



Corridor Design Frontage- Park Avenue Neighborhood Recommended Plan 2012

McLoughlin Corridor Historic Studies

Economic Development Commission Presentation
July 24, 2019

Agenda

1. McLoughlin Corridor Historic Studies

- I. Introduction and Methodology
- II. Historical Studies Reviewed
- III. Land Use and Transportation Study Objective Comparison
- IV. Lead Agency and Community Acceptance Comparison
- V. Potential Next Steps
- VI. Questions

2. Multi-Jurisdictional Permit Fee/SDC Comparison

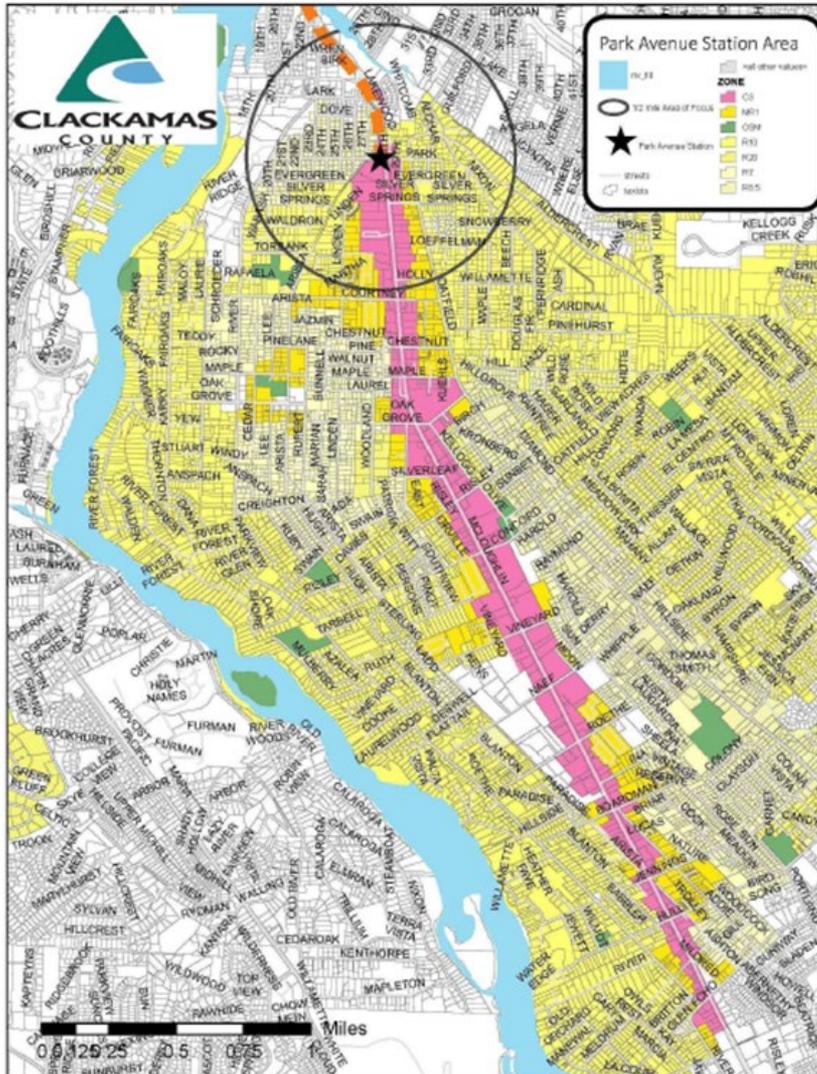
- I. Purpose
- II. Methodology
- III. Product
- IV. Findings
- V. Questions

McLoughlin Corridor Historic Studies

In the future, our community fabric of thriving neighborhoods, shops, restaurants and services is green and sustainable; healthy and safe; woven together by walkable tree-lined streets, trails, natural area and open spaces; and strengthened by our diversified local economy, great educational opportunities and engaged citizens.

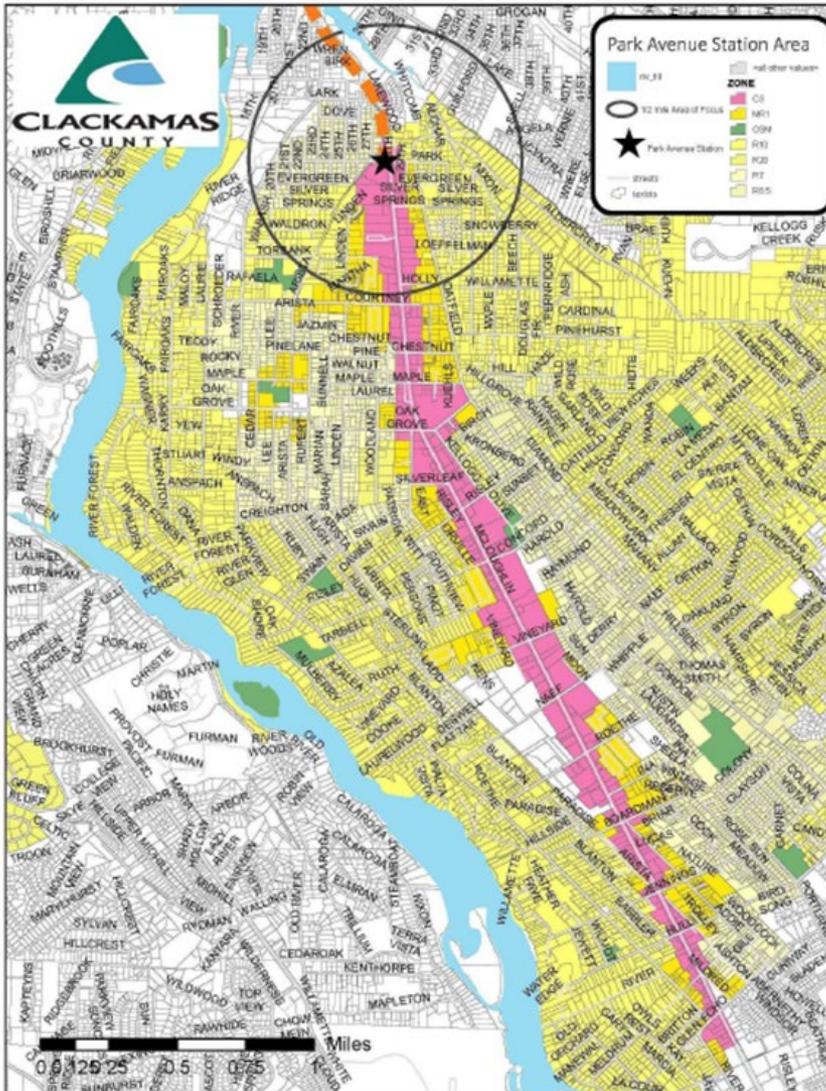
- Mission statement of the McLoughlin Area Plan, 2010

Introduction



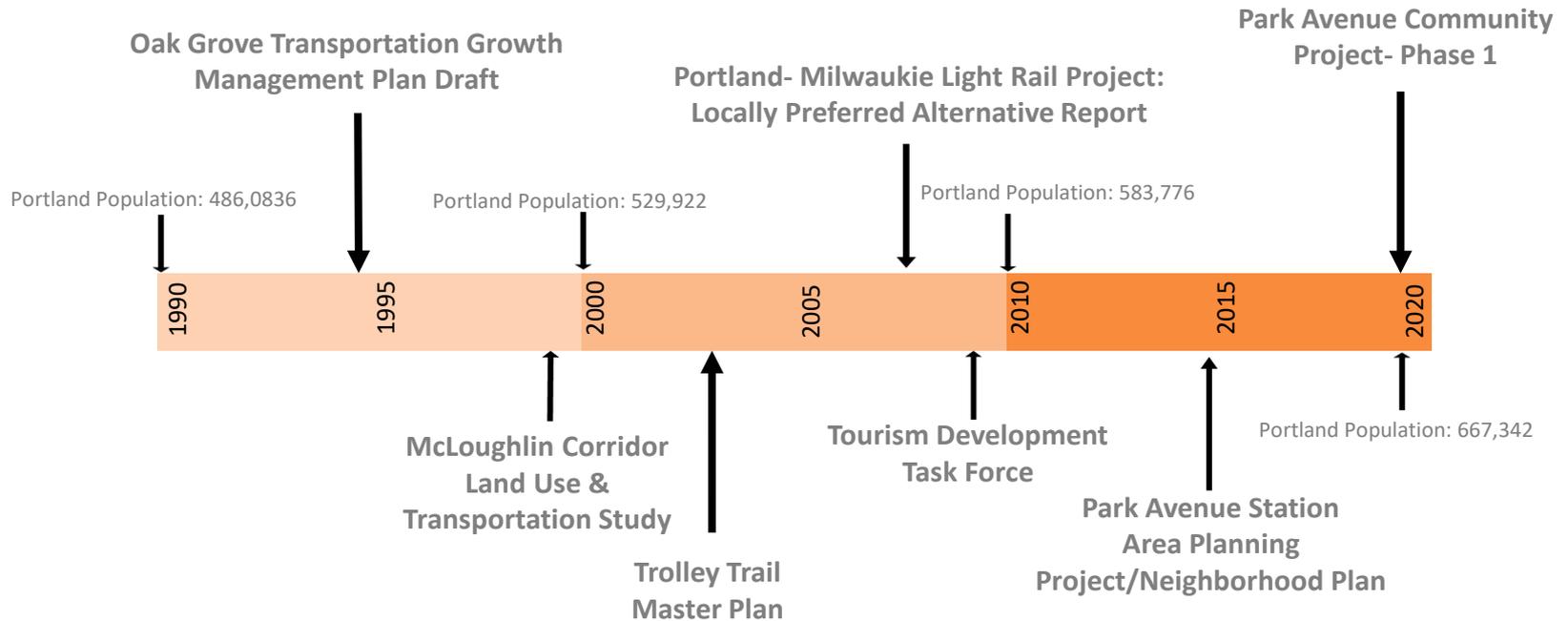
- Corridor revitalization will encompass all areas within a ½ mile area around the Park Ave Light Rail Station.
- Phase II of the Park Avenue Community Project will develop design standards for the commercial and multi-family zones within one-half mile of Park Avenue/McLoughlin Boulevard intersection
 - Plan will support the community’s long-term vision for the Park Avenue Station area

Methodology



- County provided several studies, associated with land use and transportation, conducted within the McLoughlin Corridor over past 30 years.
- Studies were reviewed and analyzed for potential gaps in development, employment, land use, and transportation information that would influence the long-range planning of the McLoughlin Corridor.

Historical Studies Reviewed



Oak Grove Transportation Growth Management Plan Draft

Clackamas County Department of Transportation & Development, 1994-95

Purpose:

Provide direction for new growth and development for Oak Grove over the next 50 years with a mixture of services, employment and housing in a single, concentrated, walkable area.

STREETSCAPE REDESIGN



Oak Grove Boulevard looking east from Anista Drive



Oak Grove Boulevard looking west from Rupert Drive



Project Partners:

- Foothill Planning Associates
- Oak Lodge Community Council
- Clackamas County Urban Green
- Portland State University
- Oak Lodge Sanitary District
- Oregon Department of Transportation
- Metro
- North Clackamas County Parks & Recreation District
- TriMet

Community Outcome:

The plan did not receive community consensus and was not approved.

McLoughlin Corridor Land Use and Transportation Study

Clackamas County, 1998-99

Purpose:

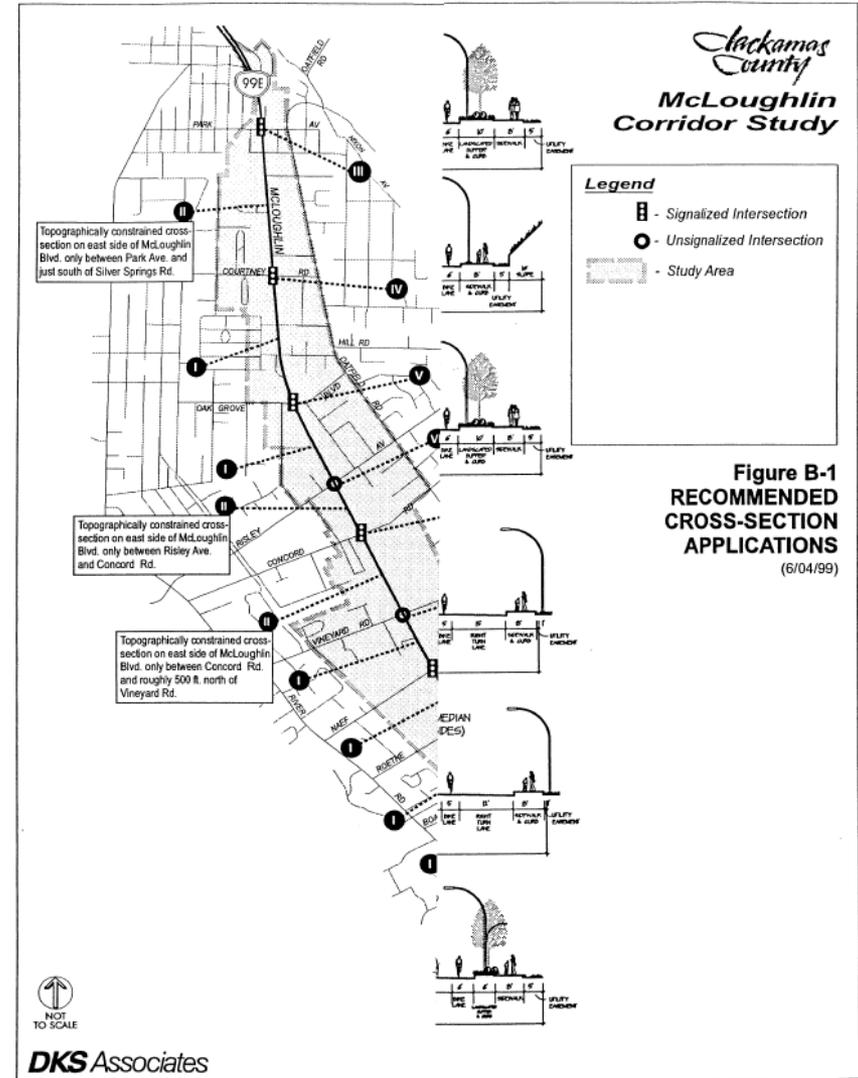
Provide community preferred design alternatives for the McLoughlin Corridor, including recommended cross-sections and other street design and transportation improvements, and recommendations related to zoning and land use.

Project Partners:

- ODOT
- W&H Pacific, Inc.
- DKS Associates
- Hobson Johnson
- Pacific Rim Resources

Community Outcome:

Key recommendations from the plan were adopted, including implementing transit-oriented development standards while retaining existing zoning.



Trolley Trail Master Plan

Clackamas County North Clackamas Parks and Recreation, 2002-04



Purpose:

Analyze and recommend a trail alignment, environmentally-sensitive trail design features, amenities, and safety and security measures for the six-mile trail corridor to guide the future development and safe use and operation of the Trolley Trail as a nonmotorized recreational and commuter trail.

Project Partners:

Unknown at this time

Community Outcome:

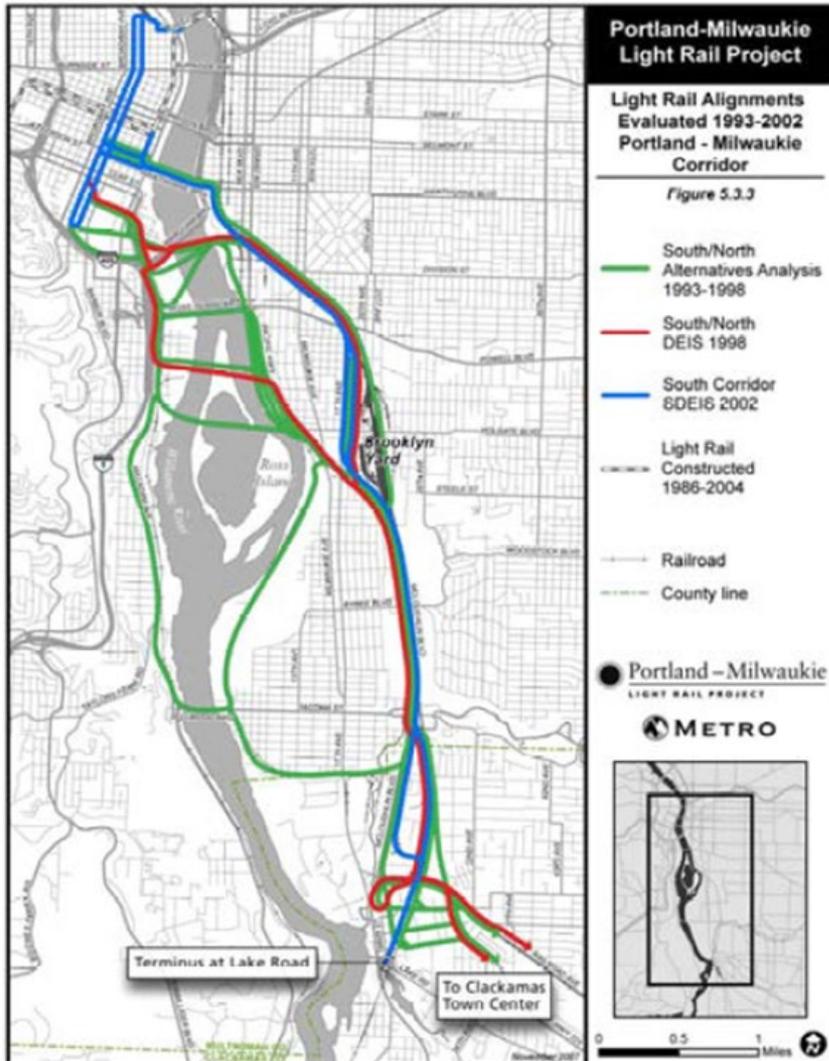
Construction of the six-mile Trolley Trail from Gladstone to Milwaukie on the east side of the Willamette River was completed in 2012.

Trolley Trail Map 2013

North Clackamas Parks & Recreation District

Portland-Milwaukie Light Rail Project: Locally Preferred Alternative Report

TriMet, 2007-08



Purpose:

Analyze proposed station areas along the Southeast Portland, Milwaukie, and North Clackamas County portions of the proposed Portland-Milwaukie light rail alignment.

Project Partners:

- ODOT
- Portland-Milwaukie Citizen Advisory Committee
- City of Oregon City Commission
- TriMet Board of Directors
- Multnomah County Board of Commissioners
- Joint Policy Advisory Committee on Transportation (JPACT)
- Milwaukie City Council
- City of Portland Council
- Clackamas County Board of Commissioners
- Metro Council

Community Outcome:

The proposal was adopted by Metro Council July 2008. The Portland-Milwaukie light rail line, (MAX Orange Line), opened in September 2015, with its southern terminus at the corner of Park Avenue and McLoughlin Boulevard. The SE Park Ave Park-and-ride is across the street, with a parking garage for approximately 400 cars and 100 bicycles.

Tourism Development Task Force

Clackamas County Tourism Department 2008-09

Purpose:

Studied issues related to tourism and make recommendations to the Board of County Commissioners to ensure continued tourism development.

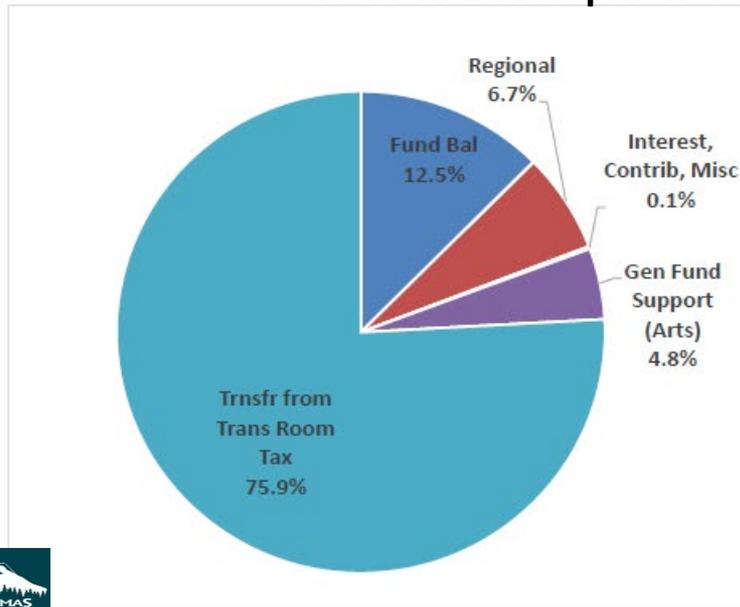
Community Outcome:

No follow up/action since report was completed.

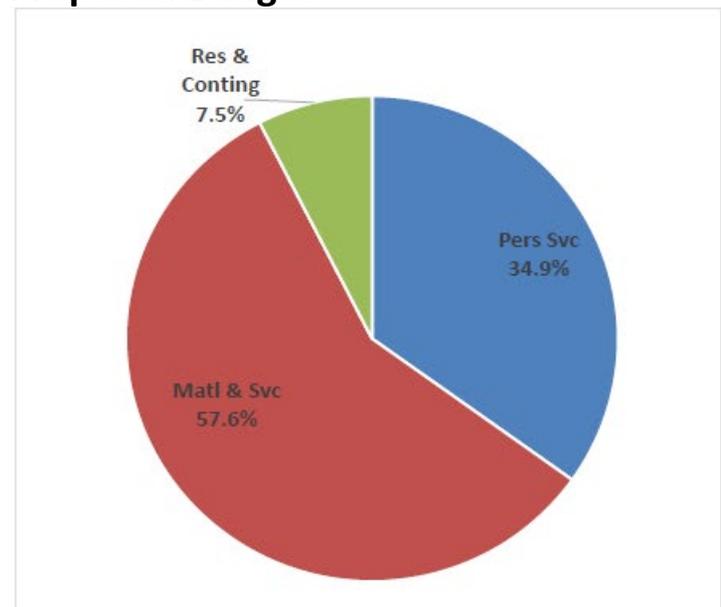
Project Partners:

- Clackamas County Tourism Development Council
- Clackamas County Tourism & Cultural Affairs
- Travel Oregon
- Clackamas County Arts Alliance
- Regional Arts and Cultural Council

Tourism Development FY 19-20 Proposed Budget



Resources



Requirements

Park Avenue Station Area Planning Project/Neighborhood Plan

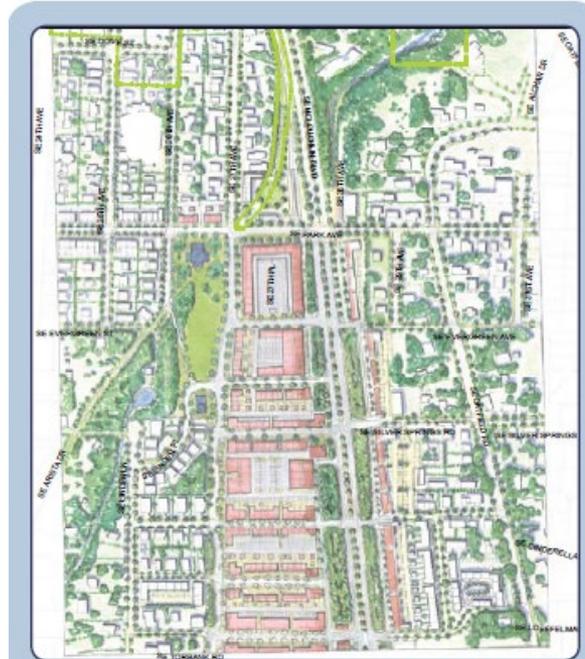
Clackamas County Planning & Zoning 2010-12

Purpose:

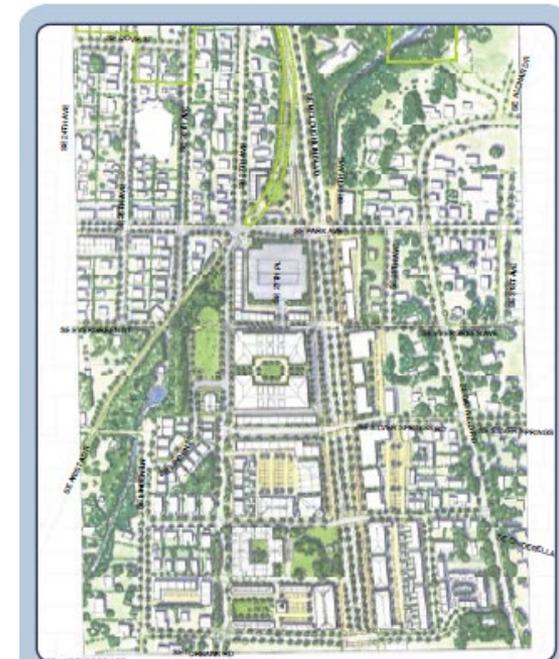
Adopt a Park Avenue Station Area Plan and supporting zoning ordinances to provide for diverse and thriving housing, commercial and economic opportunities in the area within one-half mile around the new light-rail station planned for the intersection of Park Avenue and McLoughlin Boulevard in unincorporated Oak Grove.

Project Partners:

- Oregon Department of Transportation
- David Evans and Associates
- Laurence Qamar Architecture and Town Planning
- Leland Consulting Group
- Zenn Associates
- Oregon Department of Transportation



The Urban Housing alternative illustration shows one potential concept that focuses on primarily medium and high-density housing with a parkway treatment for McLoughlin Boulevard.



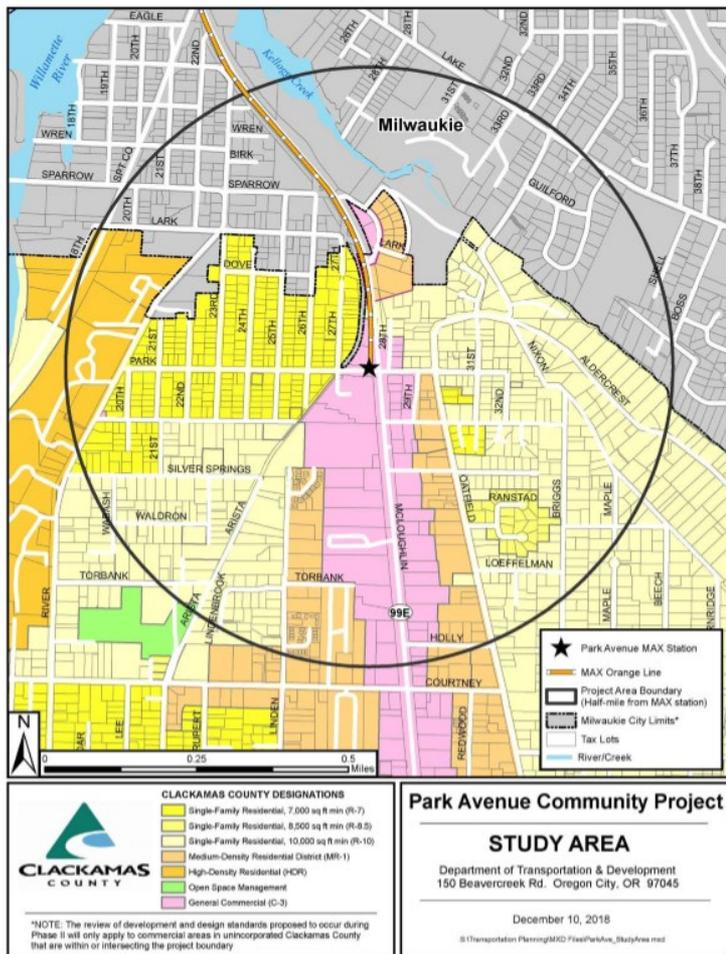
The Main Street Retail alternative illustration shows one potential concept that focuses on primarily traditional mixed-use development coupled with a multi-way boulevard treatment for McLoughlin.

Community Outcome:

Proposed high density housing with a minimum of 20 units/acre. The project lacked a robust public involvement component and the plan was ultimately not adopted by the Board of County Commissioners in 2012 largely due to opposition voiced by some community members.

Park Avenue Community Project-Phase 1

Clackamas County Planning & Zoning, 2018-19



Purpose:

The study identifies community-based organizations and stakeholder groups, assesses overall community awareness, opinions, and support for the McLoughlin Area Plan vision to better understand the demographics and cultural/economic diversity of the area.

Project Partners:

- McLoughlin Area Plan Implementation Team (MAP-IT)
- Park Ave Community Advisory Committee
- Metro

Community Outcome:

Phase I of the Park Avenue Community Project has moved on to Phase II of their efforts.

The County and MAP-IT will work with their committees as well as planning consultants to engage with the community and present options for code refinements and develop anti-displacement strategies.

Land Use and Transportation Study Objectives Comparison within Clackamas County

Study	Zoning/Land Use	Transportation Plan	Urban and Outdoor Recreation Enhancement	Business/Employment
Oak Grove Transportation Growth Management Plan Draft 1994-95 <i>Clackamas County Department of Transportation & Development</i>	-Increase identity through neighborhood signs -Revise local residential street standards -Create more compatible zoning in Oak Grove.	-Street connectivity -Side street enhancement	-Pedestrian Corridor enhancement -Develop a trail on Portland Traction Company Trolley Line	-Business development coordination
McLoughlin Corridor Land Use and Transportation Study 1998-99 <i>Clackamas County</i>	-Retain existing zoning and implementation of Transit Oriented Development Standards - Enforce sign ordinance and encourage connections between	- Street Design (Cross Sections) - Access Management -Street Classification -TriMet Bus Improvements and circulation	- Pedestrian and Bicycle Facilities and circulation - Develop continuous bike lanes, sidewalks, lighting, landscape buffers and elimination of on-street parking directly on McLoughlin Blvd	- Evaluate the suitability of an Urban Business Area overlay as a means of addressing access management
Trolley Trail Master Plan 2002-04 <i>Clackamas County North Clackamas Parks & Recreation District</i>		-Develop intersection improvements and safety /security features -Connection of community facilities	- Develop five potential trailheads and 25 pedestrian access points from neighborhood roads - landscaping enhancement	
Portland-Milwaukie Light Rail Project: Locally Preferred Alternative Report 2007-08 <i>TriMet</i>	-Updated industrial and commercial zoning standards for connectivity	-Portland- Milwaukie Light Rail Alternative Evaluation Local Transit improvements include -Connecting to the southern end alignment, Park Ave terminus -Include rail station stops -Park and ride -Bus improvements -Consider Maintenance Facility and future streetcar improvements	- Pedestrian and park and ride enhancement	-Rehabilitation of business and business incentive around the updated light rail.
Tourism Development Task Force 2008-09 <i>Clackamas County Tourism Department</i>	-Marketing and asset development strategies	-Enhanced street connections between McLoughlin Boulevard and the Willamette River with public access areas/sites on the riverfront	-Focused on outdoor recreation aspect of Clackamas County -Acquisition of riverfront for public access and use	-Optimizing economic impacts of the tourism industry -Potential tour opportunity within the corridor
Park Avenue Station Area Planning Project/ Neighborhood Plan 2010-12 <i>Clackamas County Planning & Zoning</i>	-Develop code standards that promote compact development and a mix of uses in the station area - Connective Urban Housing Alternative around SE Park Avenue	-Transit-oriented development -Revitalization of side streets	-Slight inclusion of parks or community gardens into a comprehensive development plan -Landscaping provided in the redevelopment	-Attractive public and private investment -Connective Mixed-use development concept alternative
Park Avenue Community Project – Phase 1 2018-19 <i>Clackamas County Planning & Zoning</i>	-Update Land use development and design standards for commercial area -Protect, preserve, and increase workforce and surrounding residential areas	-Transit supportive development -Focus on side street development	-Pedestrian connectivity -Enhance natural areas and open space -Community events	-Support development within commercial areas and the McLoughlin Corridor

Lead Agency and Outcomes/Community Response Comparison				
Project Title	Lead Agency	Other Project Partners	Date of Study	Outcomes and Community Response
Oak Grove Transportation Growth Management Plan Draft	Clackamas County Department of Transportation & Development	Foothill Planning Associates Oak Lodge Community Council Clackamas County Oregon Department of Transportation Metro North Clackamas County Parks & Recreation District TriMet	1994-95	The plan did not receive community consensus and was not approved
McLoughlin Corridor Land Use and Transportation Study	Clackamas County	ODOT W&H Pacific, Inc. DKS Associates Hobson Johnson Pacific Rim Resources	1998-99	Final design alternatives plan for the McLoughlin Corridor approved by the County
Trolley Trail Master Plan	Clackamas County North Clackamas Parks & Recreation District	Unknown	2002-04	Construction of the six-mile Trolley Trail from Gladstone to Milwaukie on the east side of the Willamette River was completed in 2012
Portland-Milwaukie Light Rail Project: Locally Preferred Alternative Report	TriMet (Tri-County Metropolitan Transit District of Oregon)	Portland-Milwaukie Citizen Advisory Committee City of Oregon City Commission TriMet Board of Directors Multnomah County Board of Commissioners Joint Policy Advisory Committee on Transportation Milwaukie City Council City of Portland Council Clackamas County Board of Commissioners Metro Council	2007-08	The Portland-Milwaukie light rail line, known as the MAX Orange Line, opened in September 2015, with its southern terminus at the corner of Park Avenue and McLoughlin Boulevard in unincorporated Clackamas County. There is a park-and-ride across the street from the station, with a parking garage that holds approximately 400 cars and 100 bicycles.
Tourism Development Task Force	Clackamas County Tourism Department	Clackamas County Tourism Development Council Clackamas County Tourism & Cultural Affairs Travel Oregon Clackamas County Arts Alliance Regional Arts and Cultural Council	2008-09	Not implemented into the County plan
Park Avenue Station Area Planning Project/ Neighborhood Plan	Clackamas County Planning & Zoning Division	Clackamas County Planning & Zoning Division Oregon Department of Transportation David Evans and Associates Laurence Qamar Architecture and Town Planning Leland Consulting Group Zenn Associates Oregon Department of Transportation	2010-12	The recommendations were submitted to the Clackamas County Planning Commission in late 2011 and the Board of Commissioners in early 2012. There was community opposition and the plan was not adopted
Park Avenue Community Project – Phase 1	Clackamas County Planning and Zoning	McLoughlin Area Plan Implementation Team Park Ave Community Advisory Committee Metro	2017-19	McLoughlin Area Plan (MAP) Implementation Team and County received Metro 2040 grant. Recommendations for extensive public engagement strategies to implement in Phase II. Community expressed the need for pedestrian and open space enhancement

POTENTIAL NEXT STEPS

In order to address the needs of the McLoughlin Corridor and community members, future studies should be considered to develop a comprehensive and cohesive design and to increase understanding of the redevelopment potential of the corridor.

Economic Development

- Study undeveloped parcels near light-rail station
- Market study to determine viable redevelopment uses
- Feasibility study to identify catalyst redevelopment opportunities
- Feasibility study to include analysis of high/medium/ low density scenarios
- Site specific urban renewal plan
- Explore other areas for affordable/workforce housing and how it can be provided
- Explore how to develop employment uses
- Review past commercial development patterns
- Study retail and commercial shifts
- Investigate current tourism to supplement existing data and future economic benefit
- Identify specific code language that restricts cohesive development

Public Involvement

- In addition to the Park Avenue Phase II Visioning project, consider expanding the project in subsequent phase to also include visioning of the rest of the corridor (Oak Grove, Jennings Lodge, and Gladstone).

Natural Areas and Transportation Improvements

- Study specific locations within the McLoughlin Corridor to implement pedestrian and street connectivity directly to the SE Park Ave Light Rail Station.
- Investigate where natural areas can be enhanced and integrated with development.
- Identify a Station Area Boundary and development standards to reinforce the area identity and increase eligibility for infrastructure funding.

Streetscape Concept



Questions?

Multi-Jurisdictional Permit Fee/SDC Comparison

Clackamas County and Portland Metro Region

Purpose

- Capture development costs throughout region
 - Permit fees
 - SDCs
- Focus in Clackamas County and Portland metro area
- Provide comparison
 - Total cost
 - Cost per SF
- Identify competitiveness of fee structures

Methodology

- References three prototypical development types:



- Includes tenant improvement build-out
- Assumptions based on typical user/building needs
- Application of jurisdictional permitting fees, SDCs, land use review, and “other” non-typical fees as applicable.

Product



Clackamas County Multi-Jurisdiction Permit Fee and SDC Comparison

FY 2019-2020 Fees



This comparison of permit fee and SDC estimates for prototypical office, warehouse, and manufacturing buildings (including tenant improvement build-out) for jurisdictions in Clackamas County and the Portland metro region was conducted for Clackamas County's Business & Economic Development Team.

ASSUMPTIONS	CLACKAMAS COUNTY										WASHINGTON COUNTY			MULTNOMAH CO.	CLARK COUNTY		NOTE	
	CLACKAMAS COUNTY	CANBY	ESTACADA	GLADSTONE	HAPPY VALLEY	LAKE OSWIGO	MILWAUKEE	MOLALLA	OREGON CITY	SANDY	WILSONVILLE	WASHINGTON COUNTY	BEAVERTON	HILLSBORO	PORTLAND	CLARK COUNTY		VANCOUVER
A. Building Floor Area (SF):	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	A
B. Total Site Area (SF):	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	B
B. Impervious Site Area (SF):	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	B
C. Cube Yards of Curbside (CY):	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	C
D. Building Valuation (BC):	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	\$11,244,800	D
E. Equivalent Dwelling/Residential Units (EDU/ERUs):	21	3.7	3.7	3.7	3.7	3.7	3.7	3.7	42.1	3.7	3.7	3.7	3.7	3.7	3.7	19	5.0	E
F. Employees:	216	229	216	267	216	216	216	216	216	216	216	216	229	216	N/A	216	N/A	F
G. Trips - ADT: 9.74/1,000 SF (ITE 710):	779	779	779	779	779	779	779	779	779	779	779	779	779	779	779	779	779	G
G. Trips - PM Peak: 1.16/1,000 SF (ITE 710):	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	G
H. Water Meter Size:	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	1.5"	H
LAND USE REVIEW																		
<i>DEVELOPMENT / DESIGN REVIEW</i>																		
I. Pre-Application Conference:	\$500	\$720	\$545	\$500	\$500	\$189	\$209	\$175	\$1,152	\$300	\$862	\$268	\$158	\$500	\$2,691	\$4,092	\$881	I
J. Land Use Review Fee:	\$36,835	\$1,985	\$5,460	\$36,835	\$1,539	\$5,406	\$1,000	\$3,500	\$46,376	\$7,480	\$19,618	\$19,584	\$2,687	\$5,775	\$20,711	\$15,827	\$14,294	I
SYSTEM DEVELOPMENT CHARGES																		
J. Transportation SDC:	\$383,680	\$109,360	\$168,680	\$238,720	\$961,840	\$324,880	\$196,129	\$156,320	\$999,254	\$302,392	\$786,400	N/A	N/A	N/A	\$482,800	\$327,454	\$480,022	J
J. Other:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$87,840	N/A	N/A	\$730,960	\$730,960	\$730,960	N/A	N/A	N/A	J
K. Stormwater SDC:	\$3,280	\$27,320	\$32,800	\$38,413	\$3,280	\$2,139	\$13,787	\$8,960	\$6,185	N/A	\$25,600	N/A	\$18,091	N/A	\$15,952	N/A	N/A	K
K. Water Quality:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,716	\$3,606	\$3,716	N/A	N/A	N/A	K
K. Water Quantity:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,716	\$4,400	\$4,542	N/A	N/A	N/A	K
L. Sanitary Sewer SDC:	\$160,316	\$28,707	\$18,221	\$19,839	\$160,316	\$9,859	\$4,373	\$15,507	\$47,707	\$49,568	\$13,570	\$20,834	\$20,834	\$23,770	\$86,847	\$14,225	L	
L. Other:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$73,639	N/A	\$2,548	N/A	N/A	N/A	N/A	N/A	N/A	L
M. Water SDC:	\$17,363	\$15,378	\$24,157	\$24,935	\$47,090	\$27,071	\$6,560	\$13,115	\$34,169	\$16,288	\$48,675	\$19,494	\$34,341	\$51,500	\$14,038	\$19,780	\$16,010	M
M. Other:	\$5,000	\$11,794	N/A	N/A	N/A	\$2,792	N/A	N/A	N/A	N/A	N/A	N/A	\$365	N/A	\$13,620	N/A	N/A	M
N. Parks SDC:	\$12,973	\$104,000	N/A	\$350,880	N/A	\$195,459	\$12,973	N/A	\$85,029	N/A	\$35,120	\$83,243	\$88,000	\$216,432	\$164,000	N/A	N/A	N
BUILDING PERMIT FEES																		
<i>BUILDING PERMIT</i>																		
O. Building Permit Fee:	\$42,440	\$56,593	\$43,704	\$42,440	\$52,625	\$30,875	\$65,445	\$42,440	\$52,671	\$45,321	\$48,038	\$48,172	\$33,063	\$36,382	\$42,198	\$34,635	\$44,981	O
O. Building Plan Review:	\$27,586	\$56,593	\$28,608	\$27,586	\$34,206	\$13,049	\$49,234	\$27,586	\$34,236	\$29,459	\$31,212	\$31,312	\$23,144	\$23,518	\$27,429	\$22,499	\$29,238	O
O. Fire/Life Safety Plan Review:	\$14,854	N/A	\$17,482	\$14,854	\$21,050	\$8,030	\$32,822	\$14,854	\$34,236	\$18,128	\$19,207	\$19,269	\$14,878	\$14,473	\$16,879	\$1,309	\$3,852	O
D. Fire Plan Review:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$6,752	N/A	\$2,508	O
O. State Surcharge:	\$5,093	\$6,791	\$5,244	\$5,093	\$6,313	\$2,409	\$7,877	\$5,093	\$6,321	\$5,439	\$5,762	\$5,781	\$3,968	\$4,342	\$5,064	\$25	\$25	O
P. Affordable Housing Construction Excise Tax:	N/A	N/A	N/A	N/A	N/A	N/A	\$112,448	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$112,448	N/A	N/A	P
Q. Metro Construction Excise Tax:	\$12,000	N/A	N/A	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	N/A	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	N/A	N/A	Q
R. School Construction Excise Tax:	\$32,600	\$32,600	\$32,600	\$32,600	\$32,600	\$32,600	\$30,700	\$32,600	\$32,600	\$25,000	\$30,772	\$29,200	\$32,600	\$31,400	\$32,600	N/A	N/A	R
ENGINEERING PLAN REVIEW																		
S. Engineering Plan Review:	\$660	\$450	\$5,450	\$660	\$309,620	N/A	\$150	N/A	\$82	N/A	N/A	N/A	\$75	N/A	N/A	\$10,831	\$3,009	S
T. EC/Grading Review or Permit Fee:	\$520	\$1,283	\$200	\$520	\$472	\$792	\$450	\$520	\$979	\$692	\$115	\$576	\$14,081	\$1,150	\$383	\$3,740	\$465	T
U. LUCS Approval:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	U
V. NPOES 1200-C Permit:	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	V
W. Additional Permit Fees:	N/A	\$275	\$5,450	N/A	\$2,631	\$1,125	N/A	N/A	\$773	N/A	\$975	\$1,135	\$100	N/A	\$49,597	\$1,622	\$1,509	W
TOTAL COST:	\$755,700	\$646,849	\$188,191	\$845,875	\$1,446,065	\$658,875	\$546,319	\$339,620	\$1,055,249	\$590,966	\$1,089,453	\$1,029,259	\$1,087,569	\$1,157,526	\$992,991	\$578,641	\$280,014	
COST PER SF:	\$9.45	\$8.11	\$4.85	\$10.57	\$20.58	\$8.23	\$6.83	\$8.41	\$13.44	\$6.25	\$13.51	\$12.87	\$13.47	\$14.47	\$12.41	\$6.61	\$3.50	
	CLACKAMAS COUNTY	CANBY	ESTACADA	GLADSTONE	HAPPY VALLEY	LAKE OSWIGO	MILWAUKEE	MOLALLA	OREGON CITY	SANDY	WILSONVILLE	WASHINGTON COUNTY	BEAVERTON	HILLSBORO	PORTLAND	CLARK COUNTY	VANCOUVER	

These estimates are based on the above assumptions, current jurisdictional fees, and Clackamas County's consultant's experience preparing project-specific estimates for their clients. Actual fees may vary at the time of permit application or issuance. These estimates are not meant to replace due diligence. Footnotes and details on assumptions used to generate these fees are available on request (contact Jon Legarza at jlegarza@clackamas.us).



Product

Clackamas County Multi-Jurisdiction Permit Fee and SDC Comparison

Notes

- A** The building and site size used in this comparison reflect a typical full build-out, 4-story office building with partial structured parking.
- B** The site size has been assumed at just under 1 acre, or 40,000 SF, in an urban location with no on-site landscape areas. This area is used by many jurisdictions to determine stormwater SDCs.
- C** Many jurisdictions calculate grading and erosion control permit or review fees based on the amount of cut/fill proposed, measured in cubic yards (CY). 750 CY are assumed for this site and prototypical building.
- D** This construction cost estimate is based on the International Code Council (ICC) Building Data Valuation Table (February 2019) and assumes type IIB construction and B occupancy (\$175.70/SF). Jurisdictions use the higher of either the ICC or independent construction valuation for the purposes of calculating fees.
- E** Equivalent Dwelling Units (EDUs) are typically determined based on number of plumbing fixtures and are used by many jurisdictions to calculate sewer and stormwater System Development Charges (SDCs). Clackamas County Water and Environmental Services determines EDUs using a complex formula by site or building area. This estimate assumes a minimum number of plumbing fixtures (per the 2014 Oregon Structural Specialty Code) for the building. Oregon City calculates EDUs based on a prescribed floor area of the proposed use. In most jurisdictions, SDCs are not charged until service is installed, so this fee is not typically charged to the owner or landlord on shell buildings but is shown here for comparison purposes. Clark County uses Equivalent Residential Units (ERUs), which are typically based on either building floor area or impervious site area, with additional ERUs estimated at time of tenant improvement application based on the actual number of employees. For consistency, this estimate assumes the number of employees based on land use per Metro's 1999 Employment Density Study. Instead of ERUs, Vancouver uses Meter Equivalent Size (MES); the MES for a 1.5" meter is 5. If additional fixtures are added with a tenant improvement, additional EDUs, ERUs, or MES will be assessed and additional SDCs will be charged at that time.
- F** The number of employees is used to calculate the Parks SDC in most jurisdictions. In Beaverton, Tualatin Hills Parks and Recreation District calculates SDCs based on square feet per employee for specific uses. In Canby, the number of employees is calculated based on square feet per employee for specific uses unless the applicant is able to ascertain the total number of employees anticipated; for offices the employee estimate of 350 per SF building area is used in this estimate. Many jurisdictions calculate employees based on Metro's Employment Density Study, which assumes 1 employee per 370 SF of office use (SIC 60-68: Finance, Insurance, and Real Estate). Gladstone assumes 3.33 employees per 1,000 SF of floor area, based on the "Inner Ring" city assumptions of the Metro 2014 Urban Growth Report. Hillsboro calculates employees based on 2.5 average employees per 1,000 SF of floor area. Wilsonville uses the number of employees provided by the applicant; because this estimate is prototypical, this figure was calculated using Metro's Employment Density Study.
- G** Based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (September 2017). Many jurisdictions use these estimates to calculate Transportation SDCs (also referred to in some jurisdictions as Traffic Impact Fees or TIFs). This estimate assumes ITE land use code 210 General Office Building to estimate trips. Trips are estimated as both Average Daily Trips (ADT) and PM Peak Hour trips, as jurisdictions typically use either ADTs or PM peak hour trips to calculate Traffic SDCs (and a portion of the Stormwater SDC in Portland). More, or less, intensive land uses will affect trip generation, and in turn, the associated fees.
- H** Many jurisdictions use water meter size to calculate sanitary sewer and/or water SDCs and installation charges. A 1.5" water meter size is estimated for the example building and site in this report.
- I** In Clackamas County and Estacada, the pre-application conference fee will be credited toward the application fee when a corresponding land use application is submitted by the same applicant within one year of the pre-application conference. This pre-application meeting fee for Portland is for an Early Assistance meeting with written notes provided.
- Land use application fees are determined by the construction cost, value, building floor area, or are flat fees. Many jurisdictions may not require Design Review, but other land use reviews may still be required. In Beaverton, it is assumed that a Type II Design Review would be required. Type III Site Design and Review is assumed for new development to be required in Canby. Design Review is also assumed for Clackamas County, which is applicable to Gladstone as the City contracts with the County for planning services. In Estacada, this type of project is assumed to require Development Plan Review. A Major Design Review application is assumed for Happy Valley. This fee for Portland assumes a Type II, Tier G Design Review for new construction. In Lake Oswego, this fee is for a Major Development Plan and Schedule. In Molalla and Milwaukie, this fee represents a Type II Review. A Major Site Plan/Design Review is assumed for Oregon City. The fee for Sandy assumes a Type II Design Review application. Washington County's fee also includes a Type II Review and includes a final approval fee. In Wilsonville, this fee represents fees for a Stage I and Stage II Master Plan, and Site Design Review. This estimate does not include other potential accessory site-specific reviews, such as lot line adjustment, environmental review, or conditional use.
- In Washington State, Clark County also offers a 60-day expedited land use review process for eligible projects, which costs an additional \$800; this estimate assumes this expedited process.

Although, Clark County has put moratoriums on this program at times in the past due to high-volumes of applications. Vancouver charges a base fee plus a fee per square foot of ground floor area (this estimate assumes a four-story building). Vancouver also charges fixed fees for fire site plan review transportation concurrency certificate request evaluation, and traffic study review.

J Transportation SDCs are based on floor area or number of trips. Projects in Washington County and cities therein (Beaverton and Hillsboro) pay the Washington County Transportation Development Tax (TDT). Milwaukie calculates Transportation SDCs by multiplying the PM peak trips by a use-specific factor. Oregon City charges an additional Transportation SDC for bike/pedestrian transportation on commercial and industrial developments, which is included as "other." Sandy uses Adjusted Average Daily Person Trips (AADPT) to calculate Transportation SDCs. According to Sandy's Public Works Director Mike Walker (5/1/19), the AADPT is calculated by multiplying the ADT by 1.68. In Washington State, Clark County and Vancouver calculate Traffic Impact Fees (TIFs) based on ADT or PM peak hour trips and a 15% reduction in TIFs based on assumed tax revenue to be generated by the proposed development. Clark County has four districts with different fees per daily trip; for this report the average fee per daily trip of each district is used in calculating the estimated TIF. Vancouver also has areas of the city that are impacted by a Transit Overlay District; these areas assess an additional per vehicle trip fee, assumed in this estimate.

K Stormwater SDCs are typically based on impervious area. Clean Water Services (CWS) in Washington County charges additional fees for water quality and water quantity in Beaverton, Hillsboro, and unincorporated urban areas of Washington County, although the fee structure varies by jurisdiction. In Beaverton and Hillsboro, the water quality fee is waived, if there is a water quality facility on-site. CWS also offers SDC for on-site water quality and quantity facilities in unincorporated Washington County. In Beaverton, there is also a stormwater conveyance SDC charged per 2,640 SF of new impervious area. In Clackamas County, EDUs for this user are calculated based on total building square footage at a factor used for all types of buildings; thus, the rate results in an extremely high fee for large buildings, regardless of fixtures or intensity of sewer use. Clackamas County Water and Environment Services also administers SDCs for surface water and sanitary sewer in Happy Valley; therefore, for this report the stormwater fees of Happy Valley mirror those of Clackamas County. Gladstone determines Stormwater SDCs based on Equivalent Residential Units (ERUs), which are calculated as one ERU per 3,000 SF of impervious surface area. Portland charges Stormwater SDCs based on impervious surface area, lineal feet of street frontage, and daily trips (this estimate assumes 500' of street frontage). Sandy does not charge a Stormwater SDC, per Sandy's Public Works Director Mike Walker (5/1/19).

L Most jurisdictions determine Sanitary Sewer SDC based on EDUs, determined as discussed in note D. Additional SDCs will be due

if additional EDUs are assessed with the tenant improvement building permit. Canby charges commercial/industrial SDCs based on the average daily volume of wastewater discharge. For this report, the State of Oregon Industrial Finance Authority Industrial Development Competitiveness Matrix is used for the estimation of average daily volume based on use. Clackamas County Water and Environment Services administers SDCs for surface water and sanitary sewer in Happy Valley and unincorporated Clackamas County; therefore, for this report the sanitary sewer fees of Happy Valley mirror those of Clackamas County. Clark Regional Wastewater Authority (CRWWD) provides sanitary sewer service for unincorporated Clark County. For unincorporated Clark County, CRWWD charges sanitary sewer SDCs at different rates for different areas of Clark County, so an average SDC rate is used in this estimate. CRWWD and governing jurisdictions (Clark County) may also charge additional permit and/or installation fees, though these are assumed to be minimal and are not included in the fee estimate. In Molalla the Sanitary Sewer SDC is calculated based on water meter size. Oregon City's wastewater collection system transports wastewater to the Tri-City Service District treatment plant; therefore, an additional SDC charge for the Tri-City Sanitary District is applied and noted as "other." In addition to the associated water SDC fees, Vancouver charges a meter fee, application fee, installation fee, sanitary sewer SDC, and "document fee." In Wilsonville, this figure includes a Sewer Permit Fee and a Sewer SDC, both charged per EDU.

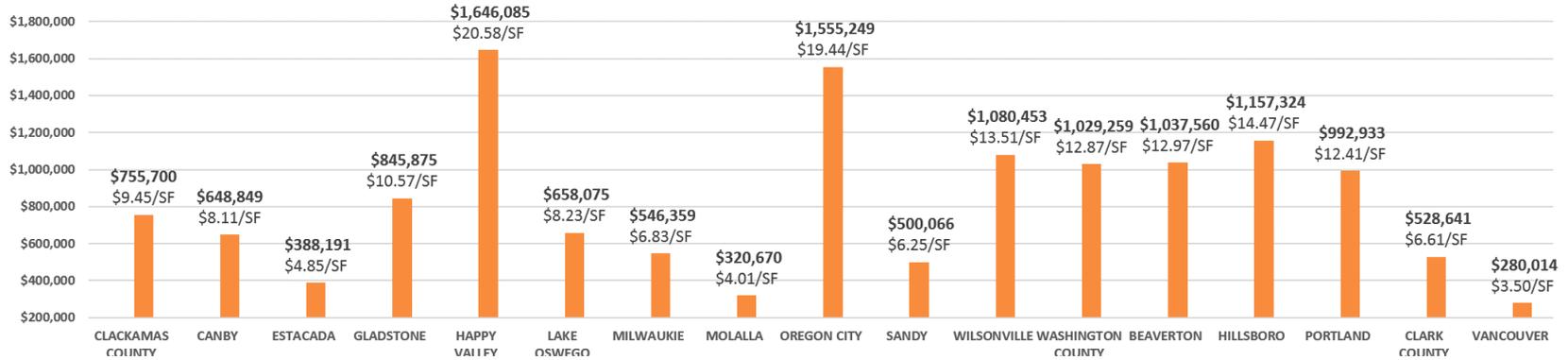
M Water SDCs are typically based on water meter size. In Beaverton, fees for meters 1.5" or larger are site-specific; this report uses an estimate provided by City of Beaverton. In Clackamas County, the Water SDC is collected by the Clackamas River Water District; this fee represents the minimum fee for a 1.5" meter without factoring in demand for generalization purposes. In Hillsboro, this figure includes the SDC, connection fee, and installation fee. In Washington County, water service providers include Tualatin Valley, West Slope Water District, and Raleigh Water District, depending on location. Each water district has a different water SDC rate; therefore, for this report the average water SDC rate has been used.

"Other" includes: In Canby, there is a water meter fee and cost for connection to the water main. Clackamas River Water charges an installation fee; the figure shown represents a deposit, though in some cases the deposit will be a site-specific estimate based on the street the meter will be installed from. There is also a meter installation fee in Beaverton and Portland for all users and a meter connection fee in Lake Oswego. Beaverton also charges a flat water meter fee.

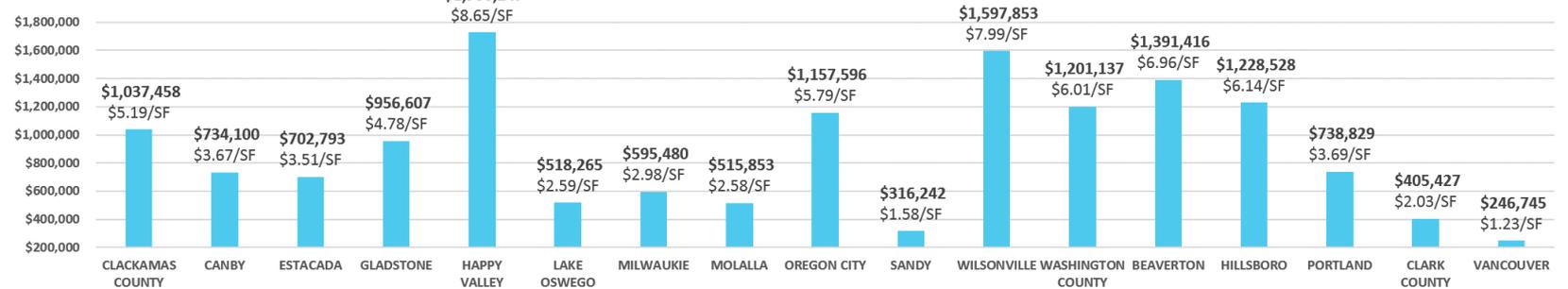
Findings



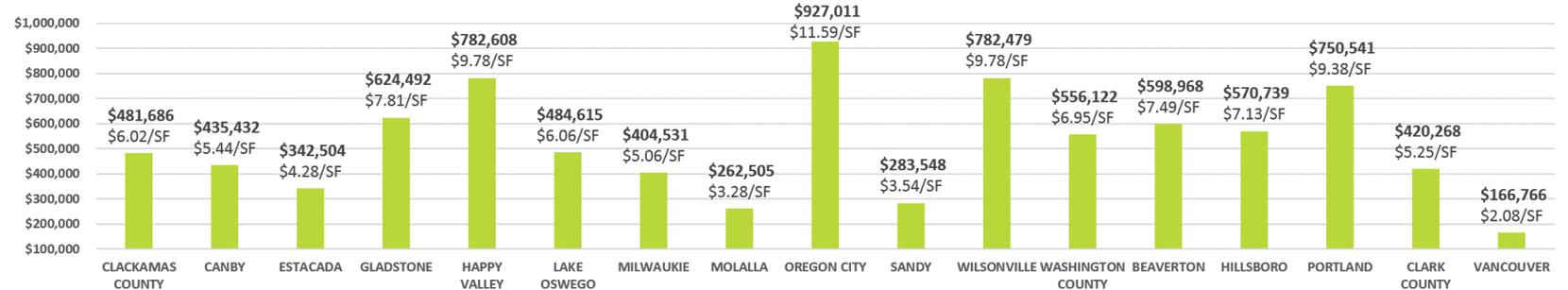
TOTAL COST: 4-STORY OFFICE



TOTAL COST: WAREHOUSE



TOTAL COST: MANUFACTURING



Questions?