN	BEAVERTON OR 97008
100447.01	TRODOUX , MICHELLE A	9925 SW HEATHER LN	BEAVERTON OR 97008
100447.01	ROS , MYA M	9940 SW HEATHER LN	BEAVERTON OR 97008
100447.01	ROS , SOTHEAROM	9940 SW HEATHER LN	BEAVERTON OR 97008
100447.01	COMELLA , BETTY J	9955 SW HEATHER LN	BEAVERTON OR 97008
100447.01	COMELLA , FRANK R	9955 SW HEATHER LN	BEAVERTON OR 97008
100447.01	PETERSEN ROHR , KIMBERLY KAY	9980 SW HEATHER LN	BEAVERTON OR 97008
100447.01	ROHR , ANDREW E	9980 SW HEATHER LN	BEAVERTON OR 97008
100447.01	CHANG , JESSICA KIM	9985 SW HEATHER LN	BEAVERTON OR 97008
100447.01	CHARTERS , THOMAS HERBERT	9985 SW HEATHER LN	BEAVERTON OR 97008
100447.01	MCDANIEL , ROBIN LYNN	9985 SW HEATHER LN	BEAVERTON OR 97008
100447.01	TAM , MAY P	9985 SW HEATHER LN	BEAVERTON OR 97008
100447.01	ALLEN , ANTHONY RODGERS	10015 SW HEATHER LN	BEAVERTON OR 97008
100447.01	DICKERSON , JOHN ALLEN	10040 SW HEATHER LN	BEAVERTON OR 97008
100447.01	STUCKY , HOWARD K	10045 SW HEATHER LN	BEAVERTON OR 97008
100447.01	STUCKY , MARLYNE S	10045 SW HEATHER LN	BEAVERTON OR 97008
100447.01	ARNDT , RAYMOND	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	CARPENTER , DOROTHY ADELE	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	DAVIES , ALLAN G	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	DOLESE , JOSEPH WHITMEL	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	DOLUM , KARL E	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	FAULK , DOROTHY M	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	FAULK , JEFF	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	GARIBBO , PETER A	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	KONKS , HELGA H	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	MANNING , RITA MARCILE	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	MAYLIE , ARLINE L	7799 SW SCHOLLS FERRY RD	BEAVERTON OR 97008
100447.01	LEE , BERNICE L	7799 SW SCHOLLS FERRY RD # 103	BEAVERTON OR 97008
100447.01	WHAN , OMOGENE D	7799 SW SCHOLLS FERRY RD # 104	BEAVERTON OR 97008
100447.01	BACKER , TERRIS L	7799 SW SCHOLLS FERRY RD # 105	BEAVERTON OR 97008
100447.01	CALLENDER , MICHAL JEAN	7799 SW SCHOLLS FERRY RD # 106	BEAVERTON OR 97008
100447.01	BALDEN , FRANCES LEWIS	7799 SW SCHOLLS FERRY RD # 108	BEAVERTON OR 97008
100447.01	SMALLWOOD , HELEN ILLINGWORTH	7799 SW SCHOLLS FERRY RD # 111	BEAVERTON OR 97008
100447.01	MURPHY , RACHEL J	7799 SW SCHOLLS FERRY RD # 116	BEAVERTON OR 97008
100447.01	HERBERT , JOAN R	7799 SW SCHOLLS FERRY RD # 117	BEAVERTON OR 97008
100447.01	WATSON , VIRGINIA M	7799 SW SCHOLLS FERRY RD # 118	BEAVERTON OR 97008
100447.01	ZIESLER , DIANNE POLLY	7799 SW SCHOLLS FERRY RD # 119	BEAVERTON OR 97008
100447.01	WRATHALL , JUNE M	7799 SW SCHOLLS FERRY RD # 120	BEAVERTON OR 97008
100447.01	PUCKETT , JOANNE L	7799 SW SCHOLLS FERRY RD # 121	BEAVERTON OR 97008
100447.01	PUCKETT , LEE R	7799 SW SCHOLLS FERRY RD # 121	BEAVERTON OR 97008
100447.01	BERG , LUCILLE JEREE	7799 SW SCHOLLS FERRY RD # 122	BEAVERTON OR 97008

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PRECINCT	ELECTORS NAME	ADDRESS	
100447.01	DIETZMAN , VIOLA P	7799 SW SCHOLLS FERRY RD # 123	BEAVERTON OR 97008
100447.01	BREDEMEIER , ERMA R	7799 SW SCHOLLS FERRY RD # 124	BEAVERTON OR 97008
100447.01	FISCHBORN , HERBERT B	7799 SW SCHOLLS FERRY RD # 128	BEAVERTON OR 97008
100447.01	FISCHBORN , LORRAINE	7799 SW SCHOLLS FERRY RD # 128	BEAVERTON OR 97008
100447.01	JOHNSON , BETTY H	7799 SW SCHOLLS FERRY RD # 133	BEAVERTON OR 97008
100447.01	ERICKSON , DOROTHY J	7799 SW SCHOLLS FERRY RD # 134	BEAVERTON OR 97008
100447.01	BRANDL , JOY E	7799 SW SCHOLLS FERRY RD # 135	BEAVERTON OR 97008
100447.01	OPAL , OLGA F	7799 SW SCHOLLS FERRY RD # 137	BEAVERTON OR 97008
100447.01	PEPPER , FLOY CHILDERS	7799 SW SCHOLLS FERRY RD # 138	BEAVERTON OR 97008
100447.01	MEINZ , JULIUS F	7799 SW SCHOLLS FERRY RD # 139	BEAVERTON OR 97008
100447.01	MOSHER , MARTIN LUTHER	7799 SW SCHOLLS FERRY RD # 140	BEAVERTON OR 97008
100447.01	MOSHER , MYRNA MAYO	7799 SW SCHOLLS FERRY RD # 140	BEAVERTON OR 97008
100447.01	DALBY , KATHRYN E	7799 SW SCHOLLS FERRY RD # 142	BEAVERTON OR 97008
100447.01	DANFORD , HELEN M	7799 SW SCHOLLS FERRY RD # 143	BEAVERTON OR 97008
100447.01	WILSON , ELLEN P	7799 SW SCHOLLS FERRY RD # 144	BEAVERTON OR 97008
100447.01	WILSON , WILLARD E	7799 SW SCHOLLS FERRY RD # 144	BEAVERTON OR 97008
100447.01	HOLLANDER , MARGUERITE L	7799 SW SCHOLLS FERRY RD # 145	BEAVERTON OR 97008
100447.01	HOLLANDER , SONYA D	7799 SW SCHOLLS FERRY RD # 145	BEAVERTON OR 97008
100447.01	GERDING , FERN E	7799 SW SCHOLLS FERRY RD # 146	BEAVERTON OR 97008
100447.01	PECK , HUBERT W	7799 SW SCHOLLS FERRY RD # 148	BEAVERTON OR 97008
100447.01	PECK , MARCELLA O	7799 SW SCHOLLS FERRY RD # 148	BEAVERTON OR 97008
100447.01	MCALLISTER , LOIS J	7799 SW SCHOLLS FERRY RD # 149	BEAVERTON OR 97008
100447.01	EDWARDS , ELOISE PAULINE	7799 SW SCHOLLS FERRY RD # 151	BEAVERTON OR 97008
100447.01	BARTON , BONNIE M	7799 SW SCHOLLS FERRY RD # 152	BEAVERTON OR 97008
100447.01	BENNETT , SCOTT W	7799 SW SCHOLLS FERRY RD # 153	BEAVERTON OR 97008
100447.01	JERAND , ROY J	7799 SW SCHOLLS FERRY RD # 155	BEAVERTON OR 97008
100447.01	YOST , LEETTA A	7799 SW SCHOLLS FERRY RD # 156	BEAVERTON OR 97008
100447.01	COLEMAN , PATRICIA M	7799 SW SCHOLLS FERRY RD # 157	BEAVERTON OR 97008
100447.01	ROTHSCHILD , ROBERT KNOX	7799 SW SCHOLLS FERRY RD # 157	BEAVERTON OR 97008
100447.01	BETTINGER , LEE FELAN	7799 SW SCHOLLS FERRY RD # 158	BEAVERTON OR 97008
100447.01	BENGE , AUDREY	7799 SW SCHOLLS FERRY RD # 160	BEAVERTON OR 97008
100447.01	WASHBURN , JO ANN KATHERINE	7799 SW SCHOLLS FERRY RD # 162	BEAVERTON OR 97008
100447.01	HALL , ENID F	7799 SW SCHOLLS FERRY RD # 163	BEAVERTON OR 97008
100447.01	JENKINS , WELLINGTON G	7799 SW SCHOLLS FERRY RD # 165	BEAVERTON OR 97008
100447.01	BEAMAN , IRENE L	7799 SW SCHOLLS FERRY RD # 201	BEAVERTON OR 97008
100447.01	ASHWORTH , GEOFFREY WARD	7799 SW SCHOLLS FERRY RD # 203	BEAVERTON OR 97008
100447.01	MORK , THELMA S	7799 SW SCHOLLS FERRY RD # 204	BEAVERTON OR 97008
100447.01	PATTERSON , IVAN MELBOURN	7799 SW SCHOLLS FERRY RD # 207	BEAVERTON OR 97008
100447.01	EACHUS , NELLIE K	7799 SW SCHOLLS FERRY RD # 212	BEAVERTON OR 97008
100447.01	ROGERS , MARY F	7799 SW SCHOLLS FERRY RD # 214	BEAVERTON OR 97008
100447.01	BECKSTROM , IDA R	7799 SW SCHOLLS FERRY RD # 216	BEAVERTON OR 97008
100447.01	GAUTHIER , BERTHA B	7799 SW SCHOLLS FERRY RD # 217	BEAVERTON OR 97008
100447.01	DURAND , MARGARET J	7799 SW SCHOLLS FERRY RD # 218	BEAVERTON OR 97008
100447.01	BARBEE , LOIS M	7799 SW SCHOLLS FERRY RD # 219	BEAVERTON OR 97008
100447.01	THORNLEY , EDNA E	7799 SW SCHOLLS FERRY RD # 220	BEAVERTON OR 97008
100447.01	IVERSON , JUNE L	7799 SW SCHOLLS FERRY RD # 221	BEAVERTON OR 97008
100447.01	SMITH , RONALD E	7799 SW SCHOLLS FERRY RD # 222	BEAVERTON OR 97008
100447.01	KIBLER , GLADYS F	7799 SW SCHOLLS FERRY RD # 223	BEAVERTON OR 97008
100447.01	HILL , ABIGAIL HOPE	7799 SW SCHOLLS FERRY RD # 224	BEAVERTON OR 97008
100447.01	HILL , JACK ELMER	7799 SW SCHOLLS FERRY RD # 224	BEAVERTON OR 97008

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PRECINCT	ELECTORS NAME	ADDRESS	
100447.01	PEHRSON , ELSIE A	7799 SW SCHOLLS FERRY RD # 225	BEAVERTON OR 97008
100447.01	SPENCE , JESSIE STEWART	7799 SW SCHOLLS FERRY RD # 226	BEAVERTON OR 97008
100447.01	DRULARD , OLIVE C	7799 SW SCHOLLS FERRY RD # 227	BEAVERTON OR 97008
100447.01	SHOEPE , BETTE	7799 SW SCHOLLS FERRY RD # 228	BEAVERTON OR 97008
100447.01	SWAIN , FRANCES CHASTAIN	7799 SW SCHOLLS FERRY RD # 229	BEAVERTON OR 97008
100447.01	KOSTENKO , OLGA	7799 SW SCHOLLS FERRY RD # 235	BEAVERTON OR 97008
100447.01	HENDERSON , MARY WHITE	7799 SW SCHOLLS FERRY RD # 236	BEAVERTON OR 97008
100447.01	MCNUTT , ALISA B	7799 SW SCHOLLS FERRY RD # 242	BEAVERTON OR 97008
100447.01	SHIRLEY , THELMA L	7799 SW SCHOLLS FERRY RD # 244	BEAVERTON OR 97008
100447.01	MINDEN , DOROTHY M	7799 SW SCHOLLS FERRY RD # 245	BEAVERTON OR 97008
100447.01	STRAND , MURIEL N	7799 SW SCHOLLS FERRY RD # 246	BEAVERTON OR 97008
100447.01	WOLFGRAM , JULANE D	7799 SW SCHOLLS FERRY RD # 247	BEAVERTON OR 97008
100447.01	COHEN , LOUISE N	7799 SW SCHOLLS FERRY RD # 248	BEAVERTON OR 97008
100447.01	POOLE , MARIAN L	7799 SW SCHOLLS FERRY RD # 249	BEAVERTON OR 97008
100447.01	BEARDMORE , JANET F	7799 SW SCHOLLS FERRY RD # 251	BEAVERTON OR 97008
100447.01	EBERTING , HELEN V	7799 SW SCHOLLS FERRY RD # 252	BEAVERTON OR 97008
100447.01	GIEROK , JEAN V	7799 SW SCHOLLS FERRY RD # 253	BEAVERTON OR 97008
100447.01	MALEK , VERONICA	7799 SW SCHOLLS FERRY RD # 254	BEAVERTON OR 97008
100447.01	PERLIS , MARVIN S	7799 SW SCHOLLS FERRY RD # 256	BEAVERTON OR 97008
100447.01	SCHWEIKER , RUTH A	7799 SW SCHOLLS FERRY RD # 257	BEAVERTON OR 97008
100447.01	STICKLEY , RUTH E	7799 SW SCHOLLS FERRY RD # 258	BEAVERTON OR 97008
100447.01	ASHTON , MARJORIE E	7799 SW SCHOLLS FERRY RD # 259	BEAVERTON OR 97008
100447.01	WALKER , DORIS B	7799 SW SCHOLLS FERRY RD # 260	BEAVERTON OR 97008
100447.01	SCHMID , RUTH	7799 SW SCHOLLS FERRY RD # 261	BEAVERTON OR 97008
100447.01	NORTON , MARY C	7799 SW SCHOLLS FERRY RD # 263	BEAVERTON OR 97008
100447.01	HARRIGER , KENNETH BRUCE	7799 SW SCHOLLS FERRY RD # 264	BEAVERTON OR 97008
100447.01	HARRIGER , KIMBERLY LYNNE	7799 SW SCHOLLS FERRY RD # 264	BEAVERTON OR 97008
100447.01	GREGER , MARY A	7799 SW SCHOLLS FERRY RD # 265	BEAVERTON OR 97008
100447.01	GREGER , ROBERT A	7799 SW SCHOLLS FERRY RD # 265	BEAVERTON OR 97008
100412.05			
100412.05	CRIST , JOHN R	11680 SW EIDER AVE	BEAVERTON OR 97007
100412.05	CRIST , MARGERY F	11680 SW EIDER AVE	BEAVERTON OR 97007
100412.10			
100412.10	MCALPINE , KIRK C	11555 SW 155TH TER	BEAVERTON OR 97007
100412.10	HARDWICK , CHRISTOPHER C	15717 SW SCHOLLS FERRY RD	BEAVERTON OR 97007
100412.10	HARDWICK , JANICE D	15717 SW SCHOLLS FERRY RD	BEAVERTON OR 97007
100412.10	WEITZER , DAVID ROBERT	16283 SW SCHOLLS FERRY RD	BEAVERTON OR 97007
100412.10	WEITZER , JANICE MARIE	16283 SW SCHOLLS FERRY RD	BEAVERTON OR 97007
100412.10	WEITZER , JOSHUA QUANNAH	16283 SW SCHOLLS FERRY RD	BEAVERTON OR 97007
100412.10	WEITZER , JULIA	16283 SW SCHOLLS FERRY RD	BEAVERTON OR 97007

EXHIBIT E
SPREADSHEET WITH ASSESSOR'S VALUES

SOUTH BEAVERTON ISLAND ANNEXATION ANX 2005-0001

	TAX ID	SITE ADDRESS	LAND VALUE	BUILDING VALUE	TOTAL VALUE	ASSESSED VALUE	ACRES
1	1S123BD01200	9845 SW DENNEY RD	\$274,890	\$107,430	\$382,320	\$251,250	1.91
2	1S123BD03000	0	\$0	\$0	\$0	\$0	0.34
3	1S123BD01000	9745 SW DENNEY RD	\$135,000	\$125,430	\$260,430	\$184,820	0.83
4	1S123BD02900	9727 SW DENNEY RD	\$136,500	\$281,190	\$417,690	\$300,360	0.25
5	1S123BC00200	9975 SW DENNEY RD	\$102,410	\$114,330	\$216,740	\$160,600	0.37
6	1S123BC00100	0	\$81,720	\$0	\$81,720	\$42,620	0.48
7	1S123BD02800	9721 SW DENNEY RD	\$136,500	\$252,560	\$389,060	\$277,930	0.20
8	1S123BD00800	9645 SW DENNEY RD	\$98,000	\$101,810	\$199,810	\$150,500	0.25
9	1S123CB00101	10070 SW DENNEY RD	\$97,760	\$62,970	\$160,730	\$94,450	0.29
10	1S123CA00104	9720 SW DENNEY RD	\$97,760	\$53,510	\$151,270	\$85,100	0.25
11	1S123CA00100	9760 SW DENNEY RD	\$102,410	\$59,760	\$162,170	\$105,150	0.40
12	1S123CA00101	9640 SW DENNEY RD	\$140,000	\$384,050	\$524,050	\$342,930	0.57
13	1S123CB06700	7035 SW 100TH TERRACE	\$93,100	\$103,460	\$196,560	\$163,480	0.17
14	1S123CA00301	9850 SW DENNEY RD	\$102,410	\$69,470	\$171,880	\$99,150	0.36
15	1S123CA00300	9800 SW DENNEY RD	\$97,760	\$97,490	\$195,250	\$143,540	0.32
16	1S123CA05800	9990 SW DENNEY RD	\$97,760	\$92,140	\$189,900	\$131,870	0.24
17	1S123CA05700	7040 SW 100TH TE	\$139,150	\$187,800	\$326,950	\$251,080	0.28
18	1S123CA06600	7051 SW 99TH PL	\$93,100	\$95,670	\$188,770	\$157,840	0.17
19	1S123CA06700	7033 SW 99TH PL	\$88,450	\$92,730	\$181,180	\$154,070	0.14
20	1S123CA06800	7030 SW 99TH PL	\$93,100	\$74,470	\$167,570	\$114,100	0.24
21	1S123CA07300	9780 SW DENNEY RD	\$83,790	\$135,970	\$219,760	\$164,030	0.11
22	1S123CA07400	9776 SW DENNEY RD	\$93,100	\$281,190	\$374,290	\$293,830	0.17
23	1S123CB06800	7075 SW 100TH TERRACE	\$137,120	\$135,190	\$272,310	\$208,040	0.38
24	1S123CA05600	7078 SW 100TH TERRACE	\$165,170	\$242,350	\$407,520	\$312,510	0.37
25	1S123CA07200	0	\$0	\$0	\$0	\$0	0.00
26	1S123CA00102	7085 SW SCHOLLS FERRY	\$98,000	\$67,110	\$165,110	\$87,740	0.37
27	1S123CA06500	7069 SW 99TH PL	\$93,100	\$98,760	\$191,860	\$164,400	0.13
28	1S123CA06900	7062 SW 99TH PL	\$93,100	\$95,020	\$188,120	\$151,390	0.13
29	1S123CB07000	10117 SW CYNTHIA ST	\$128,150	\$142,690	\$270,840	\$198,920	0.23
30	1S123CB06900	7115 SW 100TH TERRACE	\$128,150	\$131,880	\$260,030	\$203,660	0.23
31	1S123CA06400	7095 SW 99TH PL	\$88,200	\$109,960	\$198,160	\$174,120	0.11
32	1S123CA07000	7084 SW 99TH PL	\$88,200	\$111,080	\$199,280	\$168,080	0.12
33	1S123CA05500	7114 SW 100TH TERRACE	\$98,000	\$122,900	\$220,900	\$204,650	0.18
34	1S123CA05400	9973 SW CYNTHIA ST	\$128,150	\$140,760	\$268,910	\$197,550	0.18
35	1S123CA06300	7103 SW 99TH PL	\$88,200	\$118,230	\$206,430	\$174,730	0.12
36	1S123CA07100	7108 SW 99TH PL	\$93,100	\$102,190	\$195,290	\$156,760	0.13
37	1S123CB07100	10120 SW CYNTHIA ST	\$98,000	\$108,370	\$206,370	\$0	0.17
38	1S123CB07200	10100 SW CYNTHIA ST	\$98,000	\$104,250	\$202,250	\$163,050	0.17
39	1S123CB07300	10080 SW CYNTHIA ST	\$98,000	\$151,320	\$249,320	\$211,060	0.17
40	1S123CA05200	9992 SW CYNTHIA ST	\$102,900	\$192,330	\$295,230	\$249,330	0.28
41	1S123CA05300	9970 SW CYNTHIA ST	\$98,000	\$124,880	\$222,880	\$206,690	0.19
42	1S123CA06200	9940 SW CYNTHIA ST	\$93,100	\$110,080	\$203,180	\$174,830	0.14
43	1S123CA06100	9910 SW CYNTHIA ST	\$93,100	\$103,630	\$196,730	\$160,110	0.14
44	1S123CA06000	9880 SW CYNTHIA ST	\$93,100	\$98,630	\$191,730	\$162,410	0.13
45	1S123CA05900	9860 SW CYNTHIA ST	\$93,100	\$104,460	\$197,560	\$172,780	0.13
46	1S123CA01500	10045 SW HEATHER LN	\$98,000	\$85,320	\$183,320	\$145,300	0.18
47	1S123CA01400	10015 SW HEATHER LN	\$98,000	\$92,830	\$190,830	\$153,320	0.18
48	1S123CA01300	9985 SW HEATHER LN	\$98,000	\$97,800	\$195,800	\$154,700	0.18
49	1S123CA01200	9955 SW HEATHER LN	\$98,000	\$97,490	\$195,490	\$155,230	0.18

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	TAX ID	SITE ADDRESS	LAND VALUE	BUILDING VALUE	TOTAL VALUE	ASSESSED VALUE	ACRES
50	1S123CA01100	9925 SW HEATHER LN	\$98,000	\$94,040	\$192,040	\$154,120	0.18
51	1S123CA01090	9895 SW HEATHER LN	\$98,000	\$87,050	\$185,050	\$133,420	0.18
52	1S123CA01080	9865 SW HEATHER LN	\$98,000	\$117,910	\$215,910	\$168,250	0.17
53	1S123CA01000	9835 SW HEATHER LN	\$98,000	\$90,740	\$188,740	\$131,630	0.17
54	1S123CA00900	9805 SW HEATHER LN	\$98,000	\$89,290	\$187,290	\$138,370	0.17
55	1S123CA00800	7201 SW SCHOLLS FERRY	\$83,300	\$78,040	\$161,340	\$119,000	0.21
56	1S123CA01800	10040 SW HEATHER LN	\$98,000	\$98,940	\$196,940	\$156,430	0.18
57	1S123CA01900	9980 SW HEATHER LN	\$98,000	\$89,530	\$187,530	\$141,940	0.18
58	1S123CA02000	9940 SW HEATHER LN	\$98,000	\$96,610	\$194,610	\$147,300	0.18
59	1S123CA02900	9850 SW BONNIE BRAE	\$98,000	\$83,190	\$181,190	\$125,540	0.19
60	1S123CA02901	9860 SW HEATHER LN	\$98,000	\$94,460	\$192,460	\$147,470	0.19
61	1S123CA03000	9840 SW HEATHER LN	\$98,000	\$96,940	\$194,940	\$137,630	0.19
62	1S123CA03100	9770 SW HEATHER LN	\$98,000	\$0	\$98,000	\$37,900	0.19
63	1S123CB04600	10020 SW BONNIE BRAE	\$98,000	\$94,710	\$192,710	\$149,450	0.17
64	1S123CA02100	9865 SW BONNIE BRAE	\$98,000	\$74,320	\$172,320	\$126,410	0.17
65	1S123CB05200	10015 SW BONNIE BRAE	\$98,000	\$103,490	\$201,490	\$151,480	0.17
66	1S123CA02800	9870 SW BONNIE BRAE	\$98,000	\$86,860	\$184,860	\$148,250	0.28
67	1S123CA03200	7325 SW SCHOLLS FERRY	\$83,300	\$100,460	\$183,760	\$139,280	0.20
68	1S123CB04700	10010 SW BONNIE BRAE	\$98,000	\$97,990	\$195,990	\$150,750	0.17
69	1S123CA02200	9885 SW BONNIE BRAE	\$98,000	\$74,840	\$172,840	\$111,940	0.17
70	1S123CB05300	10005 SW BONNIE BRAE	\$98,000	\$97,750	\$195,750	\$142,210	0.17
71	1S123CA03300	7315 SW SCHOLLS FERRY	\$112,000	\$234,340	\$346,340	\$251,520	0.43
72	1S123CA02700	9890 SW BONNIE BRAE	\$98,000	\$115,960	\$213,960	\$173,440	0.21
73	1S123CB04800	10000 SW BONNIE BRAE	\$98,000	\$107,290	\$205,290	\$159,410	0.19
74	1S123CA02300	9955 SW BONNIE BRAE	\$98,000	\$103,520	\$201,520	\$136,510	0.18
75	1S123CB05400	9985 SW BONNIE BRAE	\$98,000	\$101,840	\$199,840	\$154,370	0.17
76	1S123CA02600	9910 SW BONNIE BRAE	\$98,000	\$86,220	\$184,220	\$139,000	0.23
77	1S123CB04900	9990 SW BONNIE BRAE	\$102,900	\$101,800	\$204,700	\$154,670	0.33
78	1S123CA03501	7375 SW SCHOLLS FERRY	\$112,000	\$225,330	\$337,330	\$245,030	0.45
79	1S123CA02500	9930 SW BONNIE BRAE	\$98,000	\$89,210	\$187,210	\$140,970	0.19
80	1S123CB05000	9980 SW BONNIE BRAE	\$102,900	\$101,420	\$204,320	\$156,140	0.30
81	1S123CB05100	9970 SW BONNIE BRAE	\$98,000	\$100,700	\$198,700	\$155,020	0.20
82	1S123CA02400	9950 SW BONNIE BRAE	\$98,000	\$93,420	\$191,420	\$128,160	0.21
83	1S123CC02900	7799 SW SCHOLLS FERRY	\$1,463,000	\$4,394,740	\$5,857,740	\$48,170	3.70
84	1S126BC90000		0	\$0	\$0	\$0	6.60
85	1S126BC90521	8500 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$82,860	0.00
86	1S126BC90501	8508 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
87	1S126BC90481	8516 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
88	1S126BC90461	8524 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
89	1S126BC90441	8532 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
90	1S126BC90421	8540 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
91	1S126BC90401	8548 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
92	1S126BC90511	8504 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
93	1S126BC90491	8512 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
94	1S126BC90471	8520 SW BRIGHTFIELD CIR	\$0	\$85,200	\$85,200	\$59,210	0.00
95	1S126BC90451	8528 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
96	1S126BC90431	8536 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,190	0.00
97	1S126BC90411	8544 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
98	1S126BC90391	8552 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$69,480	0.00

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	TAX ID	SITE ADDRESS	LAND VALUE	BUILDING VALUE	TOTAL VALUE	ASSESSED VALUE	ACRES
99	1S126BC90381	8600 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$69,480	0.00
100	1S126BC90371	8604 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
101	1S126BC90361	8608 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
102	1S126BC90651	8613 SW BRIGHTFIELD CIR	\$0	\$48,350	\$48,350	\$32,740	0.00
103	1S126BC90611	8617 SW BRIGHTFIELD CIR	\$0	\$48,350	\$48,350	\$32,740	0.00
104	1S126BC90571	8621 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
105	1S126BC90531	8625 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
106	1S126BC90351	8612 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
107	1S126BC90662	8615 SW BRIGHTFIELD CIR	\$0	\$48,720	\$48,720	\$32,970	0.00
108	1S126BC90622	8619 SW BRIGHTFIELD CIR	\$0	\$48,720	\$48,720	\$32,970	0.00
109	1S126BC90582	8623 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
110	1S126BC90542	8627 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
111	1S126BC90341	8616 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
112	1S126BC90811	8705 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
113	1S126BC90671	8641 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
114	1S126BC90631	8637 SW BRIGHTFIELD CIR	\$0	\$48,350	\$48,350	\$32,740	0.00
115	1S126BC90591	8633 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
116	1S126BC90551	8629 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
117	1S126BC90831	8701 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
118	1S126BC90651	8613 SW BRIGHTFIELD CIR	\$0	\$48,350	\$48,350	\$32,740	0.00
119	1S126BC90611	8617 SW BRIGHTFIELD CIR	\$0	\$48,350	\$48,350	\$32,740	0.00
120	1S126BC90571	8621 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
121	1S126BC90531	8625 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
122	1S126BC90662	8615 SW BRIGHTFIELD CIR	\$0	\$48,720	\$48,720	\$32,970	0.00
123	1S126BC90622	8619 SW BRIGHTFIELD CIR	\$0	\$48,720	\$48,720	\$32,970	0.00
124	1S126BC90582	8623 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
125	1S126BC90542	8627 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
126	1S126BC90811	8705 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
127	1S126BC90671	8641 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
128	1S126BC90631	8637 SW BRIGHTFIELD CIR	\$0	\$48,350	\$48,350	\$32,740	0.00
129	1S126BC90591	8633 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
130	1S126BC90551	8629 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
131	1S126BC90822	8707 SW BRIGHTFIELD CIR	\$0	\$75,320	\$75,320	\$52,120	0.00
132	1S126BC90682	8643 SW BRIGHTFIELD CIR	\$0	\$57,660	\$57,660	\$42,770	0.00
133	1S126BC90642	8639 SW BRIGHTFIELD CIR	\$0	\$48,720	\$48,720	\$32,970	0.00
134	1S126BC90602	8635 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
135	1S126BC90562	8631 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
136	1S126BC90851	8709 SW BRIGHTFIELD CIR	\$0	\$48,590	\$48,590	\$42,540	0.00
137	1S126BC90771	8601 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
138	1S126BC90731	8605 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
139	1S126BC90691	8609 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
140	1S126BC90862	8711 SW BRIGHTFIELD CIR	\$0	\$63,510	\$63,510	\$42,770	0.00
141	1S126BC90782	8603 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
142	1S126BC90742	8607 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
143	1S126BC90702	8611 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
144	1S126BC90891	8721 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
145	1S126BC90791	8653 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
146	1S126BC90751	8649 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
147	1S126BC90711	8645 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00

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	TAX ID	SITE ADDRESS	LAND VALUE	BUILDING VALUE	TOTAL VALUE	ASSESSED VALUE	ACRES
148	1S126BC90902	8723 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
149	1S126BC90802	8655 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
150	1S126BC90762	8651 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
151	1S126BC90722	8647 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
152	1S126BC90931	8725 SW BRIGHTFIELD CIR	\$0	\$48,360	\$48,360	\$32,740	0.00
153	1S126BC90942	8727 SW BRIGHTFIELD CIR	\$0	\$48,720	\$48,720	\$32,970	0.00
154	1S126BC90971	8737 SW BRIGHTFIELD CIR	\$0	\$48,350	\$48,350	\$32,740	0.00
155	1S126BC90982	8739 SW BRIGHTFIELD CIR	\$0	\$48,720	\$48,720	\$32,970	0.00
156	1S126BC90241	8700 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$59,020	0.00
157	1S126BC91011	8741 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
158	1S126BC90231	8704 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
159	1S126BC91022	8743 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$32,310	0.00
160	1S126BC90221	8708 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
161	1S126BC91051	8753 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
162	1S126BC90211	8712 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
163	1S126BC91062	8755 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
164	1S126BC90201	8716 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
165	1S126BC90191	8720 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
166	1S126BC90181	8724 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
167	1S126BC90171	8728 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$69,480	0.00
168	1S126BC91111	8801 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
169	1S126BC91122	8803 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
170	1S126BC91131	8813 SW BRIGHTFIELD CIR	\$0	\$67,870	\$67,870	\$46,800	0.00
171	1S126BC91142	8815 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
172	1S126BC91192	8819 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
173	1S126BC91211	8825 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
174	1S126BC91151	8809 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
175	1S126BC91202	8827 SW BRIGHTFIELD CIR	\$0	\$45,960	\$45,960	\$42,770	0.00
176	1S126BC91271	8837 SW BRIGHTFIELD CIR	\$0	\$45,700	\$45,700	\$42,540	0.00
177	1S126BC91162	8811 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
178	1S126BC91171	8821 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
179	1S126BC91242	8835 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
180	1S126BC91311	8841 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
181	1S126BC91182	8823 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
182	1S126BC91302	8843 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
183	1S126BC91231	8829 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
184	1S126BC91222	8831 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
185	1S126BC91251	8833 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
186	1S126BC91262	8839 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
187	1S126BC91291	8845 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
188	1S126BC91282	8847 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
189	1S126BC90521	8500 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$82,860	0.00
190	1S126BC90501	8508 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
191	1S126BC90481	8516 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
192	1S126BC90461	8524 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
193	1S126BC90441	8532 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
194	1S126BC90421	8540 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
195	1S126BC90401	8548 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
196	1S126BC90511	8504 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00

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	TAX ID	SITE ADDRESS	LAND VALUE	BUILDING VALUE	TOTAL VALUE	ASSESSED VALUE	ACRES
197	1S126BC90491	8512 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
198	1S126BC90471	8520 SW BRIGHTFIELD CIR	\$0	\$85,200	\$85,200	\$59,210	0.00
199	1S126BC90451	8528 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
200	1S126BC90431	8536 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,190	0.00
201	1S126BC90411	8544 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
202	1S126BC90391	8552 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$69,480	0.00
203	1S126BC90381	8600 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$69,480	0.00
204	1S126BC90371	8604 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
205	1S126BC90361	8608 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
206	1S126BC90351	8612 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
207	1S126BC90341	8616 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
208	1S126BC90831	8701 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
209	1S126BC90331	8620 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
210	1S126BC90842	8703 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
211	1S126BC90321	8624 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
212	1S126BC90871	8713 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
213	1S126BC90311	8628 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
214	1S126BC90882	8715 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
215	1S126BC90301	8632 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
216	1S126BC90911	8717 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
217	1S126BC90291	8636 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
218	1S126BC90922	8719 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
219	1S126BC90281	8640 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
220	1S126BC90271	8644 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
221	1S126BC90261	8648 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
222	1S126BC90951	8729 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
223	1S126BC90251	8652 SW BRIGHTFIELD CIR	\$0	\$93,680	\$93,680	\$72,740	0.00
224	1S126BC90962	8731 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
225	1S126BC90991	8733 SW BRIGHTFIELD CIR	\$0	\$42,270	\$42,270	\$28,900	0.00
226	1S126BC91002	8735 SW BRIGHTFIELD CIR	\$0	\$48,360	\$48,360	\$32,740	0.00
227	1S126BC91031	8745 SW BRIGHTFIELD CIR	\$0	\$63,130	\$63,130	\$42,540	0.00
228	1S126BC91042	8747 SW BRIGHTFIELD CIR	\$0	\$63,500	\$63,500	\$42,770	0.00
229	1S126BC91071	8749 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
230	1S126BC91082	8751 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
231	1S126BC90161	8800 SW BRIGHTFIELD CIR	\$0	\$99,120	\$99,120	\$70,440	0.00
232	1S126BC90151	8804 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
233	1S126BC90141	8808 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
234	1S126BC90131	8812 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
235	1S126BC90121	8816 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
236	1S126BC91091	8805 SW BRIGHTFIELD CIR	\$0	\$74,940	\$74,940	\$51,890	0.00
237	1S126BC90111	8820 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
238	1S126BC91102	8807 SW BRIGHTFIELD CIR	\$0	\$75,310	\$75,310	\$52,120	0.00
239	1S126BC90101	8824 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
240	1S126BC90091	8828 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
241	1S126BC90081	8832 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00
242	1S126BC90071	8836 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
243	1S126BC90061	8840 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$48,750	0.00
244	1S126BC90051	8844 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$69,480	0.00
245	1S126BC90041	8848 SW BRIGHTFIELD CIR	\$0	\$93,510	\$93,510	\$65,730	0.00

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	TAX ID	SITE ADDRESS	LAND VALUE	BUILDING VALUE	TOTAL VALUE	ASSESSED VALUE	ACRES
246	1S126BC90031	8852 SW BRIGHTFIELD CIR	\$0	\$69,270	\$69,270	\$48,040	0.00
247	1S126BC90021	8856 SW BRIGHTFIELD CIR	\$0	\$84,370	\$84,370	\$59,210	0.00
248	1S126BC90011	8860 SW BRIGHTFIELD CIR	\$0	\$99,550	\$99,550	\$69,480	0.00
249	1S120BA01000	15760 SW DAVIS RD	\$592,640	\$326,420	\$919,060	\$454,380	1.31
250	1S120BA01200	15790 SW DAVIS RD	\$256,330	\$63,700	\$320,030	\$168,180	3.22
251	1S120BA01400	6325 SW 155TH AVE	\$128,830	\$107,400	\$236,230	\$160,440	0.75
252	1S120BA01500	6385 SW 155TH AVE	\$136,260	\$109,250	\$245,510	\$178,030	0.69
253	1S120BA01700	6475 SW 155TH AVE	\$136,260	\$106,260	\$242,520	\$192,470	0.70
254	1S120BD00200	6615 SW 155TH AVE	\$355,360	\$229,660	\$585,020	\$353,340	2.31
255	1S120BD00100	6601 SW 155TH AVE	\$190,770	\$130,500	\$321,270	\$211,600	0.78
256	1S129CB00700	16340 SW NORA RD	\$336,420	\$125,990	\$462,410	\$226,890	1.60
257	1S132CD08800	11555 SW 155TH TERRACE	\$190,000	\$125,560	\$315,560	\$178,840	0.50
258	1S132CD08800	11555 SW 155TH TERRACE	\$190,000	\$125,560	\$315,560	\$178,840	0.50
259	1S132CC11300	11680 SW EIDER AVE	\$458,850	\$227,400	\$687,500	\$420,310	16.66
260	1S132CD09000	0	\$0	\$0	\$1,320	\$1,090	11.44
261	1S132CD08900	15740 SW DEERCREST LN	\$239,400	\$254,430	\$493,830	\$309,050	1.02
262	1S132CD09100	0	\$0	\$0	\$270	\$220	3.08
263	2S105BA00500	15717 SCHOLLS FERRY	\$141,600	\$94,600	\$236,200	\$136,820	0.78
264	2S105BB00200	16165 SW OLD SCHOLLS	\$243,000	\$119,410	\$362,410	\$201,900	1.84
265	2S105BB03500	16283 SW OLD SCHOLLS	\$232,490	\$100,560	\$333,050	\$182,490	1.71
266	1S126CA01200	9120 SW HALL BLVD	\$3,981,030	\$7,169,060	\$11,150,090	\$7,219,480	6.72
267	1S126DB02700	9115 SW OLESON RD	\$1,760,400	\$3,158,430	\$4,918,830	\$2,925,200	2.81
TAX ID SITE ADDRESS			LAND VALUE	BUILDING VALUE	TOTAL VALUE	ASSESSED VALUE	ACRES
TOTALS			\$19,345,650	\$38,176,210	\$57,524,700	\$35,135,840	88.95

EXHIBIT F
MEMORANDUM REGARDING WITHDRAWAL OF TERRITORY
FROM TUALATIN VALLEY WATER DISTRICT

MEMORANDUM
City of Beaverton
Engineering Department

TO: Hall Bergsma, Planning Services Manager, Community Development Department

FROM: David Winship, City Utilities Engineer, Engineering Department

DATE: February 18, 2005

SUBJECT: South Beaverton Islands Annexation (ANX 2005-0001)
Potable Water Service to Annexed Areas and Vicinity

This memorandum and attachments are intended as an exhibit to the referenced annexation Petition and Staff Report to the City Council. The action recommended in the Petition and Staff Report includes withdrawal of several parcels from the Tualatin Valley Water District. The withdrawal is interpreted by City staff to be generally consistent with the intent of the Intergovernmental Agreement (IGA) and referenced maps between the City and Tualatin Valley Water District (TVWD) dated April 17, 2002. The changes in water service areas of both entities with Annexation 2005-0001 were prompted by changes in land ownership and development tract configurations since the 2002 IGA was executed. In an effort to promote mutually efficient meter reading and water service operations and maintenance of potable water in the areas described in this exhibit, Engineering Department staff recommends referenced withdrawals from TVWD territory and in some cases additions to TVWD territory by waiving objections to annexation by TVWD of other adjacent areas to promote the same. This exhibit sets out in detail, by memorandum and map attachments, the changes in water service by the City and TVWD for review by the District in consideration of the importance of the relationship the City has with TVWD. This memorandum is also intended to clarify changes in water service that City staff have discussed directly with the District, which will require changes in customer accounts and water system operation and maintenance by each entity. The 2002 City/TVWD IGA allows for changes in legal boundaries of either entity with the consent of the second party.

The City has conducted water system master planning which adequately covers the areas to be withdrawn by this annexation and other areas identified for future City water service in the 2002 City/TVWD IGA. Areas that will be served by the City with this annexation action have been determined to be logical extensions of City water service which will receive potable water supply at standard water operating pressures, water quality consistent with other City water service areas

and water at sufficient flows for adequate fire protection to existing developed tracts and undeveloped tracts in the designated development land use zones.

This memorandum includes three attachments which detail the proposed changes to potable water service areas of the City and TVWD in map format. The legends in each map identify and label proposed areas of change in legal boundary and water service for the City and TVWD. Following are explanatory statements regarding each of the three attached maps:

Attachment F-1 (map)

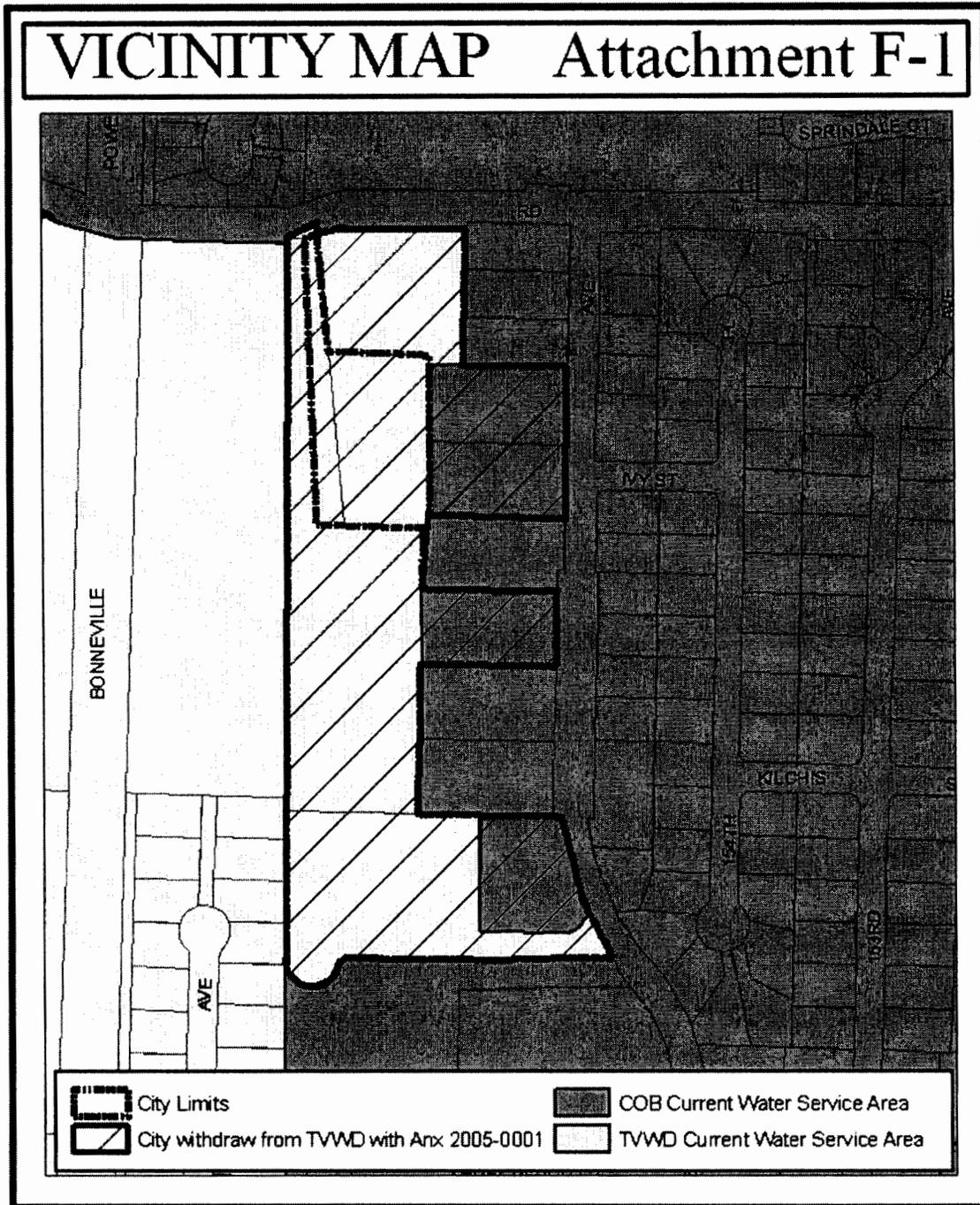
- The area identified for annexation to the City is proposed for withdrawal from TVWD with water service to be provided by the City.

Attachment F-2 (map)

- The area identified for annexation to the City is proposed for withdrawal from TVWD with water service to be provided by the City.
- An abutting area to the annexation labeled on the map is to be withdrawn from TVWD in a separate action by the City, with water service to be provided by the City. In this area, subdivision development is underway and water service to the development is designed for connection and service from the City's water mains.
- The City waives its objection to annexation by TVWD of the subdivision known as Deer Creek (labeled on the map) until such time as the City eventually annexes the subdivisions platted as Deer Park Nos. 1 and 2 together with Satterberg Heights platted subdivision. In accordance with the terms of the referenced 2002 City/TVWD IGA, once these areas are annexed to the City, TVWD waives any objection it may have to the City withdrawing the areas from TVWD's legal boundary and its service area and that the City will become the water service provider. These actions are noted on the map with appropriate labeling and text explanations.

Attachment F-3 (map)

- The area identified for annexation to the City is proposed for withdrawal from TVWD with water service to be provided by the City.
- Two abutting areas to the annexation as labeled on the map are to be withdrawn from TVWD in a separate action by the City with water service to be provided by the City.
- The City waives its objection to annexation by TVWD of the labeled area on the map currently served by the City on 103rd Avenue south of Denney Road. Water service is to be provided by TVWD.



South Beaverton Island Annexations Potable Water Service Area Changes

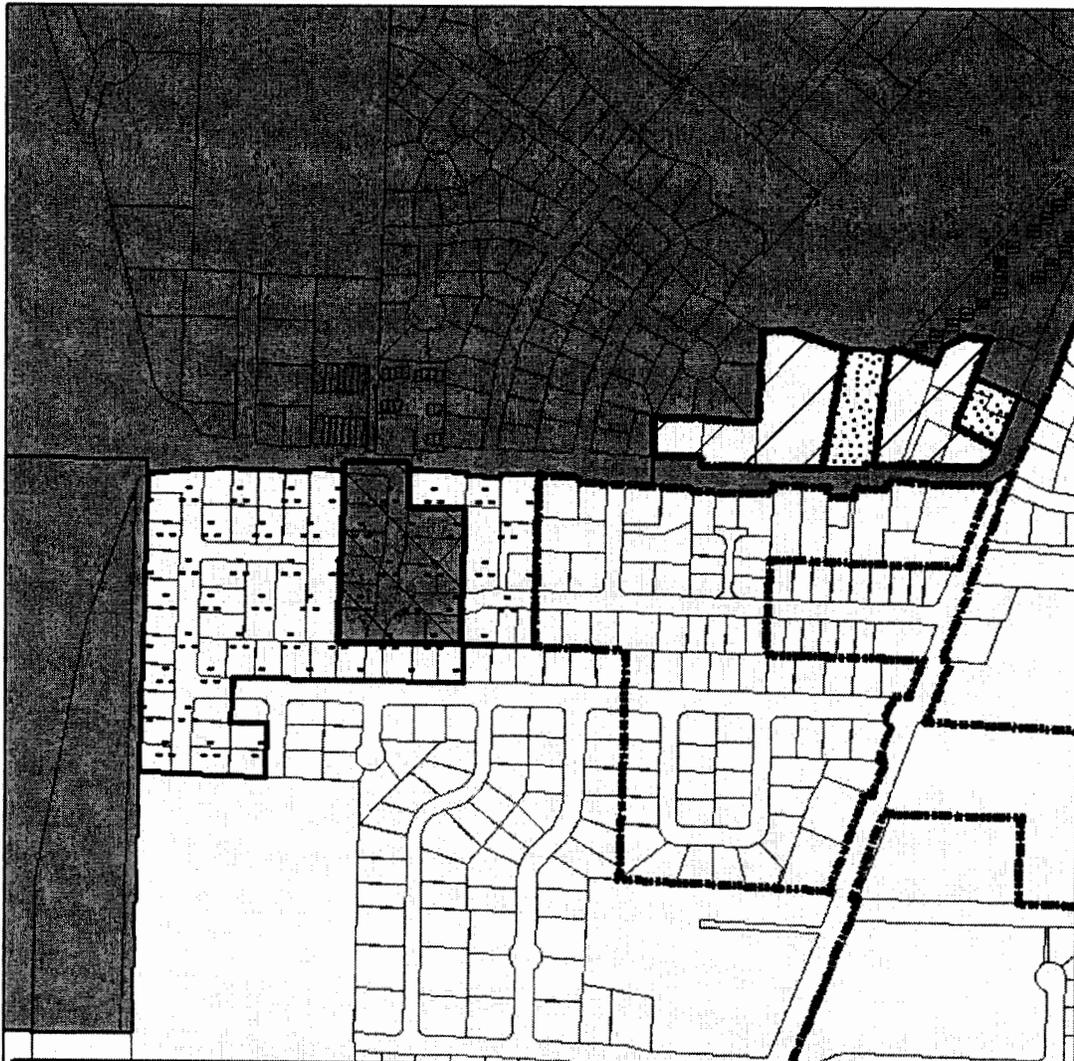
Engineering Department
Water Division

02/17/05
Map #
Various



ANX 2005-0001

VICINITY MAP Attachment F-3



- | | | | |
|--|--|--|--|
| | City Limits | | City Waive Objection to Annexation by TVWD |
| | City Withdraw from TVWD with ANX 2005-0001 | | City Current Water Service Area |
| | Service Area Change From City to TVWD | | TVWD Current Water Service Area |
| | City Withdraw from TVWD in Separate Action | | |

 CITY OF BEAVERTON	South Beaverton Island Annexations Potable Water Service Area Changes	02/17/05 Map # Various	
	Engineering Department Water Division	ANX 2005-0001	

EXHIBIT G
RESOLUTION 3785

RESOLUTION NO. 3785

A RESOLUTION ESTABLISHING CITY OF BEAVERTON URBAN SERVICE AREA AND CORPORATE LIMITS ANNEXATION POLICIES

WHEREAS, the City of Beaverton presently has no defined policies regarding annexation of adjacent urban unincorporated areas, including unincorporated islands; and

WHEREAS, the City's progress toward annexing its assumed urban services area has been slow; and

WHEREAS, previous incremental annexations have resulted in City limits that are odd and create confusion about their location, with many unincorporated "islands" surrounded by properties within the City; and

WHEREAS, the City desires to create more logical boundaries and create complete incorporated neighborhoods; and

WHEREAS, a more assertive policy toward annexation of certain types of properties could improve the City's ability to provide services to its residents efficiently and at a reasonable cost; and

WHEREAS, a more assertive annexation policy could result in more City control of development in adjacent unincorporated areas that could affect the City; and

WHEREAS, the Washington County 2000 policy is to have all urban unincorporated areas annexed by cities over time; now, therefore,

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

Council directs the Mayor to pursue the annexation of properties in adjacent urban unincorporated areas in accordance with the policies in Attachment A to this resolution.

Adopted by the Council this 1st day of November, 2004.

Approved by the Mayor this 2ND day of NOVEMBER 2004.

Ayes: 4

Nays: 0

ATTEST:


SUE NELSON, City Recorder

APPROVED:


ROB DRAKE, Mayor

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).

MEMORANDUM
City of Beaverton
Community Development Department

TO: City Council

FROM: Hal Bergsma, Planning Services Manager *HB*
Alan Whitworth, Senior Planner *Alan*

DATE: March 1, 2005

SUBJECT: South Beaverton Islands Annexation (ANX 2005-0001)

The South Beaverton Islands Annexation Petition/Staff Report prepared for the March 7, 2005 Public Hearing, dated February 18, 2005, incorrectly identified Hall Blvd. as County maintained. SW Hall Blvd. in the area being annexed is maintained by the State.

AGENDA BILL

**Beaverton City Council
Beaverton, Oregon**

SUBJECT: TA2004-0010 Utility Undergrounding
Section 60.65 Amendment

FOR AGENDA OF: 03-07-05 **BILL NO:** 05050

Mayor's Approval: *[Signature]*

DEPARTMENT OF ORIGIN: CDD

DATE SUBMITTED: 02-22-05

CLEARANCES: City Attorney
Devel. Serv.

PROCEEDING: First Reading

- EXHIBITS:**
1. Ordinance
 2. Land Use Order No. 1780
 3. Draft PC Minutes Dated 02-09-05
 4. Staff Report Dated 02-02-05

BUDGET IMPACT

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

On February 9, 2005, the Planning Commission held a public hearing to consider TA2004-0010 (Utility Undergrounding Section 60.65 Amendment) that proposes to amend Section 60.65 and Section 40.95 of the Beaverton Development Code. Following the close of the public hearing on February 9, 2005, the Planning Commission voted 5-0 (Barnard and Bliss absent) to recommend partial approval of the proposed Utility Undergrounding Text Amendment, as memorialized in Land Use Order No. 1780. Specifically, the Commission recommends approval of the proposed amendment to Section 60.65 (Utility Undergrounding) attached to the draft Ordinance and recommends denial of the proposed modification to Section 40.95 (Variance).

After signing and mailing Land Use Order No. 1780, staff discovered an erroneous finding had been made in the Land Use Order. Specifically, the Order states that the Washington County electorate approved MSTIP 1, 2, and 3 projects prior to the City of Beaverton Development Code requirement for undergrounding existing overhead utilities. In fact, the electorate approved the MSTIP 1, 2, and 3 work program while the overhead utility undergrounding requirement was a Code requirement. Although the utility undergrounding was required by the City's Development Code, it does not affect the fact that the MSTIP 1, 2, and 3 proposals did not include the public funding for utility undergrounding in these projects. MSTIP 1, 2, and 3 projects did not include overhead utility undergrounding because all Washington County jurisdictions agreed not to include utility undergrounding in the MSTIP projects.

INFORMATION FOR CONSIDERATION:

Attached to this Agenda Bill is an Ordinance including the proposed text, Land Use Order No. 1780, the draft Planning Commission meeting minutes, and staff report.

RECOMMENDED ACTION:

Staff recommend the City Council approve the recommendation of the Planning Commission for TA2004-0010 (Utility Undergrounding Section 60.65 Amendment) as set forth in Land Use Order No. 1780. Staff further recommend the Council conduct a First Reading of the attached ordinance.

ORDINANCE NO. 4343

AN ORDINANCE AMENDING ORDINANCE NO. 2050,
THE DEVELOPMENT CODE, SECTION 60.65.15.1
TA2004-0010 (UTILITY UNDERGROUNDING SECTION 60.65 AMENDMENT)

WHEREAS, the purpose of the Utility Undergrounding Section 60.65 Amendment is to amend a section of the Beaverton Development Code currently effective through Ordinance 4332 to provide an exemption of voter approved Washington County MSTIP 1, 2, and 3 funded road improvements from undergrounding overhead utilities as currently required by the Development Code; and

WHEREAS, pursuant to 50.50.1 of the Development Code, the Beaverton Development Services Division on February 2, 2005, published a written staff report and recommendation a minimum of seven (7) calendar days in advance of the scheduled public hearing before the Planning Commission on February 9, 2005; and

WHEREAS, on February 9, 2005, the Planning Commission conducted a public hearing for TA2004-0010 (Utility Undergrounding Section 60.65 Amendment) at the conclusion of which the Planning Commission voted to recommend to the Beaverton City Council to adopt a portion of the proposed amendment to the Development code as summarized in Planning Commission Land Use Order No. 1780; and

WHEREAS, no written appeal pursuant to Section 50.75 of the Development Code was filed by persons of record for TA2004-0010 (Utility Undergrounding Section 60.65 Amendment) following the issuance of the Planning Commission Land Use Order No. 1780; and

WHEREAS, the City Council adopts as to criteria, facts, and findings, described in Land Use Order No. 1780 dated February 17, 2005, the Planning Commission record, and the Council's Agenda Bill dated February 22, 2005, all of which the Council incorporates by this reference and finds to constitute an adequate factual basis for this ordinance; and now, therefore,

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. Ordinance No. 2050, effective through Ordinance No. 4332, the Development Code, is amended to read as set out in Exhibit "A" of this Ordinance attached hereto and incorporated herein by this reference.

Section 2. All Development Code provisions adopted prior to this Ordinance which are not expressly amended or replaced herein shall remain in full force and effect.

Section 3. Severance Clause. The invalidity or lack of enforceability of any terms or provisions of this Ordinance or any appendix or part thereof shall not impair or otherwise affect in any manner the validity, enforceability or effect of the remaining terms of this Ordinance and appendices and said remaining terms and provisions shall be construed and enforced in such a manner as to effect the evident intent and purposes taken as a whole insofar as reasonably possible under all of the relevant circumstances and facts.

First reading this _____ day of _____, 2005.

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

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

ATTEST:

APPROVED:

SUE NELSON, City Recorder

ROB DRAKE, Mayor

Section 1: The Development Code, Ordinance No. 2050, Chapter 60 – Special Requirements, Section 60.65.15.1., will be amended to read as follows:

60.65.15.

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, ~~and~~ that portion of a project where undergrounding will require boring under a collector or arterial roadway, and voter approved MSTIP 1, 2, and 3 funded roadway projects.



CITY of BEAVERTON

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

NOTICE OF DECISION

February 17, 2005

To Whom It May Concern:

Attached, please find a copy of the approved Land Use Order finalizing the PLANNING COMMISSION recommendation to the Beaverton City Council on **TA 2004-0010 – Utility Undergrounding Text Amendment.**

The Planning Commission's recommendation may be appealed within ten (10) calendar days of the date of this notice. The appeal closing date is **5:00 p.m., Monday, February 28, 2005.** Appeals shall be filed pursuant to Section 50.75 of the Beaverton Development Code. Pursuant to Section 50.75, an appeal application shall contain the following minimum information:

1. The case file number designated by the City.
2. The name and signature of each appellant.
3. Reference to the oral or written evidence provided to the decision-making authority by the appellant that is contrary to the decision.
4. If multiple people sign and file a single appeal, the appeal shall include verifiable evidence that each appellant provided written testimony to the decision-making authority and that the decision being appealed was contrary to such testimony. The appeal shall designate one person as the contact representative for all pre-appeal hearing contact with the City. All contact with the City regarding the appeal, including notice, shall be through this contact representative.
5. The specific approval criteria, condition, or both being appealed, the reasons why the finding, condition, or both is in error as a matter of fact, law or both, and the evidence relied on to allege the error.
6. The appeal fee, as established by resolution of the City Council.

The appellate decision making authority on appeal of Type 4 decision shall be the City Council. The appeal hearing shall be *de novo*, which means new evidence and argument can be introduced in writing, orally, or both. The hearing of the appeal shall be conducted in the manner specified in Section 50.85 through 50.88 except as otherwise required by statute.

Please note that the failure to comply with the requirements of Sections 50.75.1 and 50.75.2 is jurisdictional and deprives the appellant of an opportunity for the appellate decision making authority to hear an appeal.

The current appeal fee due at time of filing is \$638.00.

The complete case file is available for review at the Development Services Division, Community Development Department, 2nd Floor, City Hall, 4755 SW Griffith Drive. Hours of operation are 8:30 a.m. to 4:30 p.m., Monday through Friday, except for holidays. For more information about the project, please contact Tyler Ryerson at 503-526-2520.

For further information about your appeal rights, please contact the City Recorder at (503) 526-2650.

Sincerely,



Steven A. Sparks, AICP
Development Services Manager

cc:	Linda Roshak	Charles Wilson	Andrew Bynum	Rachel Nettleton
	Jim Persey	Jeff Menzel	Bruce Miller	Sarah Laughlin
	Andrew Rapp	Kelly Palin	Penny Douglas	Karen Schouten
	Joe Whittington	Sid Snyder	Metro Growth Management	
	Mara Danielson	Sam Hunaidi	Matt Costigan	Russell Knoebel
	Jim Duggan	Brad Roast	Sue Nelson	Phil Healy
	Jan Youngquist	Bill Avery	Tyler Ryerson	Project File

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

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

IN THE MATTER OF A REQUEST TO) ORDER NO.1780
AMEND BEAVERTON DEVELOPMENT) TA2004-0010 RECOMMENDING PARTIAL
CODE SECTION 60.65 UTILITY) APPROVAL OF TEXT AMENDMENTS.
UNDERGROUNDING). CITY OF)
BEAVERTON, APPLICANT.)

The matter of TA2004-0010 (Utility Undergrounding Section 60.65 Amendment) was initiated by the City of Beaverton, through the submittal of a text amendment application to the Beaverton Community Development Department.

Pursuant to Ordinance 2050 (Development Code), effective through Ordinance 4332, Section 50.50 (Type 4 Application), the Planning Commission conducted a public hearing on February 9, 2005, and considered oral and written testimony and exhibits for the proposed amendment to the Beaverton Development Code.

TA2004-0010 proposes to amend Development Code Section 60.65 (Utility Undergrounding) and Section 40.95 (Variance). The modification to Section 60.65 (Utility Undergrounding) provides authorization to exempt voter approved Washington County MSTIP 1, 2, and 3 funded road improvements from undergrounding overhead utilities as currently required by the Development Code. The modification to Section 40.95 provides an opportunity for publicly funded roadway projects to request a Variance from the undergrounding requirement based upon specific approval criteria.

The Planning Commission heard testimony from Russell Knoebel representing Washington County Department of Land Use and Transportation – Capital Project Management Division, considered an email communication from Commissioner Bliss, and deliberated the proposal as presented in the staff report.

Findings for proposed amendment to Section 60.65 (Utility Undergrounding).

The Commission found that based upon the testimony, staff report, and exhibits, the specific amendment to Section 60.65.15.1 *Utility Undergrounding* is acceptable for a positive recommendation to the City Council, as the Commission agreed with the staff report's conclusion that MSTIP 1, 2, and 3 projects approved by the voters of Washington County, should not be subject to utility undergrounding. The Commission stated that they are in agreement with the staff report which stated that because the scope of work presented to the electorate did not include utility undergrounding and the voters approved these specific projects prior to the City's Development Code requiring utility undergrounding. All future MSTIP projects, including projects identified on the MSTIP 3b list would be subject to the utility undergrounding requirements.

Findings for proposed Amendment to Section 40.95 (Variance).

The Planning Commission does not recommend that City Council amend the Development Code to allow for a Variance to the utility undergrounding requirements for publicly funded roadway projects. The Commission's recommendation was based upon the finding that the proposal does not meet approval criterion #4 of Section 40.85.15.1.C, specifically Comprehensive Plan policy 3.4.1.c, "*Existing overhead utilities shall be placed underground in all parts of the community in conjunction with development.*"

The Commission's deliberation expressed apprehension to recommending approval of the proposed modification to Section 40.95

Variance. The Commission's conclusion was to convey to the City Council their concern that Section 40.95 proposal may provide applicants the ability to circumvent the utility undergrounding policy found in the City's Comprehensive Plan without the consent of the Beaverton City Council. The Commission's recommendation was based upon three main points: 1) The amendment would reverse the City's public and private undergrounding policy established by the City Council; 2) The proposed criterion for approval, Section 40.95.15.1.C.9, provides a low threshold of acceptance; and 3) Generally, the Commission questioned if it is a good policy decision to provide a variance opportunity for utility undergrounding for public funded improvements. Since the proposed Variance approval criterion does not provide a method to allow the City Council to review a variance application the Commission believed that it would be beneficial to provide an outline of the Commission's concern on the proposed variance provision to the Council.

The Planning Commission adopts by reference the February 2, 2005, report as to criteria contained in Section 40.85.15.1.C.1-7 applicable to this request and the supplemental findings contained herein; now, therefore:

IT IS HEREBY ORDERED that pursuant to Section 50.50.1 of the Beaverton Development Code, the Planning Commission **RECOMMENDS APPROVAL** of the modification to Section 60.65 (Utility Undergrounding) contained within TA 2004-0010. The Planning Commission finds that evidence has been provided demonstrating that all of the approval criteria specified in Section 40.85.15.1.C.1-7 are satisfied for the modification to Section 60.65.

Furthermore, it is hereby ordered that the Planning Commission **RECOMMENDS DENIAL** of the proposed modification of Section 40.95 (Variance) contained within TA2004-0010 to the Beaverton City Council because criterion #4 has not been met with the proposed amendment to Section 40.95.

Motion **CARRIED** by the following vote:

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

Dated this 17th day of February, 2005.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 1780, an appeal must be filed with the City of Beaverton Recorder's Office by no later than 5:00 p.m. on Monday, February 28, 2005.

PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:



TYLER RYERSON
Associate Planner

APPROVED:



ERIC H. JOHANSEN
Chairman



STEVEN A. SPARKS, AICP
Development Services Manager

PLANNING COMMISSION MINUTES

February 9, 2005

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

ROLL CALL: Present were Chairman Eric Johansen; Planning Commissioners Dan Maks, Alan DeHarpport, Scott Winter, Shannon Pogue, and alternate Planning Commissioner Wendy Kroeger. Planning Commissioners Gary Bliss and Bob Barnard were excused.

Development Services Manager Steven Sparks, AICP, Senior Planner Colin Cooper, Associate Planner Tyler Ryerson, Assistant City Attorney Ted Naemura and Recording Secretary Sheila Martin represented staff.

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

VISITORS:

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

STAFF COMMUNICATION:

Staff indicated that there were no communications at this time.

NEW BUSINESS:

PUBLIC HEARING:

- A. UTILITY UNDERGROUNDING SECTION 60.65 TEXT AMENDMENTS.**
- 1. TA2004-0010 – TEXT AMENDMENTS**

1 The City of Beaverton requests to amend the City's Development Code
2 Section 60.65 Utility Undergrounding and Section 40.95 Variance. The
3 proposed modification to Section 60.65 provides an opportunity to
4 exempt voter approved Washington County MSTIP 1, 2, and 3 funded
5 road improvements from undergrounding overhead utilities as
6 currently required by the Development Code. The proposal to modify
7 Section 40.95 provides an opportunity to vary the undergrounding
8 requirement for publicly funded roadway projects based upon specific
9 criteria.

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

19
20 Chairman Johansen provided a brief description of the hearing
21 process.

22
23 Associate Planner Tyler Ryerson presented the Staff Report and
24 described the proposed text amendment application. He discussed the
25 distributed email communication containing Commissioner Bliss'
26 comments which suggested adding a phrase to the Code language in
27 Sections II, III, and IV, and pointed out that staff is not in support of
28 adding the proposed language to the Variance Section. Concluding, he
29 recommended approval of the proposed text amendment modification,
30 and offered to respond to questions.

31
32 Referencing page 4 of the Staff Report, Commissioner Maks questioned
33 if he should be concerned if an applicant came forward with regard to a
34 publicly funded roadway project and seek a Variance because of the
35 applicability of Section 60.65.

36
37 Mr. Ryerson noted that the proposed approval criteria text states that
38 no Variance shall be granted unless it can be shown that the primary
39 funding source for the projects specifically excluded such utility
40 undergrounding work from the funding authority. He pointed out that
41 the funding authority will need to show that funding for
42 undergrounding is not included for said roadway project.
43

1 Commissioner Maks explained that he wants to make certain that
2 future funding authorities are aware that because the undergrounding
3 line items are a requirement they cannot seek a Variance.
4

5 Mr. Ryerson concurred and pointed out that this relates to anything
6 with Code requirements and emphasized that there isn't an
7 opportunity, in this case, if this was approved, for the Variance for
8 utility undergrounding. He indicated that the Development Code still
9 states today that utility undergrounding would be required.
10

11 Assistant City Attorney Ted Naemura clarified that this could arise in
12 the public sector where a project team somehow aligns up their
13 construction loan to specifically exclude any connection to any kind of
14 undergrounding project just because all they have to do is ride it out.
15

16 Commissioner Maks pointed out that he's considering future MSTIP's
17 and expressed his ambivalence as he would not like to see the cost of
18 undergrounding eliminated on a lot of projects that he would like to
19 see constructed. He also explained that he doesn't want funds put into
20 a project where the undergrounding issues are not covered.
21

22 Mr. Ryerson suggested changing the approval criteria to make it more
23 regulatory.
24

25 Commissioner Maks expressed his concerns with the decision making
26 process pertaining to publicly funded roadways, that if a funding
27 authority doesn't factor undergrounding costs into their material than
28 they could seek out a Variance. He also pointed out that the
29 amendment to the Variance Section only applies to projects that are
30 known to have been funded.
31

32 Mr. Ryerson stated that this could also include other funded projects
33 such as CIP's that would also encompass not only Washington County
34 funded projects but other city's that are receiving funds from other
35 sources such as ODOT.
36

37 Commissioner DeHarpport questioned if Mr. Naemura was initially
38 referring to private developments.
39

40 Mr. Naemura explained that he was referring to an instance that a
41 project could be written that does not include the underground utilities
42 knowing in advance that the Variance opportunity exists.
43

1 Mr. Ryerson noted that a Variance opportunity was available on the
2 MSTIP Hart Road project and because of the design variance
3 opportunities before the recent code changes, the new Code does not
4 include an out for the undergrounding, adding that the proposed
5 amendment would allow for it.
6

7 Chairman Johansen expressed the same concerns of Commissioner
8 Maks with regard to the 60.65 applying to projects that have already
9 been approved or nearing completion, and also noted that he's
10 concerned about moving forward with this as he believes that this
11 allows the opportunity to vary from the standards.
12

13 Mr. Ryerson pointed out that staff could discuss changing the language
14 to satisfy the Commissions concerns with the approval criteria.
15

16 Chairman Johansen stated that proposals like this do not come
17 forward in anticipation of a problem. He expressed his concern that
18 the Development Code is being utilized to try and solve what seems to
19 be a financial problem and that he's not certain that this is the purpose
20 of the Development Code in general.
21

22 Commissioner Maks commented on the number of road improvements
23 that would be lost due to the additional cost of undergrounding and
24 emphasized that it's a policy decision and until he hears different from
25 Council, the policy decision has been that undergrounding utilities are
26 to be included whenever possible.
27

28 Mr. Ryerson emphasized that the original MSTIP's approved by the
29 voters did not include the scope of work for undergrounding. He
30 expressed the concerns of staff that they did not foresee the safety
31 factor brought into the road projects due to the costs associated with
32 enforcing the undergrounding and that safety improvements may be
33 lost, adding that this is the reason why staff felt it necessary to keep
34 the scope of 60.65 to only MSTIP's 1's, 2's, and 3's. He also pointed out
35 that the voters were aware that these projects did not include
36 undergrounding as the Code did not require this at the time it was
37 approved by the voters.
38

39 Commissioner Maks expressed his concern that the proposed
40 amendment would give governing authorities the option to vary from
41 the standards and would reverse the City's undergrounding policy that
42 was established by the City Council.
43

1 Commissioner DeHarpport referred to the Variance Section page AP-
2 140 of the Development Code and noted that there's no indication that
3 a private developer would be prohibited from utilizing the proposed
4 changes.

5
6 Mr. Ryerson explained that the threshold is for public funded roadway
7 projects.

8
9 Commissioner DeHarpport pointed out that there are five other
10 thresholds above that.

11
12 Mr. Ryerson stated that only one threshold needs to be met in order to
13 apply for a Variance. He pointed out that it's similar to a Conditional
14 Use where only one threshold needs to be met under the Conditional
15 Use Section of a PUD.

16
17 Commissioner DeHarpport referred to threshold A-1 and exemplified
18 that a change more than (50%) fifty percent to the numerical
19 standards specified in the Site Development requirements contained in
20 Chapter 20 (Land Uses).

21
22 Mr. Ryerson explained that Thresholds 1 through 5 has numerical
23 standards and if an application cannot achieve Section 20 of Site
24 Development's requirements of a 100 foot width lot dimension than
25 they're deviating that by 50 percent. He pointed out that the threshold
26 itself is what staff is proposing which is for publicly funded roadway
27 projects.

28
29 Commissioner DeHarpport questioned if there were other ways to deal
30 with specific project(s) on a separate bases rather than rewriting the
31 Development Code. He suggested the possibility of a Director's
32 Interpretation, and noted that he concurs with the written email
33 comments by Commissioner Bliss with regard to adding the words
34 "prior to the effective date" to affect what had already been passed, as
35 he believes that these projects should go through, and pointed out that
36 the City and Council's intent to require undergrounding should be
37 considered for future projects.

38
39 Mr. Ryerson pointed out that if the utility undergrounding was not in
40 the Development Code and was in the engineering design manual then
41 there would be a modification process through the city's engineering
42 department.

1 **PUBLIC TESTIMONY:**

2
3 **RUSSELL KNOEBEL** representing *Washington County Department*
4 *of Land Use and Transportation – Capitol Project Management*
5 *Division* pointed out that he's a staff member of Washington County
6 and mentioned that Washington County is in favor of the proposed text
7 amendment. He clarified that past county projects were voter
8 approved and went before a Washington County Coordinating
9 Community (WCCC), adding that new County projects that are voter
10 approved go through an elected group of officials including the Mayor
11 of Beaverton, before they are afforded onto the Washington County
12 Board Commissioner's. He noted that with regard to policy making,
13 the city does not allow general funds to pay for undergrounding,
14 emphasizing that this creates a problem when there's a Development
15 Code that does not allow some type of Variance, or offer suggestions on
16 how to proceed with a project or a funding package to allow
17 undergrounding. He mentioned that funding from the county, ODOT,
18 and gas tax revenues also do not pay for any utility work which
19 includes undergrounding, adding that if these funds flow to the county
20 or city projects, then there's a potential of running into the same issues
21 to utilize these funds.

22
23 Chairman Johansen questioned whether the county's elections pay for
24 these costs or if this has been a policy action of the Board or a staff
25 implementation.

26
27 Mr. Knoebel stated that he believes the direction to further the amount
28 of funds came from elected officials throughout the county, including
29 city elected officials. He pointed out that the MSTIP funding had been
30 expanded to build not only roads, but sidewalks and bike lanes, adding
31 that the idea was to get safety improvement road work on the ground.

32
33 Mr. Sparks added that to his understanding the WCCC came together
34 to prioritize the funding of projects, and discussed several examples
35 pertaining to the use of these funds. He explained that the specific
36 MSTIP projects numbering as exemptions before the Commission
37 today is because the city has agreed historically that certain projects,
38 in accordance with the agreement with the county and other
39 jurisdictions, that utility undergrounding would not be included and
40 that the city, from a policy perspective, wants to reopen this discussion
41 again and push for the inclusion of utility undergrounding of these
42 projects.

43

1 Commissioner Maks expressed his opinion that if the Commission
2 adopts the proposed amendment, than anything WCCC brings up
3 through MSTIP funds is not going to include undergrounding of
4 utilities. He suggested that the Commission adopt the text the way
5 that it is, emphasizing that it will be up to the Council to make the
6 decision on this policy that gives the out.
7

8 Mr. Sparks reminded the Commission that their decision is a
9 recommendation to the City Council and pointed out that if the
10 Commission does have reservations pertaining to the Variance aspect
11 then the Commission should state this clearly to the Council.
12

13 Commissioner Maks expressed his opinion that the minutes will reflect
14 the Commissions skepticism with regard to the loop holes of the
15 Variance. He also noted that he would like the policy makers to have
16 the final say so with regard to funding road projects, adding that the
17 decision should not be weighed by the Commission.
18

19 The public portion of the Public Hearing was closed.
20

21 Chairman Johansen concurred with Commissioner Maks' comments
22 that the minutes will reflect the discussion. He expressed his concern
23 that if the Commission decides to move forward with an approval then
24 he's not sure the Council will see anything other than the approval by
25 the Commission and suggested that the Commission consider the
26 separation of the two matters.
27

28 Mr. Sparks stated that staff will outline the main points that the
29 Commission has made and include this on the agenda bill. He
30 explained that the information will state that the Commission has
31 made no recommendation on the Variance component as the
32 amendment would reverse the City's public and private
33 undergrounding policy established by the City Council and that the
34 Commission has reservations about this because there's an out with a
35 fairly low threshold of acceptance in the Planning Commission views.
36

37 Commissioner Pogue **MOVED** to approve TA2004-0010
38 Undergrounding Section 60.65 Amendment, based upon the testimony,
39 reports and exhibits and new evidence presented during the Public
40 Hearings on the matter, and upon the background facts, findings and
41 conclusions found in the Staff Report dated February 2, 2005, and the
42 hearing date of February 9, 2005, with strong reservation that this
43 amendment specifically through Variance Section 40.95.15 may

1 provide an applicant the ability to circumvent current underground
2 policy without the consent of Beaverton City Council.

3
4 Mr. Naemura interjected and explained that the motion should be
5 phrased to identify the different aspects of the text, noting that as a
6 legislative proposal, the motion-maker could make these expressions
7 as a part of his overall recommendation.

8
9 Commissioner Maks explained that Commissioner Pogue could
10 highlight his original motion, and pointed out that the commission
11 needs to decide whether this meets the existing comprehensive plan
12 policies with regard to undergrounding utilities.

13
14 Commissioner Pogue **WITHDREW** his previous **MOTION** for
15 **APPROVAL** of TA2004-0010 – Utility Undergrounding Section 60.65
16 Amendment.

17
18 Chairman Johansen questioned if the motion could be expressed with
19 respect to Section 60.65.

20
21 Mr. Naemura concurred adding that the motion will describe the
22 various elements of the recommendation which will be reflected within
23 one land use order.

24
25 Commissioner Maks suggested to Commissioner Pogue to solidify his
26 first motion by reflecting it back to the criteria in order to base it on
27 the findings.

28
29 Commissioner Pogue **MOVED** and Commissioner Maks **SECONDED**
30 a motion to **APPROVE** TA2004-0010 Utility Undergrounding Text
31 Amendment specifically Section 60.65 and Section 60.65.15 Text
32 Amendments, based upon the testimony, reports and exhibits and new
33 evidence presented during the Public Hearings on the matter, and
34 upon the background facts, findings and conclusions found in the Staff
35 Report dated February 2, and the hearing date of February 9, 2005,
36 and **MOVED** to **DENY** Section 40.95.15. Text Amendment based on
37 strong reservations that this amendment specifically through Variance
38 Section 40.95.15 may provide an applicant the ability to circumvent
39 current underground policy found within the City of Beaverton's
40 Comprehensive Plan without the consent of Beaverton City Council.

41
42 Motion **CARRIED** by the following vote:
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AYES: Pogue, Maks, DeHarpport, Winter, and Johansen.
NAYS: None.
ABSTAIN: None.
ABSENT: Bliss and Barnard.

Motion **CARRIED** unanimously (5:0).

APPROVAL OF MINUTES

Minutes of the meeting January 5, 2005, were submitted. Commissioner Maks **MOVED** and Commissioner Winter **SECONDED** a motion that the minutes be amended as written.

Motion **CARRIED** by the following vote:

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

Motion **CARRIED**, unanimously.

Minutes of the meeting January 19, 2005, were submitted. Commissioner Pogue **MOVED** and Commissioner DeHarpport **SECONDED** a motion that the minutes be amended as written.

Motion **CARRIED** by the following vote:

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

Motion **CARRIED**, unanimously.



CITY of BEAVERTON

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

CITY OF BEAVERTON STAFF REPORT AND RECOMMENDATION

HEARING DATE: Wednesday, February 9, 2005

TO: Planning Commission

FROM: Tyler T. Ryerson, Associate Planner *TRC*

PROPOSAL: **TA2004-0010 (Utility Undergrounding Section 60.65 Text Amendment)**

REQUEST: The City of Beaverton requests to amend the City's Development Code Section 60.65 *Utility Undergrounding* and Section 40.95 *Variance*. The proposed modification to Section 60.65 provides an opportunity to exempt voter approved Washington County MSTIP 1, 2, and 3 funded road improvements from undergrounding overhead utilities as currently required by the Development Code. The proposal to modify Section 40.95 provides an opportunity to vary the undergrounding requirement for publicly funded roadway projects based upon specific criteria.

APPLICANT: City of Beaverton - Development Services Division

AUTHORIZATION: Ordinance 2050 (Development Code), effective through Ordinance 4332

APPLICABLE CRITERIA: Section 40.85.15.1.C.1-7 (*Text Amendment Approval Criteria*)

RECOMMENDATION: **TA2004-0010 (Utility Undergrounding Section 60.65 Text Amendment):** Staff recommend **APPROVAL** of text amendment application

I. Proposed Legislative Text Amendment

Amendment to Utility Undergrounding Section 60.65

The proposed Development Code text amendment to *Utility Undergrounding* Section 60.65 is to provide an exemption to the requirement of undergrounding existing overhead utilities located along roadways associated with Major Streets Transportation Improvement Program (MSTIP) 1, 2, and 3 projects as identified on the MSTIP project lists Exhibit 1.3. The amendment to Section 60.65 does not include projects identified as a MSTIP 3b or future MSTIP funded projects which are not included on the MSTIP 1, 2, or 3 lists. Most of the projects of MSTIP 1, 2, and 3 have already been constructed, a few projects remain in and around the City's boundaries.

MSTIP 1, 2, and 3 programs were approved by Washington County voters as short-term levies in 1986, 1989, and 1995 respectively. After the approval of Measure 50, serial levies such as MSTIP were cut back, but the Board of County Commissioners, in conjunction with the Washington County Coordinating Committee comprised of Washington County Land Use and Transportation and the cities of Washington County, continues to devote the same ratio of what are general fund resources to transportation funding. The funding scope of MSTIP 1, 2, and 3, approved by the voters, did not include in the scope of work to underground utilities. Ordinance 4118, approved on August 15, 2000, adopted the current City's Development Code requirements to underground existing and proposed utilities. Therefore, the proposal to amend *Utility Undergrounding* section 60.65 will allow voter approved MSTIP 1, 2, and 3 projects an exemption from the Development Code's utility undergrounding requirements.

Projects which are identified on the MSTIP 3b list and any future MSTIP project not identified on the MSTIP 1, 2, 3, or 3b lists would be required to adhere to the *Utility Undergrounding* Section 60.65 requirements. These projects are not subject to voter approved funding which excluded the project scope of undergrounding utilities.

Section 1: The Development Code, Ordinance No. 2050, Ordinance 4332, Chapter 60 – Special Requirements, Section 60.65 Utility Undergrounding specifically Section 60.65.15.1., will be amended to read as follows:

60.65 Special Requirements - Utility Undergrounding

60.65.15.

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a collector or arterial roadway, and voter approved MSTIP 1, 2, and 3 funded roadway projects.

The proposed amendment to the Development Code Section 60.65 text as shown above is attached in Exhibit 1.1.

Amendment to Variance Section 40.95

The proposed Development Code text amendment to Section 40.95 *Variance* is to allow for the opportunity to vary from the requirement to underground existing overhead utilities when the funding authority for publicly funded roadways specifically excludes funding for undergrounding utilities. A number of available funding sources do not allow utility undergrounding improvements to be included in allocated funds. Therefore to provide an opportunity to vary from the undergrounding requirement, a variance opportunity is proposed.

As opposed to the proposed amendment to Section 60.65 *Utility Undergrounding*, in which the exemption to underground is based upon the scope of work Washington County voters approved funding which excluded undergrounding for MSTIP 1, 2, and 3 projects; this amendment proposal is based upon the scope of public funding if undergrounding of public projects is excluded from the funding authority, then a variance application could be applied for by the public agency.

Section 2: The Development Code, Ordinance No. 2050, Ordinance 4332, Chapter 40 – Applications, Section 40.95 Variance specifically Section 40.95.10. and 40.95.15.1.A., will be amended to read as follows:

40.95.10. Applicability.

A Variance application may only be requested for those proposals that request a variance of more than fifty percent (50%) from the numerical Site Development Requirements contained in Chapter 20 (Land Uses) or any numerical requirements contained in Section 60.30 (Off-Street Parking), Section 60.40 (Sign Regulations), and Section 60.55 (Transportation Facilities), excluding Section 60.55.30, and Section 60.65 (Utility Undergrounding) for publicly funded roadway projects.

40.95.15. Application.

1. Variance.

A. Threshold. An application for Variance shall be required when the following threshold applies:

6. A publicly funded roadway project.

C. Approval Criteria. In order to approve a Variance application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

9. For a proposal for a variance from utility undergrounding regulations, no variance shall be granted unless it can be shown that the primary funding source for the project specifically excludes such work from the funding authority.

10. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

The proposed amendment to the Development Code Section 40.95 text as shown above is attached in Exhibit 1.2.

II. Facts and Findings

Section 40.85.15.1.C of the Development Code specifies that in order to approve a Text Amendment application, the decision-making authority shall make findings of fact, based on evidence provided by the applicant, that all of the criteria specified in Section 40.85.15.1.C.1-7 are satisfied. The following are the findings of fact for TA2004-0010 (Utility Undergrounding Section 60.65 Text Amendment).

1. The proposal satisfies the threshold requirements for a Text Amendment application.

Section 40.85.15.1.A specifies that an application for a text amendment shall be required when there is proposed *any change to the Development Code, excluding changes to the zoning map*. TA2004-0010 (Utility Undergrounding Section 60.65 Text Amendment) proposes to amend Section 60.65 and 40.95 of the Beaverton Development Code currently effective through Ordinance 4332 (January 2005). Therefore, staff find that approval criterion one has been met.

2. All City application fees related to the application under consideration by the decision-making authority have been submitted.

Policy Number 470.001 of the City's Administrative Policies and Procedures manual states that fees for a City initiated application are not required where the application fee would be paid from the City's General Fund. The Development Services Division, which is a General Fund program, initiated the application. Therefore, the payment of an application fee is not required. Staff find that approval criterion two is not applicable.

3. The proposed text amendment is consistent with the provisions of the Metro Urban Growth Management Functional Plan.

Metro's Urban Growth Management Functional Plan (UGMFP) is comprised of the following titles:

- Title 1: Requirements for Housing and Employment Accommodations
- Title 2: Regional Parking Policy
- Title 3: Water Quality, Flood Management and Fish and Wildlife Conservation
- Title 4: Industrial and Other Employment Areas
- Title 5: Neighbor Cities and Rural Reserves
- Title 6: Central City, Regional Centers, Town Centers and Station Communities
- Title 7: Affordable Housing
- Title 8: Compliance Procedures
- Title 9: Performance Measures
- Title 10: Functional Plan Definitions

- Title 11: Planning for New Urban Areas
- Title 12: Protection of Residential Neighborhoods

The UGMFP does not specifically address issues of relocating above-ground utilities to underground locations. Although the proposed Text Amendment will not fully implement the provisions of the UGMFP, the are supportive of other actions the City will be required to take to comply with the UGMFP. The proposed amendment has no applicability to the Metro titles. Staff find that approval criterion three is not applicable.

4. *The proposed text amendment is consistent with the City's Comprehensive Plan.*

Staff suggests that Chapter 3 of the Comprehensive Plan (Land Use Element) is relevant to the proposed amendment. Two (2) Comprehensive Plan policies which are related to the proposed amendments to Sections 60.65 *Utility Undergrounding* and 40.95 *Variance*. The proposed text amendment will not change the intent of the existing Development Code regulations, such that goals and policies of the Comprehensive Plan will be impacted. The following goal, policies, and action statements generally address undergrounding of utilities:

Chapter 3 – Land Use Element

3.4.1 Goal: *Provide a policy framework for a community designed to establish a positive identity while enhancing livability.*

Policies:

- c) *Existing overhead utilities shall be placed underground in all parts of the community in conjunction with development.*
- j) *Ensure public and private facilities, especially essential public facilities, are available and provided at the time of development to reduce initial and long-range costs to City businesses and residents.*

Action 1: On and off-site improvements should add to the character and quality of the area as a place for people to live and work. This includes such measures as utility undergrounding and basic pedestrian improvements such as street trees and sidewalks. Street trees are central to creating neighborhood community; therefore, land use regulations shall be adopted requiring street trees or a fee-in-lieu.

Utility undergrounding is a requirement of Development Code Section 60.65. The proposal to amend this requirement is limited to publicly funded roadway projects. Major Streets Transportation Improvement Program was originally a voter

approved and funded program, however utility undergrounding was not identified to the voters as a part of the roadway project's scope of work. The projects listed in MSTIP 1, 2, and 3 were approved prior the City's current Development Code language requiring utility undergrounding. Although most of the projects of MSTIP 1, 2, and 3 have already been constructed, a few projects remain. Roadway projects are development and the policies identify that existing overhead lines be placed underground in conjunction with development. In addition, the Comprehensive Plan Action 1 of Policy 3.4.1.j implies that utility undergrounding will assist in creating character and quality of the area as a place for people to live and work. The amendment proposal is limited to those projects on the MSTIP 1, 2, and 3 lists and publicly funded roadway projects where funding is not available for undergrounding. The benefit to the community to underground could shortchange other priority improvements as funding is required to be shifted from other projects to underground the utilities. Staff find that the proposed text amendment is consistent with the provisions of the Beaverton Comprehensive Plan as utility undergrounding continues to be required, with minor publicly funded exemption opportunities. Therefore, staff find that approval criterion four has been met.

5. *The proposed text amendment is consistent with other provisions within the City's Development Code.*

The proposed amendments do not create impacts or conflicts with other provisions within the Development Code. Staff find that proposed amendments provide are consistent with the other provisions of the Development Code. Therefore, staff find, that the approval criterion five has been met.

6. *The proposed amendment is consistent with all applicable City ordinance requirements and regulations.*

The current Development Code and Ordinance No. 4187, which adopted the current Comprehensive Plan, are applicable to the proposed text amendment and are addressed in the findings of fact for approval criterion four and five. Staff did not identify any other applicable City ordinance requirements and regulations that would be affected by the proposed text amendments. Therefore, staff find that approval criterion six has been met.

7. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

Staff have determined that there are no other applications and documents related to the request that will require further City approval. Therefore, staff find that approval criterion seven has been met.

III. Conformance with Statewide Planning Goals

Because the proposal is for a text amendment to the Development Code, a demonstration of compliance with the Statewide Planning Goals is not required. ORS 197.225 requires that Statewide Planning Goals only be addressed for Comprehensive Plan Amendments. Nevertheless, the Statewide Planning Goals are useful to support the City's position on the proposed amendments. The proposed text amendment's conformance to relevant Statewide Planning Goals is briefly discussed below:

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.

The City is in compliance with this Statewide Planning Goal through the establishment of a Committee for Citizen Involvement (CCI). The City has gone even further by establishing Neighborhood Association Committees (NACs) for the purpose of providing widespread citizen involvement, and distribution of information. The proposed text amendments to the Development Code will not change the City of Beaverton's commitment to providing opportunity for citizen involvement, or place the City out of compliance with 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 adopted a Comprehensive Plan that includes text and maps (Ordinance 1800, and most recently amended by Ordinance 4187) along with implementation measures such as the Development Code (Ordinance 2050, effective through Ordinance No. 4265). These land use planning processes and policy framework form the basis for decisions and actions, such as the subject text amendment proposal. The proposed Development Code amendment has been processed in accordance with Section 40.85 (Text Amendment) and Section 50.50 (Type 4 Application) of the Development Code. Section 40.85 contains specific approval criteria for the decision-making authority to apply during its consideration of the text amendment application. Section 50.50 (Type 4 Application) specifies the minimum required public notice procedures to insure public input into the decision-making process. The City of Beaverton's Comprehensive Plan is consistent with Statewide Planning Goal 2.

IV. Conclusion and Staff Recommendation

Based on the facts and findings presented, staff conclude that the proposed amendment to the Development Code is consistent with all the text amendment approval criteria of Section 40.85.15.1.C.1-7. Therefore, staff recommend the Planning Commission **APPROVE TA2004-0010 (Utility Undergrounding Section 60.65 Text Amendment)** at the February 9, 2004 regular Commission hearing.

V. Exhibits

- Exhibit 1.1 Proposed Text Amendment Section 60.65 *Utility Undergrounding*
- Exhibit 1.2 Proposed Text Amendment Section 40.95 *Variance*
- Exhibit 1.3 MSTIP 1, 2, 3, and 3b project lists, provided by Washington County

EXHIBIT 1.1

Section 1: The Development Code, Ordinance No. 2050, Ordinance 4332, Chapter 60 - Special Requirements, Section 60.65 Utility Undergrounding specifically Section 60.65.15.1., will be amended to read as follows:

60.65.15.

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a collector or arterial roadway ~~and vote approved MSU 12, 11/11/11~~

EXHIBIT 1.2

Section 2: The Development Code, Ordinance No. 2050, Ordinance 4332, Chapter 40 – Applications, Section 40.95 Variance specifically Section 40.95.10. and 40.95.15.1.A., will be amended to read as follows:

40.95.10. Applicability.

A Variance application may only be requested for those proposals that request a variance of more than fifty percent (50%) from the numerical Site Development Requirements contained in Chapter 20 (Land Uses) or any numerical requirements contained in Section 60.30 (Off-Street Parking), Section 60.40 (Sign Regulations), and Section 60.55 (Transportation Facilities), excluding Section 60.55.30 [redacted] 60.60 (Utility Easements) or publicly funded roadway projects.

40.95.15. Application.

1. Variance.

- A. Threshold. An application for Variance shall be required when the following threshold applies:

6. [redacted] publicly funded roadway projects.

- C. Approval Criteria. In order to approve a Variance application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

9. For a proposal for a variance from utility and/or utility regulations, no variance shall be granted unless it can be shown that the utility funding source for the project specifically excludes such work from the funding authority.

10 Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

EXHIBIT 1.3

MSTIP 1		
Project #	Project Description	Financial Accounting Completion Date
2200	185th Avenue/Alexander to Rock Creek	Jun-97
2201	Tualatin Valley Highway/21st to Oak	Jun-99
2202	Murray Blvd/Mill Creek Drive to BNRR	May-00
2203	Hall Blvd/Allen Blvd to Greenway Blvd	Mar-93
2204	Cornell Road/Cornelius Pass to Ray Circle	Feb-86
2205	Bull Mtn/Canterbury Lane/PAC Hwy (99)	Dec-91
2206	Denney Road at Scholls Ferry Road	Jun-92
2207	Bvtn-Hlsdale at Oleson and Scholls	Jun-97
2208	Rood Bridge Rd at Tualatin Rvr - Bridge	Dec-91
2209	216th Avenue at Rock Creek - Bridge	Dec-97
2216	River Road/Rock Creek to Rosedale Rd	Oct-95
2217	Farmington Road/209th to Murray Blvd	Dec-01
2218	Scholls Ferry Road/Fanno Creek to Murray	Jan-97
2219	Tualatin-Sherwood/Edy/Boones Ferry to 99W	Jun-96
2220	Maple Street/Pacific Hwy to TV Hwy	Dec-91
2221	Sunset/Forest Grove Corridor Feasibility Study	Dec-91
2222	Western ByPass Feasibility Study	Jun-97
2223	Banks - MSTIP 1	Dec-91
2224	Gaston - MSTIP 1	Dec-91
2225	North Plains - MSTIP 1	Dec-92
2678	Farmington Road/198th Avenue to 209th Ave	Est = Dec-05

MSTIP 2		
Project #	Project Description	Financial Accounting Completion Date
2219	Tualatin-Sherwood/Edy/Boones Ferry to 99W	Jun-96
2231	185th Avenue/Rock Creek Blvd to Tamarack	Oct-99
2232	170th Avenue at Baseline Road	Jun-93
2233	Baseline Road/231st to Brookwood	Feb-01
2234	Beef Bend Road/131st to Pacific Hwy	Jun-00
2235	Bikeway Matching Funds	Jun-00
2236	Bull Mountain Road Safety Improvement	Feb-94
2237	Cedar Hills at Parkway	Jun-96
2238	Cornell Road/153rd Ave to Murray Blvd.	Nov-00
2239	Durham Road/72nd to Upper Boones Ferry	Jun-96
2240	Main Street/10th Avenue to Brookwood	Dec-01
2241	Forest Grove Northern Arterial Connector	Est = Jul-05
2242	Garden Home Road at Oleson Road	May-98
2243	Highway 217 at Greenburg Road (Interchange)	Dec-01
2244	Banks - MSTIP 2	Jun-99
2245	Gaston - MSTIP 2	Jun-95
2246	North Plains - MSTIP 2	Feb-97
2247	Zion Church Road at SPRR Crossing	Jun-97
2248	Zion Church Road at Susbauer Road	Jun-96
2282	Baseline/Jenkins/158th Ave to 185th Ave	Jun-99
2289	Durham Road/Hall to Upper Boones Ferry	Feb-01
2335	231st Avenue at Baseline Road	Dec-91
2365	Murray Blvd./Allen to Old Scholls Ferry	Nov-00
2368	Saltzman Road/Burton to Coleman	Jun-92
2383	Glencoe Rd at Zion Church/Scotch Church	Jun-97
2395	Compost Road Runoff Quality Control	Est = Jun-06
2655	Hwy 26/Murray Blvd to Cornell Road	Est = Jun-05

MSTIP 3		
Project #	Project Description	Financial Accounting Completion Date
2265	Roy Rodgers Road - BBESS	Est = Jul-08
2274	Barnes Road/119th to Saltzman	Est = Jun-06
2291	170th Ave/North of Baseline	Nov-00
2295	Baseline Road/201st to 231st Avenue	Est = Dec-07
2296	Brookwood Ave/Airport Rd to Baseline	Est = Dec-06
2297	Evergreen Road/Glencoe Road Intersection	Oct-00
2298	Beef Bend Road/King Arthur to 131st	Jul-04
2299	131st Avenue & Fischer Road Sidewalk	Apr-01
2397	Martin Road/24th Avenue to Verboort	Mar-99
2475	North Plains - MSTIP 3	Est = Jun-05
2476	Davis Road/160th Ave to Murray Blvd	Nov-00
2477	Evergreen Road at 15th Avenue	Jun-00
2478	Cornelius Pass (219th)/Johnson to TV Hwy	Jan-02
2479	Cornelius Pass (219th)/Francis - Lois	Est = Jun-05
2480	Cornelius Pass/Cornell-Nicholas Ct	Nov-00
2520	Baseline Road/177th Terrace to Lisa Drive	Dec-02
2521	170th & 173rd Avenue/Baseline to Walker	Est = Dec-08
2522	Oleson Road/Fanno Creek to Garden Home	Est = Jun-08
2523	99W/Hall Blvd Intersection	Est = Jun-08
2524	170th Avenue/Alexander to Blanton	Est = Dec-07
2525	Hall Blvd @ Oak Street Intersection	Apr-01
2528	Tualatin Road/115th Ave-Boones Ferry	Jun-02
2529	26th Ave @ TV Highway Signal (Cornelius)	Nov-00
2530	Evergreen Road/25th Ave to Glencoe	Nov-00
2531	170th Avenue/Farmington to Rigert	Est = Jun-09
2532	Oregon St @ Tualatin Sherwood Rd Signal	Dec-02
2533	Oleson Road @ 80th Avenue Intersection	Est = Jun-08
2535	Sunset: Beal to University	Est = Jun-07
2536	Martin/Cornelius Schefflin PH2	Est = Jun-05
2537	Martin/Cornelius Schefflin PH3	Est = Dec-06
2538	TV Highway Signals - PH2 4th, 10th, 14th	Dec-02
2539	Baseline Road/201st to Lisa Drive	Est = Jun-08
2540	Corn Pass/Francis-Johnson	Est = Jun-06
2541	Cornell/Murray to Saltzman	Est = Dec-05
2542	Millikan Extension/Cedar Hills-Hocken	Oct-04
2543	170th/Blanton-Farmington PH3	Est = Dec-07
2544	Davis (Oak) 165th-170th PH2	Jun-03
2545	Hart/165th to Murray Blvd	Est = Dec-06
2546	Lombard/Broadway - Farmington	Est = Dec-06
2547	Walnut/121st @ Walnut PH1	Jun-03
2548	Walnut/Gaarde @ Walnut PH2	Jul-03
2549	Walnut/121st - 135th PH3	Est = Jun-07
2550	Lower Boones/Boones - Bridgeport	Est = Dec-06
2551	Oregon St/Murdock-Tonquin PH2	Est = Dec-05
2552	Oregon St/Tonquin - TSE PH3	Dec-04
2553	Oak/80th - Hall PH2	Est = Jul-06
2554	Bridge Program	Est = Dec-07
2569	Bike/Pedestrian Facility Program	Est = Dec-07
2570	Small Cities Program	Est = Dec-07
2571	Safety Program	Est = Dec-07
2572	Traffic Flow Enhancement Program	Est = Dec-07
2575	Murray Blvd Bridge - Jenkins to Millikan	Jun-03
2576	Oleson Road/Garden Home-Hall PH2	Est = Jun-08
2579	Banks - MSTIP 3	Est = Jun-06
2623	Evergreen/13th to Glencoe	Sep-04
2624	Evergreen/13th to Sewell Road	Est = Dec-05
2665	Gaston - MSTIP 3	Est = Dec-05

MSTIP 3b		
Project #	Project Description	Financial Accounting Completion Date
100043	175th Realignment	Jun-07
100017	Cornelius (City) 19th/20th Avenue	Dec-07
100044	Cornell Road (179th-Bethany Boulevard)	Jun-07
100045	Gales Creek/David Hill Intersection	Dec-06
100046	David Hill Road Extension	Jun-07
100047	Glencoe Road/Hwy 26 - West Union	Jun-07
100048	Murray Blvd / Hwy 26 to Westlawn	Jun-08
100049	Saltzman Road/Cornell to Laidlaw	Jun-08
100050	Witch Hazel/Brookwood @ TV Hwy	Jun-07
100051	West Union / Deerfield Intersection	Jun-07

Tyler Ryerson

From: GgblissPE@aol.com
Sent: Tuesday, February 08, 2005 5:06 PM
To: Tyler Ryerson
Subject: TA 2004-0010 (Utility Undergrounding Section 60.65)

PROVIDED TO PC @
 2-9-05 PC MTG, 2 pgs

Tyler: I talked to Ted Nyanera, who said since this is a Legislative matter, that I could provide some input into the discussion. He said that it should be through you. So here goes-----

First off, good staff report as usual. At first I had a question as to why MSTIP or public projects should be held to lessor standards than private. however, as I read and thought on it I understand that the MSTIP projects previously approved and funded did not include under grounding of utilities.

I. My first comment and question is on page 3 - first paragraph: starting with the 6th line ".....that portion of a project where under grounding will require boring under a collector or arterial roadway....." I do not understand why this verbiage is in the proposed code. I do not believe boring for utilities is that expensive. In fact, NW Natural Gas generally bores *all* of their street crossings in new subdivisions, as they wait until the streets have been paved before installing their infrastructure. With regard to electrical, under grounding up to the "road crossing" and away from it on the opposite side will require; 1. Setting a power pole on either side of the street; 2. Probably installing a guy anchor; 3. Running conduit up the pole to the cross bars before crossing road in order to connect the overhead wires to the two poles. I would want to see a cost comparison of a few (at least three sites) showing the cost comparison. Unless it were significant, (I believe not) I would not be in favor of including the referenced text.

II. Moving down page 3 to next to last sentence under Amend. to Variance Sec.40.95, to the word *authority* - I would like to add the words "at or prior to the effective date of this amendment."

It is my belief that if we do not underground during initial construction, it will **most lik ly** never be under grounded. I give you the example of SW Hart Road. As you may recall, I objected to the City/County at least not providing burying conduit for future under grounding, although I was turned down by all but one Councilor, Cathy Stanton.

III. Page 4, end of the first paragraph, I would like to see the following words added: "approved prior to the effective date of this amendment." My reason is the same as stated above in item II.

IV. Middle of page 4, under the highlighted text to be added to 40.95.15.1.C.9: add to the third sentence, the following words of the proposed text, after **shown that**, the words: prior to the effective date of this amendment.

V. Page 5 reword second sentence of second paragraph (under I.) Delete the word "there", and move the words "any change to replace "there". I think it reads better and is therefore clearer.

VI. Page 6 Approval Criterion 4. I disagree that the proposed text amendment "*will not*

change the intent of the existing Development Code regulations" . Of course it changes the intent!

Chapter 3- Land Use Element

3.4.1.Goal: "Provide.....**to establish a positive identity while enhancing livability.**"

I do not see a haphazard plan to have overhead utilities in some areas and underground in other areas is a positive identity! Ask neighbors who look out their windows at overhead utilities if they think it is a positive identity, or an enhancement to their livability. I would suggest that 80-90 % would answer in the negative.

Policies:

c) This policy is definitely changed! The code defines **Development**, in Chapter 90, page DF-10. I refer you to the first definition as well as the third. Therefore, applying either definition to the word development in Policy 3.4.1.c), I do not understand how one cannot determine that the goal would be changed by the proposed amendment.

j) (last sentence)-- reduce initial (possibly not) and long-range costs to City businesses and residents. Guess who pays for the future (long-range) under grounding should it occur. We the taxpayers who are the businesses and residents. I have not even addressed the maintenance of overhead utilities for damages due to ice, wind, and vehicles hitting poles, etc. The proposed text amendments would or possibly impact costs.

For the above reasons I find that the approval criterion for four has not been met.

Similarly criterion 6 has not been met for the reasons given above in criterion four.

Tyler, I hope you will share this with the other Commissioners during the discussion portion of the hearing or when deemed most appropriate.

Should you have any questions regarding this message or statements there in you may contact me at my home (503) 591-8091. If it is busy, you may leave a message and I will return your call as soon as I am able. Please not during Oprah!! (kidding) Thank you for taking the time to read this. I plan to return to action in person next week. Gary Bliss