

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
JULY 2, 2013**

CALL TO ORDER

Mayor Ferguson called the 2153rd meeting of the Milwaukie City Council to order at 7:08 p.m. in the City Hall Council Chambers.

Present: Council President Dave Hedges and Councilors Scott Churchill, Mark Gamba, and Mike Miller

Staff present: City Manager Bill Monahan, City Attorney Damien Hall, City Recorder Pat DuVal, Planning Director/Interim Community Development Director Steve Butler, Senior Planner Ryan Marquardt, Light Rail Design Coordinator Stacy Bluhm, Parks and Sustainability Coordinator JoAnn Herrigel, and Engineering Manager Jason Rice

PLEDGE OF ALLEGIANCE

PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS

A. Clackamas County Outreach Program

Clackamas County Commissioner Martha Schrader described the pilot program recently implemented by the Clackamas County Commissioners to help identify local issues and concerns throughout Clackamas County. Commissioners were assigned outreach areas so they can attend meetings and events and meet constituents to learn about and advocate for local issues. She discussed special districts such as the North Clackamas Parks and Recreation District (NCPRD) and the County parks system.

Councilor Miller served on the District Advisory Board and commented on the limitations of the funding mechanism.

Mayor Ferguson invited Commissioner Schrader to the Kellogg Good Neighbor Committee meeting and the Sunday Farmers' Market community booth.

B. Portland – Milwaukie Light Rail Project Update

Ms. Bluhm updated the City Council and public on the anticipated and completed Light Rail Project street closures in Milwaukie. Project staff met with Milwaukie residents to further discuss their request for additional large canopy evergreen trees, and TriMet modified its plans to include 25 additional trees.

Councilor Miller was concerned about Lake Road neighborhood access during the weekend McLoughlin Boulevard is closed.

Ms. Bluhm said there was no way to forecast vehicle volume. Traffic flaggers would be on call for Lake Road and the Hwy 224 ramp if there was a lot of backup.

Councilor Churchill understood Oatfield Road and Lake Road would be left as signalized with no flaggers unless there was a problem. He thought it was advisable to have flaggers on hand particularly at the intersection of Lake and Oatfield Roads.

Ms. Bluhm said staff would look at split signaling and making on site adjustments.

Councilor Churchill discussed the upcoming Harrison Street closure and asked the feasibility of shorter feeds and possibly shortening the pocket. He asked if there would be a flagger at 28th Avenue and Monroe Street to make it clear to drivers. He felt there

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should at least be signage to let people know about construction delays. He would like to hear there was at least a backup plan to get flaggers in the area. He felt the Lake Road issues were the same in terms of people being able to get out of the neighborhood when McLoughlin Boulevard was closed.

Councilor Miller added there was only one way for the neighborhoods to the south to get out, and that was Lake Road. Kellogg Creek divided those residences from Aldercrest Road.

Claudia Steinberg, TriMet Community Affairs, discussed public outreach that included a mailing, going door to door with a map, posting the map online, and staffing the Sunday Farmers' Market Community Booth. People would continue to have access to their driveways even though there were hard closures. There will be a list of key people and their phone numbers in the event the situation escalated.

CONSENT AGENDA

It was moved by **Councilor Gamba** and seconded by **Councilor Churchill** to approve the consent agenda as presented

A. City Council Meeting Minutes:

1. **May 21, 2013, Work Session;**
2. **May 21, 2013, Regular Session;**
3. **May 23, 2013, Study Session;**
4. **June 4, 2013, Work Session; and**
5. **June 4, 2013, Regular Session**

B. Resolution 50-2013: A Resolution of the City Council of the City of Milwaukie, Oregon, Establishing Fines for Violations of the Milwaukie Municipal Code Sections 10.20.060B, Sections 15 and 16

Motion passed with the following vote: **Councilors Hedges, Gamba, Miller and Churchill** and **Mayor Ferguson** voting "aye." [5:0]

AUDIENCE PARTICIPATION

Mr. Monahan gave an update on audience participation comments made at the previous City Council meeting. Staff engaged in a dialogue with **Kim Keehner** and **Scott Barbur** and some modifications were made to the parking proposal. The parking controls would go into effect on July 8.

Michael Schiess, Milwaukie, appreciated City Council's interest in his comments and concerns related to the Tacoma Station Area Plan (TSAP).

PUBLIC HEARING

None scheduled.

OTHER BUSINESS

A. Adoption of the Tacoma Station Area Plan, CPA-13-01 and ZA-13-01

Mr. Marquardt provided the staff report and brief comments on the Tacoma Station Area Plan and direction from the June 18, 2013, meeting. One other item for follow up had to do with the Manufacturing (M) Zone rezoning for the areas west of McLoughlin Boulevard and south of Ochoco Street. He reviewed the recommended motions. Preliminary outreach to property owners would begin this July with the project

commencement dependent on the Planning Department's workload and after July 1, 2014.

Brian Dunn, Kittleson & Associates, read the letter dated July 2, 2013, from Peter Stark to the Milwaukie City Council into the record. He read the main excerpts and added his own comments pertaining to transportation. Based on his involvement in the TSAP and discussions with Mr. Stark and property owners, he believed a better grid pattern west to east would result in more access to the Tacoma Station. He discussed the future of bike and pedestrian access and compliance with the Transportation Planning Rule.

Council Discussion:

The group discussed the proposed motions, and **Mr. Hall** said only one motion amended the code and added three additional permitted uses.

Councilor Churchill thought the intent was good, and his only comment was that he thought July 1, 2014, was too late. He was concerned the project would lose momentum and would prefer a January 1, 2014, start date.

Mr. Butler felt the Planning Department could commit to a January 2014 check in. With other projects such as the Transportation System Plan (TSP) and Commercial Core Enhancement Program (CCEP), he felt July 2014 was a realistic deadline.

Councilor Churchill thought the owners might have higher expectations in light of outreach efforts. He did not want to lose momentum on the west side, and he found the language rather soft.

Mayor Ferguson thought this matter could be addressed in the January Council goal setting and subsequent consideration of the funding sources. He was concerned there was neither the capacity nor the budget at this time. He encouraged the business owners to come up with a funding plan to perhaps execute before the end of the fiscal year.

Councilor Churchill suggested the project start could be as soon as January 1 but not later July 1, 2014.

Council President Hedges was not sure the funding offered by Mr. Dietrich was the appropriate thing to do and could not support anything with a firm date. He wanted the City Council to have time to look at the budget.

Councilor Churchill stated his major concern was not to lose momentum and lose sight of the west side.

Councilor Miller agreed with Councilor Churchill and did not wish to lose momentum.

Council President Hedges was concerned about impacts to adjacent properties.

It was moved by **Council President Hedges** and seconded by **Councilor Gamba** to direct the City Manager to initiate a project for rezoning the M-Zone areas west of McLoughlin Boulevard and south of Ochoco St with the start of the project dependent on the Planning Department's workload and after July 1, 2014. Motion passed with the following vote: Councilors Hedges, Gamba, Miller, and Churchill and Mayor Ferguson voting "aye." [5:0]

It was moved by **Councilor Gamba** and seconded by **Councilor Miller** to add the clause "and impacts to adjacent properties" to the end of the second to the last sentence in the description of Project #11. Motion passed with the following vote: Councilors Hedges, Gamba, Miller, and Churchill and Mayor Ferguson voting "aye." [5:0]

It was moved by Councilor Gamba and seconded by Councilor Churchill for the first and second readings by title only and adoption of the Tacoma Station Area Plan as a Comprehensive Plan Ancillary Document, amending text and maps with the Comprehensive Plan, Amending Title 19, Zoning Ordinance, and amending the Zoning Map as amended by the motion, File CPA-13-01 and ZA-13-01. Motion passed with the following vote: Councilors Hedges, Gamba, Miller, and Churchill and Mayor Ferguson voting "aye." [5:0]

Mr. Monahan read the ordinance two times by title only.

Ms. DuVal polled the City Council: Councilors Hedges, Gamba, Miller, and Churchill and Mayor Ferguson voting "aye." [5:0]

ORDINANCE NO. 2071:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING THE TACOMA STATION AREA PLAN AS A COMPREHENSIVE PLAN ANCILLARY DOCUMENT, AMENDING TEXT AND MAPS WITHIN THE COMPREHENSIVE PLAN, AMENDING TITLE 19, ZONING ORDINANCE, AND AMENDING THE ZONING MAP (FILE #CPA-13-01; ZA-13-01)

Mayor Ferguson read the Land Use Board of Appeals (LUBA) information.

B. Garbage Hauler Franchise Transfer – Resolution

Ms. Herrigel provided the staff report. She discussed franchised hauler actions in the past. This would include the Island Station Neighborhood and would impact 175 residents, 10 commercial customers, and 3 drop box customers.

It was moved by Council President Hedges and seconded by Councilor Miller to adopt the resolution approving the proposed transfer of Oak Grove Disposal Company, Inc.'s franchise area (Area 6) to Waste Management of Oregon, Inc. and repealing Resolution 56-2005 and amending the list of franchised haulers and the solid waste service area map to reflect the Area 6 transfer. Motion passed with the following vote: Councilors Hedges, Gamba, Miller, and Churchill and Mayor Ferguson voting "aye." [5:0]

RESOLUTION 51-2013:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, APPROVING THE PROPOSED TRANSFER OF OAK GROVE DISPOSAL COMPANY, INC.'S FRANCHISE AREA (AREA 6) TO WASTE MANAGEMENT OF OREGON, INC., REPEALING RESOLUTION 56-2005, AND AMENDING THE LIST OF FRANCHISED HAULERS AND THE SOLID WASTE SERVICE AREA MAP TO REFLECT THE AREA 6 TRANSFER.

Michael Borg, Oak Grove disposal, said he planned to retire and expressed his appreciation for being able to serve and to be involved with the community

C. Establish Policy on County Cost Recovery Fee in the North East Sewer Extension Area – Resolution

Mr. Monahan said at a recent study session that the City Council talked about the implementation of the Clackamas County Service District #1 (CCSD #1) agreement and its impacts on North East Sewer Extension (NESE) area. In 2010 the City created a reimbursement district for the project area to repay the City for the cost of constructing

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sewer facilities and offered terms to the affected owners. When the reimbursement district was created the City did not pay the wastewater treatment connection fee at the time a property connected but rather used a true-up method at the end of the year that spread the cost across all the ratepayers. In order to honor its commitments to property owners in the NESE area who accepted the City's invitation to participate in the reimbursement district, City staff and the City Attorney proposed a resolution that covered the County Cost Recovery Fee for 66 properties. He discussed the eligibility criteria.

Mr. Hall felt the proposed resolution embodied the Council's direction. The list of eligible properties was attached as Exhibit 1 of the resolution and gave the City authority to pay the fee to the County without seeking reimbursement from those properties.

It was moved by Councilor Miller and seconded by Council President Hedges to adopt the resolution establishing a policy for wastewater treatment connection fees arising in the North East Sewer Extension area. Motion passed with the following vote: Councilors Hedges, Gamba, Miller, and Churchill and Mayor Ferguson voting "aye." [5:0]

RESOLUTION 52-2013:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING A POLICY FOR PAYMENT OF CLACKAMAS COUNTY SERVICE DISTRICT NO. 1 ("CCSD#1") WASTEWATER CONNECTION FEES THAT ARE CHARGED TO THE CITY OF MILWAUKIE FOR CONNECTIONS TO CCSD#1 WASTEWATER FACILITIES.

Kellogg Good Neighbor Committee Update

Mayor Ferguson reported the Kellogg Good Neighbor Committee would like to earmark \$150,000 for master planning the landscaping around Kellogg and phase 1 of the planting to make the site more attractive.

It was consensus that was the understanding from the previous discussion.

D. Council Reports

Councilor Miller encouraged people to attend the First Friday event and enjoy Downtown Milwaukie.

Councilor Gamba heard a talk by former Pittsburgh Mayor Tom Murphy, participated in a Bike Transportation Alliance (BTA) and Bike Milwaukie ride during Pedalpalooza to look at bike greenways, and toured the TriCity Treatment Plant with the Citizens Utility Advisory Committee (CUAB).

Councilor Churchill reported the Library Expansion Task Force (LETF) was busy preparing for the City Council work session. He had served on the board, commission, and committee interview panels with Mayor Ferguson. He had received feedback from downtown businesses some of which were still adjusting to the parking changes. The Audit Committee had its first meeting with the auditor, and he felt there would be good information for the Budget Committee.

Council President Hedges attended the State of the School District event where he learned there was an increase to both attendance and graduation rates.

Mayor Ferguson said board, commission, and committee appointments would be prepared for approval in the next City Council packet. He announced the domain name change, and Ledding Library programs for the month of July including the Scott Park noon concerts.

ADJOURNMENT

It was moved by Councilor Gamba and seconded by Councilor Churchill to adjourn the meeting. Motion passed with the following vote: Councilors Hedges, Gamba, Miller, and Churchill and Mayor Ferguson voting "aye." [5:0]

Mayor Ferguson adjourned the regular session at 8:58 p.m.

Respectfully submitted,

Pat DuVal

Pat DuVal, Recorder

REGULAR SESSION

Date: 7/2/13

I wish to address City Council on Agenda Item #

4

Thank you.

Name: Michael Schiess

Organization: _____

Address: _____

Phone: _____

E-mail: _____

- Speaking in support Speaking in opposition
 Providing neutral comments / or asking questions of clarification

Comments:

Date: 7/2/2013

I wish to address City Council on Agenda Item #

6A

Name: BRIAN DUNN

Organization: KITTELSON ASSOC.

Address: _____

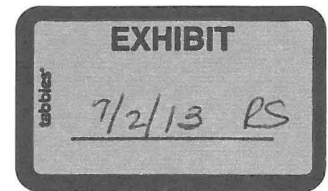
Phone: _____

E-mail: _____

- Speaking in support Speaking in opposition
 Providing neutral comments / or asking questions of clarification

Comments:

ON TSAP OVERLAY



July 2, 2013

Jeremy Ferguson, Mayor

City Council
City of Milwaukie
1077 SE Main
Milwaukie, OR 97222

Re: Agenda Item 5A – Adoption of the Tacoma Station Area Plan (TSAP)

Dear Mayor Ferguson and Council Members:

My firm represents the Oregon Worsted Company that owns and operates the Mill End Store at 9701 SE McLoughlin, the Bromar Building and various other properties in the City of Milwaukie. Please make this letter part of your hearing record.

As noted in previous testimony we believe the manufacturing area west side of McLoughlin is prime for development opportunity and economic growth. We appreciate council's request, through motion, to proceed with a planning effort for this area and look forward to working with Milwaukie City and staff to envision expansion of the efforts yielded by the Tacoma Station Area Plan.

We believe this planning effort will:

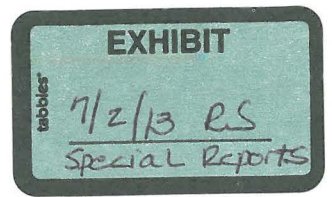
- 1) Support the twenty-two businesses and property owners representing a majority of proposed area and have requested this planning study.
- 2) Increase the economic vitality of the area to the benefit of the city and those employed.
- 3) Utilize transportation infrastructure including access from McLoughlin, Ochoco, SE 17th Avenue, Milport, the Spring Water Trail and the Portland Milwaukie Lightrail system such that uses can be expanded without creating a significant effect on the transportation system.
- 4) Eliminate the current zoning conflicts that exist in this area – while increasing complimentary uses to more “urban scale” industrial and manufacturing.
- 5) Recognize given the small parcels and flooding, the potential for large-scale manufacturing is not prevalent to this area and requires a use overlay or other zoning tools to better utilize the potential in this area.
- 6) Take advantage of the Johnson Creek watershed natural features by working with the Johnson Creek Watershed Council to develop uses that reinforce the natural beauty of the Johnson Creek Watershed.
- 7) Complete the “missing half” of the Tacoma Station Area plan by developing synergy on both sides of McLoughlin; creating investments to improve connections west to east; reaching out to residential areas west of Milwaukie; and increasing employment, tax base and transit ridership through investment by the business and property owners west of McLoughlin.

Working with the city we believe we can accomplish all these goals. Thank you again for recognizing the potential to be gained on the west side of McLoughlin.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Peter T Stark', written over a circular stamp or seal.

Peter T Stark, AIA
Design, Architecture and Planning



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

July 1, 2013

Dear Clackamas County Community Partner,

The Clackamas County Commissioners recently announced a pilot program to strengthen community outreach and identify local issues of concern throughout Clackamas County. The program assigns a geographic area to each Commissioner for a period of six months.

The plan includes connecting Commissioners to local organizations and authorities within each area so they can attend meetings or events, meet constituents, and learn and advocate on local issues. The pilot project will have no impact on the statutory responsibility of Commissioners and the Chair who are elected and serve the entire county at-large.

Below are the Outreach Areas and the assigned Commissioner:

- **Commissioner Tootie Smith is assigned to Outreach Area 1** in northwest Clackamas County. The area covers the cities of Lake Oswego, Rivergrove, Tualatin and West Linn; CPOs include Birdshill, Far West, Forest Highlands, Lake Forest, Rosewood, Skylands, Southwood Park and Stafford-Tualatin Valley and the Hamlet of Stafford.
Policy Coordinator: Kimberlee DeSantis 503-742-5913// kimberleedes@co.clackamas.or.us
- **Commissioner Martha Schrader is assigned to Outreach Area 2** in northern Clackamas County. The area covers the cities of Gladstone, Johnson City and Milwaukie; CPOs include Jennings Lodge, Oak Grove Community Council, Southgate and Clackamas.
Policy Coordinator: Trent Wilson 503-655-8206// twilson2@co.clackamas.or.us
- **Commissioner Paul Savas is assigned to Outreach Area 3**, which includes the city of Happy Valley; CPOs include Carus, Holcomb-Outlook, Redland-Fischers Mill-Viola, Sunnyside United and the Hamlet of Beavercreek.
Policy Coordinator: Drenda Howatt 503-742-5938// drendahowatt@co.clackamas.or.us
- **Chair John Ludlow is assigned to Outreach Area 4**, which includes the cities of Barlow, Canby, Oregon City and Wilsonville; CPOs include Aurora-Butteville-Barlow, Central Point-Leland-New Era, Ladd Hill, and the Hamlet of Mulino and the Hamlet of Molalla Prairie.
Policy Coordinator: Emily Klepper 503-742-5933// emilykle@co.clackamas.or.us

- **Commissioner Jim Bernard is assigned to Outreach Area 5**, which includes the cities of Damascus, Estacada, Molalla and Sandy; CPOs include Boring, Bull Run, Clarkes-Highland, Colton, Eagle Creek-Barton, Estacada, Firwood, Molalla, Mt. Hood Corridor, Rhododendron, South Clackamas, Government Camp and the Villages at Mt. Hood.
Policy Coordinator: Mary Jo Cartasegna 503-742-5942//
mjcartasegna@co.clackamas.or.us

The County website has additional information about the Outreach Areas, an interactive map and each Commissioner's assignments. Please visit <http://www.clackamas.us>.

Each policy coordinator will be the primary contact to coordinate a visit. If you have an upcoming meeting or event that you would like a Commissioner to attend, please contact the policy coordinator by phone or email.

Thank you for the good work you continue to do for our community.

Sincerely,



John Ludlow, Chair
On Behalf of the Clackamas County Board of Commissioners

REVISED AGENDA

MILWAUKIE CITY COUNCIL REGULAR SESSION JULY 2, 2013

MILWAUKIE CITY HALL
10722 SE Main Street

2153RD MEETING

- | | Page # |
|---|--------|
| 1. CALL TO ORDER
Pledge of Allegiance | |
| 2. PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS | |
| A. Commissioner Martha Schrader -- Clackamas County Outreach Program | |
| B. Portland – Milwaukie Light Rail Project Update
Staff: Light Rail Design Coordinator Stacy Bluhm | 2 |
| 3. CONSENT AGENDA <i>(These items are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. The items may be passed by the Council in one blanket motion. Any Council member may remove an item from the "Consent" portion of the agenda for discussion or questions by requesting such action prior to consideration of that portion of the agenda.)</i> | |
| A. City Council Meeting Minutes
1. May 21, 2013, Work Session
2. May 21, 2013, Regular Session
3. May 23, 2013, Study Session
4. June 4, 2013, Work Session
5. June 4, 2013 Regular Session | 4 |
| B. Establish Fines for Violations of Milwaukie Municipal Code Chapter 10.20.060(B) – Resolution | 33 |
| 4. AUDIENCE PARTICIPATION <i>(The Presiding Officer will call for statements from citizens regarding issues relating to the City. Pursuant to Section 2.04.140, Milwaukie Municipal Code, only issues that are "not on the agenda" may be raised. In addition, issues that await a Council decision and for which the record is closed may not be discussed. Persons wishing to address the Council shall first complete a comment card and return it to the City Recorder. Pursuant to Section 2.04.360, Milwaukie Municipal Code, "all remarks shall be directed to the whole Council, and the Presiding Officer may limit comments or refuse recognition if the remarks become irrelevant, repetitious, personal, impertinent, or slanderous." The Presiding Officer may limit the time permitted for presentations and may request that a spokesperson be selected for a group of persons wishing to speak.)</i> | |

5. **PUBLIC HEARING** *(Public Comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

A. **None scheduled**

6. **OTHER BUSINESS** *(These items will be presented individually by staff or other appropriate individuals. A synopsis of each item together with a brief statement of the action being requested shall be made by those appearing on behalf of an agenda item.)*

- | | | |
|----|---|------------|
| A. | Adoption of the Tacoma Station Area Plan CPA-13-01, ZA-13-01 – Ordinance | 35 |
| | Staff: Senior Planner Ryan Marquardt | |
| B. | Garbage Hauler Franchise Transfer – Resolution | 252 |
| | Staff: Parks and Sustainability Director JoAnn Herrigel | |
| C. | Establish Policy on County Cost Recovery Fee in the North East Sewer Extension Area – Resolution | 259 |
| | Staff: City Manager Bill Monahan | |
| D. | Council Reports | |

7. **INFORMATION**

8. **ADJOURNMENT**

Public Information

- Executive Session: The Milwaukie City Council will meet in executive session immediately following adjournment pursuant to ORS 192.660(2)(i) Performance Evaluations of Public Officers and Employees.
- All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions as provided by ORS 192.660(3) but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
- For assistance/service per the Americans with Disabilities Act (ADA), please dial TDD 503.786.7555
- The Council requests that all pagers and cell phones be either set on silent mode or turned off during the meeting.

2.

PROCLAMATIONS,
COMMENDATIONS,
SPECIAL REPORTS,
AND AWARDS



RS 2. B.

Agenda Item:

Meeting Date: 7/2/13

COUNCIL AGENDA ITEM SUMMARY

Issue/Agenda Title: Portland-Milwaukie Light Rail Project Update

Prepared By: Stacy Bluhm, Light Rail Construction Manager

City Manager Approval: Bill Monahan

Reviewed by City Manager:

ISSUES BEFORE THE COUNCIL

Staff will present an update to City Council on the anticipated and completed Light Rail Project street closures in Milwaukie as well as briefly discuss the landscaping changes for the trolley trail.

STAFF RECOMMENDATION

This item is informational; for discussion purposes only.

KEY FACTS & INFORMATION SUMMARY

Milwaukie's Light Rail Construction Manager presented information to City Council on May 7th and June 4th about the upcoming street closures needed to rebuild the streets and track at the rail crossings in Milwaukie. The first closure is scheduled for June 24th thru June 30th on Washington Street between 21st and 23rd Avenues. Staff will be prepared to comment on the outcome of that effort.

Meanwhile, staff will also provide an update on the traffic control planning and outreach for the other upcoming street closures scheduled for:

- July 8-15: Harrison Street
- August 5-25: Monroe Street
- Aug 16 (10pm)–Aug 19 (5am): McLoughlin Blvd
- Oct 21-Nov 3: 21st Ave & Adams St

Staff will also comment on the status of the landscaping changes for the trolley trail.

OTHER ALTERNATIVES CONSIDERED

Not applicable.

CITY COUNCIL GOALS

Not applicable.

ATTACHMENT LIST

None.

FISCAL NOTES

No new fiscal issues.

3.

CONSENT AGENDA

MINUTES
MILWAUKIE CITY COUNCIL WORK SESSION
MAY 21, 2013

Council President Hedges called the work session to order at 5:02 p.m. in the City Hall Conference Room.

Council Present: Council President Hedges and Councilors Scott Churchill, Mark Gamba, and Mike Miller

Excused: Mayor Ferguson

Staff Present: City Manager Bill Monahan, Planning Director Steve Butler, Engineering Manager Jason Rice, Senior Planner Ryan Marquardt, Associate Planner Brett Kelder, Civil Engineer Zach Weigel, Civil Engineer Brad Albert

City Manager's Report

Mr. Monahan reviewed the evening's agenda. He discussed audience participation from last meeting.

Mr. Butler gave an update on installation at Klein Point.

Mr. Rice gave an update on the Quiet Zone.

Mr. Weigel said that they have approval for the quiet zone and they expect it to be in place by January.

Mr. Rice handed out a map of all the projects going on in the Downtown and explained there are many going on at the same time and coordination is taking place to minimize effects.

Mr. Butler discussed planting changes TriMet is proposing along the Trolley Trail. The changes aim to have trees and plantings that survive better, are easier to maintain, and more aesthetically pleasing. He also reported that the PSU student group is finalizing their report and recommendations for the Fresh Look Milwaukie project and will present to Council on June 4.

Tacoma Area Station Plan

Mr. Marquardt discussed adoption of the Tacoma Station Area Plan (TSAP). The two main points will be the adoption of TSAP as a Comprehensive Plan ancillary document and proposed zoning text amendments which include the TSAP overlay zone and amending M Zone throughout the city. These items will be in the Ordinance that will come to Council on June 4th. He provided a summary of the Planning Commission meeting testimony from May 14th – the Anderson company voiced objection to a tunnel through the berm of the Springwater Trail going across their property. Planning Commission indicated that they would like to keep that project on the list but also not identify it as a key priority. Another point was from property owners in subarea 2 near Clatsop St and 24th Ave regarding a pedestrian bike bridge over Johnson Creek who had concerns about loss of privacy and potential impacts to property due to construction. A potential option for handling that would be to use existing bridge abutments in that area. Another issue was M Zone amendments. There will be some

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Draft Minutes

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limitation on office and commercial uses that are more stringent than they are currently in that area. Planning Commission will deliberate on whether or not to move forward with M Zone changes. They also received a letter concerning conditional use for a sports and entertainment facility on the ODOT site. City Council has two hearings scheduled for June 4th & June 18th.

Councilor Gamba asked what the other two options are that they're considering for access to the station.

Matt Hastie Angelo Planning Group. He replied that one would be to improve the existing connection adjacent to McLoughlin and widen the connection. The other would be a path going up from the south side to the Springwater. They looked at three options but ultimately the advisory crew thought that for the long term the tunnel under the berm would be the most direct route but may be a longer term low priority option.

Councilor Miller asked if an existing business could transfer all of their rights to someone else. Would that business be grandfathered in?

Mr. Marquardt replied yes. The new owner would have the same rights as long as they do not change the business use.

Councilor Churchill replied that an existing nonconforming use would require review to expand. The intent of the meetings that he and Councilor Gamba were involved in was that flexibility was the key. If the text change is not supporting flexibility he would like to know. They discussed path widening of McLoughlin and confirmed that any widening would have to happen toward the east and not toward McLoughlin. He asked if there was interest from staff on expanding flexibility of use? He wouldn't want to see that flexibility shrink in both the M Zone and Tacoma Station area. It might make a better blend between Sellwood and Milwaukie.

Transportation System Plan Update

Mr. Kelter discussed public involvement and general questions that have come up. The Transportation System Plan (TSP) identifies gaps and deficiencies in the transportation system and fits in with Metro's regional transportation plan. In 2007 there was a major overhaul of the TSP that was created in 1997. They are currently updating some of the traffic forecasts and showing compliance with Metro's plan. For the public engagement piece, they met with council on March 5th and took Council's direction to develop materials to be taken to NDA meetings as well as an open house on April 17th. A public meeting is planned for June 3rd at Milwaukie Christian Church which will be focused on 3 things: what are the top 10 projects citizens would like the City to work on, adjusting priorities for modes, and generally identifying areas that need more information. From 5:30-6:30 that night will be another open house prior to that meeting. Some questions have come up about how the TSP interacts with the Street Surface Maintenance Program (SSMP). The SSMP is a limited time program with a 10 year window. When that program ends, it will have an effect on revenue for the TSP. He would like to come back in July and discuss funding and financing.

Councilor Churchill thanked Mr. Kelter and the Planning department for their public outreach efforts.

Capital Improvement Plan

Mr. Rice explained that the TSP helps shape the CIP. He provided an update to the CIP. Currently the city has a 5 year forecast for projects generally greater than \$15,000. Projects come from various sources like utilities and streets.

Mr. Weigel discussed Harrison St Water System Improvement project Phase II. The purpose of the project is to replace pre 1930s cast iron line. They are trying to replace the line before the SSMP project comes through and then have to tear up the street again. The new line should last 75-100 years. They've redistributed fire hydrants and added more valves in case a water main needs to be shut down so there is less impact. The budget is \$485,000 for this project. They opened it to bids in July 2012 but rebid in February for a more favorable bid. Last month they had spent \$167,000 and they are about half done with the construction. One of the things that is unique to this project was the need to cross Highway 224. They had to bore a steel casing across Hwy 224 and it is complete. All of the construction has to be coordinated with other projects happening in the same area. They are also coordinating with light rail construction, Hwy 224 lighting construction, Library and Waldorf school activities. Engineering staff cannot always be on site so calls to staff regarding issues are very helpful.

Councilor Miller asked when they anticipate the project will be completed on Harrison St.

Mr. Weigel replied that the waterline project should be completed by mid-July.

Mr. Rice said that the contractors have done a good job interacting with each other.

Councilor Churchill said he was not impressed with the contractor. It took strong words from him to the contractor to gain pedestrian access. He would like to remind the contractor that it is important to keep the pedestrian access clear and ADA compliant.

Mr. Weigel added that Alex Roller, an Engineering Technician, is in the field more often and catching those things before they happen.

Mr. Albert discussed the River Road Crosswalk project that was identified by the Public Safety Advisory Committee as part of the Walk Safely Milwaukie Program. They noticed a lot of foot traffic on Sparrow St. The pedestrian crossing moved to Sparrow and River Rd and they installed a refuge. They negotiated with property owner for right-of-way but they were all on board with the project. It was also a slight beautification project because they added a planted island. There was a \$75,000 budget but the project came in at \$66,900 in the end and included extra sidewalk. They used impervious concrete which has reduced ability to grow moss. So far no moss is growing so it is not a slipping hazard.

Councilor Hedges said that has been well received by neighbors.

Councilor Gamba asked if the cost of impervious concrete is dropping.

Mr. Albert replied that there has been pretty consistent pricing over the last few years. It costs more than standard concrete but the process is easier and has a very quick installation.

Councilor Churchill asked them to address contingency funds for both projects.

Mr. Weigel said there was a \$20,000 contingency for Harrison Street and they have not used any of those funds.

Mr. Albert replied that they have \$10,000 for River Road and did not use any of that.

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Mr. Miller asked if all of the materials stored by the post office will be removed when the project is finished.

Mr. Weigel said that the materials that are part of the clay pipe will be removed when the downtown is complete. Some materials belong to Trimet.

Councilor Hedges asked when the work to join the Trolley Trail to Springwater Trail will start.

Mr. Rice the IGAs between ODOT and Milwaukie will be wrapping up soon, by early July. They will survey to start and should be done with design and acquiring right-of-way toward the fall of 2014. They would like to bid the project for construction early 2015 and be wrapped up by mid-summer 2015.

Councilor Hedges asked when the grant money from Metro will be available.

Mr. Rice replied that the money was available starting October 2012 and has been budgeted.

Council President Hedges adjourned the work session at 6:30 p.m.

Respectfully submitted,

Hannah Wells (Administrative Specialist III)

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
MAY 21, 2013**

CALL TO ORDER

Council President Hedges called the 2150th meeting of the Milwaukie City Council to order at 7:19 p.m. in the City Hall Council Chambers.

Present: Council President Hedges and Councilors Scott Churchill, Mark Gamba, and Mike Miller

Excused: Mayor Ferguson

Staff present: City Manager Bill Monahan, Engineering Manager Jason Rice, Finance Director Rina Byrne, Building Official Tom Larsen, and Public Works Director Gary Parkin

PLEDGE OF ALLEGIANCE

Councilor Hedges announced an amendment to the agenda. Item 6.C., Habitat Development Agreement with Wildlands, was removed from the agenda.

PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS

A. Milwaukie High School Student of the Month

Council President Hedges and Councilors recognized Samantha Hobson as the Milwaukie High School Student of the Month for May 2013.

CONSENT AGENDA

It was moved by Councilor Miller and seconded by Councilor Gamba to approve the consent agenda as presented:

- A. Resolution 42-2013: A Resolution of the City Council of the City of Milwaukie, Oregon, Appointing John Fox to the Audit Committee;**
- B. Resolution 43-2013: A Resolution of the City Council of the City of Milwaukie, Oregon, to Extend the North East Sewer Discount Program to June 30, 2013;**
- C. An OLCC Application for Gaucho's Argentine Cuisine, 2037 SE Jefferson Street**

Motion passed with the following vote: Councilors Gamba, Miller, and Churchill and Council President Hedges voting "aye." [4:0]

AUDIENCE PARTICIPATION

Kim Keehner, Downtown Milwaukie Business Alliance, discussed issues with construction downtown and the hardship placed on businesses having to close. She had heard that one of the businesses had to close their doors because their customers could not access the business. Parking is at a premium due to construction. She is concerned that people will not continue to fight to get to Downtown to support businesses. She would like to know why the City allows construction to happen on all four streets at the same time.

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Councilor Hedges asked Mr. Monahan if he and someone from the staff who coordinates construction could meet with the business owners to address this problem.

Mr. Monahan replied that Stacy Bluhm and Jason Rice coordinated TriMet and City projects and could set up a meeting.

Ms. Keehner asked that those business owners and citizens who don't have direct contact with the people who are giving out notices be notified somehow. She noticed that many of the email addresses that the City has on file for businesses are out of date.

Councilor Hedges said that Council was going on a tour with TriMet and would discuss the communication issue with them.

Councilor Churchill has been walking through Downtown on a regular basis. He has been approached with questions about the construction in downtown.

Councilor Miller has been hearing lately about lack of communication and that overall revenue has dropped dramatically for businesses. People who have an alternative to the businesses Downtown are choosing not to come Downtown. There are certain things that Council can do and certain things that TriMet can do, but Council wants to do what is best for businesses. He thanked Ms. Keehner for her efforts.

Councilor Hedges encouraged citizens to make the effort to come Downtown and spend their money supporting local businesses.

Shalina Havens, Havens Acupuncture. She received a notice from the City that the project would take two weeks. She has been looking at a piece of machinery in front of her business for a month. She has been talking with flaggers to get information to communicate to her patients. She discussed changing parking from 2hrs to 4hrs and asked what the process is for changing those hours.

Mr. Monahan replied that discussions are happening for parking but no decisions have been made. A parking study will be done in September 2015. She will be involved in that discussion.

Councilor Hedges replied that there is a discussion currently happening with the Historic Milwaukie neighborhood and others about Downtown parking and discouraging people from long term parking while using light rail.

Greg/Frank Hemer manager at Milwaukie Lumber. He expressed concerns regarding limited access points to Milwaukie Lumber. He discussed concerns with the City and when there is a problem it is quickly resolved or an agreeable solution has been found. For the majority, he has been notified 3 days ahead of time. He suggested that all affected areas be informed at least 3 days before work begins. He is a member of the Portland Milwaukie Light Rail Citizens Advisory Committee and offered that Downtown businesses are welcome to come into Milwaukie Lumber any time to discuss concerns. He also mentioned that there are regular City of Milwaukie meetings every third Monday. He feels that the coordination between TriMet and the City projects is lacking a bit.

Councilor Hedges thanked Mr. Hemer for offering to speak with the community and mentioned that Trimet has a 1-800 number that people can call to speak their concerns.

Councilor Churchill asked if it was a coordination or communication issue between TriMet and the City.

Mr. Hemer believed that the City and TriMet were not always aware of timelines.

Nikki Hoff president of the Friends of the Ledding Library. Construction is hurting business on Fridays and Saturdays when the bookstore is open. Last Friday the

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bookstore only earned \$17.50. Normally they would earn \$100-150 on weekends. They want to support the construction and improvements but still have to survive and she wants to know that there is an end in sight. They are considering closing on Fridays but hate to break the consistency that they have developed.

Councilor Hedges thanked Ms. Hoff for the work that she is doing. He asked Mr. Monahan to address the parking situation in front of the Pond House.

Mr. Monahan said that he would discuss the issue with Public Works to work on signage and reserve those spots in front of the Pond House for the bookstore.

Councilor Churchill suggested Engineering direct contractors to not stage vehicles in front of the Pond House.

Kathy Lyle downtown Milwaukie business owner and Milwaukie Public Safety Foundation Board. She stated that she has never been contacted by the City or TriMet about construction except by the water department at the City who has done an excellent job at communicating with local businesses.

Ms. Lyle discussed the 9K for K9 event to raise money for the Police K9 unit. This year the event has moved from downtown Milwaukie to Milwaukie Marketplace. Raffle tickets can be purchased at 2035 SE Washington. The dog walk is on July 27th.

Judy Johnston downtown Milwaukie business owner. She has customers that come from many other cities and want to shop around downtown, but business has been hampered due to parking and construction. She has had issues with flaggers and a front load driver that drives too fast. Also when the movie pilot was being made, the notice was given to her that day. There was a day that her business had to close down for an entire day. She is disappointed that notice happens 24 hours before things happen. Most of her clients are booked far out and she needs more notice to let her clients know.

Councilor Hedges was sorry that Ms. Johnston had to close her business for a day and felt that it was unacceptable. Council will do what they can to help her and will exert what pressure they can.

Councilor Gamba suggested something that might be helpful would be a scheduling matrix that shows when streets are going to be closed and open and end dates for the projects and get it out to the downtown businesses.

Mr. Monahan explained that what the City gets from TriMet is a 4 week schedule that is constantly changing. We will try to make that information available although we don't know how we will do that yet. We can put the best information we have out there.

Councilor Churchill has been a strong advocate of a master schedule of dates from TriMet and the City. Both need to work on better communication with downtown businesses.

Councilor Miller encouraged people to come back and let Council know what is going on with their businesses and their ability to get around town. The only way Council can be of help is to be aware of what is going on. He has seen a collective group of people coming together to represent businesses.

Mr. Monahan mentioned that there is a project page on the city website that is updated weekly.

Councilor Hedges suggested putting links on the website prominently on the homepage.

PUBLIC HEARING

None scheduled.

OTHER BUSINESS

A. Walk Safely Milwaukie Program Report

Mr. Rice introduced Don Wiley Public Safety Advisory Committee (PSAC) chair and Rina Byrne. He recapped the previous discussions with Council and gave a brief history of the completed projects including Home Avenue Sidewalk, Stanley Avenue Sidewalk and Crosswalk, and River Road Sidewalk and Crosswalk. Each neighborhood received \$500 to fund a small Awareness and Education Project. NDA's provided crossing guard equipment to the elementary schools, emergency safety kits for Lewelling Elementary, and a \$1,650 donation to Public Safety. One of the future projects is a Washington Street Crosswalk that provides linkage between a church and school that share parking lots. It has an estimated cost of \$60,000. Another future project is the Harrison Street Crosswalk which would provide additional visibility at an unmarked crosswalk.

Ms. Byrne discussed materials brought to Council in 2010 when the program first started. There was a change in the way the state gas tax was going to be collected and remitted to the City and that there would be an increased level of funding. Over 4 years, the City has received almost half a million dollars less than was originally anticipated. There were five priorities for the use of the excess in the gas tax fund: fee in lieu of reserve, \$25,000 per year for emergency capital, \$25,000 per year for markings, \$135,000 per year for pavement repairs, and Walk Safely Milwaukie was the balancing account. Currently the state gas tax fund is negative.

Mr. Rice said that in working through this program, we've come a long way and created a relationship with the public. No one is questioning the importance of the program but there is a concern for the funding source. He would like direction from Council on how they feel the program is going and where they would like it to go.

Councilor Hedges was very unhappy. He wanted to know when the City knew about the financial issues.

Ms. Byrne was not aware until this week that the program was based on identifying excess.

Councilor Hedges wanted to know why our prediction was so far above ODOT's. He wanted to know why we still have \$144,000 to spend if we're currently in the hole. In November of last year, City staff came to Council and told them that part of the money match would be \$100,000 over three years from the WSMP but the money was never there.

Councilor Churchill felt that the recent formation of the Audit Committee and change in auditors will hopefully uncover these types of challenges.

Councilor Hedges said that PSAC was told that \$150,000 would be used for projects that the money hadn't been identified for. Before they make a decision he would like to know that the money is not actually there. He wanted to know if we spend the money on the WSMP, what we are not going to fund.

Ms. Byrne said that June 4th there is a joint session with the Budget Committee and she planned to bring it up then but would also like to discuss it when Councilor Hedges has returned at the meeting after that.

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Councilor Miller recalled that there was an established program called funds in lieu of. The high school paid \$83,000 into that fund 4-5 years ago. He wanted to know what happened to the money that was collected. His understanding was that the money was supposed to go back to that neighborhood.

Ms. Byrne replied that when funds in lieu are paid to the City, they expire in 10 years and the City may have to pay it back. The City does not own that money and is only holding it for the neighborhoods. Currently Finance has a list of all of those monies and Engineering is aware of all of those monies. It is not included in the budget because it is a liability. If there is a project that will use those funds, that project will be listed in the budget.

Mr. Rice added that Engineering holds a spreadsheet that shows the breakdown of those monies.

Councilor Miller said that when he was on the Budget Committee, the City was not tracking funds in lieu of. He was concerned that the money may sit and have to get sent back. He asked if there is a plan to use that money.

Mr. Rice replied that yes, there is a plan but there are conversations that need to take place before that money is budgeted. Mr. Rice and Mr. Butler have begun discussions with historic Milwaukie for a project.

Ray Bryan had done some research and would like to know what has happened with the local gas tax.

Ms. Byrne replied that the local gas tax is actually dedicated to the SSMP.

Mr. Bryan wanted to show his support for the program. It provided small projects that increase livability in Milwaukie and made a large impact.

Councilor Gamba asked if we think about WSMP as a process through which we can funnel funds, what does it cost the city to keep the process alive.

Mr. Rice didn't think it would cost anything. There is no cost to wait to generate revenue.

Councilor Gamba asked if the process could still work until another source of income is identified.

Mr. Rice wanted to be clear that Engineering is monitoring the funds in lieu of and have identified projects for those monies. There are some situations where the funds are directly tied to particular properties and it is more difficult to find projects for those specific properties.

Councilor Hedges needed more information on what projects will be effected if the program is kept running.

Mr. Rice would hold off on bidding out the Washington Street crosswalk until he could answer their questions.

Councilor Hedges asked that staff speak with PSAC at one of their meetings.

Council supported a continuance of this issue.

B. Milwaukie Municipal Code Title 15 and Title 12 Amendments - Ordinance

Tom Larsen Building Official. He talked about five changes have been proposed, uniform code for abatement of dangerous buildings, amending sections of the code that

have already been adopted by the state and other cities, public works standards moved to title 12, and expiration of permits.

It was moved by Councilor Gamba and seconded by Councilor Miller for the first and second readings by title only adoption of the ordinance amending Title 15 buildings and construction, and Title 12 streets, sidewalks & public places. Motion passed with the following vote: Councilors Gamba, Miller, and Churchill and Council President Hedges voting “aye.” [4:0]

Mr. Monahan read the ordinance two times by title only.

Ms. Wells polled the City Council: Councilors Gamba, Miller, and Churchill and Council President Hedges voting “aye.” [4:0]

ORDINANCE 2068:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING TITLE 15 BUILDINGS AND CONSTRUCTION, AND TITLE 12 STREETS, SIDEWALKS & PUBLIC PLACES.

D. Initiate Street Vacation 44th Avenue and Monroe Street – Resolution

Mr. Parkin discussed the street vacation that was discussed with Council in a prior Work Session. Council had agreed at that time and wanted something official from the Neighborhoods. At the April NDA meeting, they made a motion that passed unanimously for accepting the street vacation.

Councilor Miller discussed an issue that came up with a sliver of land behind Pietro’s that has no value to the City but might have a value to the adjacent property owner. He asked why we hold onto those properties.

Mr. Monahan replied that the City currently does not have a program in place and this property brought this issue to light. It’s something for the City to look at.

Councilor Gamba asked what the City’s cost to initiate the street vacation.

Mr. Parkin recalled that it would be approximately \$1,500 or less.

It was moved by Councilor Miller and seconded by Councilor Churchill to adopt the resolution authorizing the City initiated vacation of a portion of the street right-of-way for 44th Avenue south of Monroe Street. Motion passed with the following vote: Councilors Gamba, Miller, Churchill, and Council President Hedges voting “aye.” [4:0]

RESOLUTION NO 44-2013:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING THE CITY INITIATED VACATION OF A PORTION OF THE STREET RIGHT-OF-WAY FOR 44TH AVENUE SOUTH OF MONROE STREET.

E. Council Reports

Councilor Churchill discussed active participation in the NDA outreach for the TSP. He participated with Councilor Gamba and thanked staff for their efforts. He attended the Regional Solutions group and heard a report on the outlook for job recovery for Clackamas County is dismal and would like to hear from them in a Council meeting to see what Council and the City can do to help. He did daily site walks downtown and discussed heaving of sidewalks.

Councilor Gamba also attended the NDA outreach meeting and reported that it was a very effective meeting. He also attended the Metro Policy Advisory Committee meeting and they are working on the Climate Safe Communities Project.

Councilor Miller reported that the North Clackamas Parks and Recreation District has lost some key people and are looking at a possible change in structure to make them more accountable to the public and other entities. He thanked Mr. Monahan for making sure that the City is a key player in that issue. He attended North Clackamas Urban Watershed Council. He also attended the Lake Rd NDA meeting which centered on what's going on around Lake Rd and recognized Mr. Rice and Mr. Butler for doing a great job.

Councilor Hedges attended multiple NDA meetings. He attended the first Farmers' Market at the City booth. He also attended the River Health Advisory Board meeting and thanked Gary Parkin for his support and JoAnn Herrigel for her presentation. He also discussed upcoming events.

ADJOURNMENT

It was moved by Councilor Gamba and seconded by Councilor Miller to adjourn the meeting. Motion passed with the following vote: Councilors Churchill, Gamba, and Miller and Council President Hedges voting "aye." [4:0]

Council President Hedges adjourned the regular session at 9:45 p.m.

Respectfully submitted,

Hannah Wells (Administrative Specialist III)

MINUTES
MILWAUKIE CITY COUNCIL STUDY SESSION
MAY 23, 2013

Council President Hedges called the study session to order at 5:00 p.m. in the City Hall Conference Room.

Council Present: Councilors Scott Churchill, Mark Gamba, and Mike Miller

Excused: Mayor Ferguson

Staff Present: City Manager Bill Monahan, City Recorder Pat DuVal, Civil Engineer Brad Albert, Parks and Sustainability Director JoAnn Herrigel, Public Works Director Gary Parkin, Interim Community Development Director and Planning Director Steve Butler, Public Information Officer Grady Wheeler, Library Director Katie Newell, and Finance Director Rina Byrne

Stormwater Master Plan

Mr. Albert was joined by Angela Wieland and Jim Harper, Brown and Caldwell, and Doug Gabbard, FCS Group.

Ms. Wieland reviewed the goals and objectives of the project which updated the 2004 Stormwater Master Plan to address changing regulations for underground injection controls (UIC), the City's National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer (MS4) permit requirements, and updating the capital improvement plan (CIP) project list. She outlined the project scope, evaluation, and findings that included CIP ranking criteria, staffing analysis, and rate and system development charge adjustments.

The group discussed the Meek Street project, which completed a project included in the 2004 Master Plan, and the decommissioning or feasibility of retrofitting the Lloyd Street UICs. The Lloyd Street project was a pocket area that figured into the Stanley Avenue drainage issues. She noted these were installed in the 1960's and had been identified as a maintenance problem. The area was also in the vicinity of a water source. Ms. Wieland discussed the staffing recommendation to add 1.4 – 2.1 FTE in maintenance and an additional 0.7 FTE engineering. She reviewed the Comprehensive Plan amendments.

Councilor Churchill discussed the impact of infill and asked if consideration had been given to accessory dwelling units and added density.

Ms. Wieland replied the modeling effort looked at existing conditions with the understanding that with density impervious areas would increase. Street improvements were also considered in sizing CIP projects.

Mr. Gabbard said the evaluation of rates and system development charges (SDC) was based on staffing needs, proposed capital expenditures, and ongoing operational costs. Four levels of service (LOS) categories were developed to establish funding scenarios over the 10-year program. The LOS took into consideration staffing capital projects, maintenance, regulatory compliance, proactive system replacement, and vehicle replacement. He reviewed the rates for each scenario and discussed financing options using debt and cash financing for the forecast period to FY 2021 – 2022. The group discussed the impact of accessory dwelling units.

To date, staff met with the Citizens Utility Advisory Board (CUAB) twice and the Planning Commission once in work session. The next step would be a Planning Commission hearing to adopt the Comprehensive Plan amendments with a Council hearing tentatively scheduled for August.

The group discussed the pros and cons of the levels of service and the rate increases involved.

Councilor Gamba felt the proactive level was appropriate and asked if things could be done on an individual basis like disconnecting downspouts and implementing onsite retention.

Ms. Wieland replied those efforts were not mandatory and would be difficult to quantify and work into the assumptions.

Councilor Churchill would initially look at the feasibility of retrofitting the drywells to make them more efficient before decommissioning. He had concerns about adding FTE.

Council President Hedges supported the CUAB recommendation as he felt the Board had a good handle on what was acceptable to the citizens.

Councilor Gamba recognized there were many unknowns and was good with the recommended LOS.

Councilor Miller was concerned about the number of utility rate increases.

Council President Hedges observed wastewater costs would not increase that much over the next several years.

It was City Council consensus to go with recommended level of service.

Swale and Median Maintenance

Ms. Herrigel provided a landscaping maintenance matrix for the City's various public areas.

Mr. Parkin discussed the landscaping and maintenance needs and approximate hours spent on each facility. He discussed the Stormwater Master Plan comments and non-park needs including light rail.

Ms. Herrigel outlined options that included centralizing landscape contracts, hiring additional staff to perform the work, negotiating with the North Clackamas Parks and Recreation District (NCPRD) under the current intergovernmental agreement (IGA), and augmenting all the options with volunteers. She noted several landscaping contracts expired at the end of June.

Council President Hedges asked if there would be a benefit to consolidating the landscape contracts into one and if that would save staff time. The group discussed the benefits of having one person coordinating the contracts.

Councilor Miller commented that NCPRD was concerned that Milwaukie was looking for a way out. His concern was to get control and not try to live and die with volunteers. He suggested rolling the cost into one budget and look at a crew under one person's supervision.

Mr. Monahan understood the direction was to draft a scope of service, consolidate landscape maintenance contracts, and develop a budget.

Councilor Miller recommended first finding out if the District had any interest at all before looking elsewhere. He was concerned about having knowledgeable people doing the work.

Mr. Monahan understood the City would confer with the District and let it bid along with everyone else about add ons to the current IGA. He felt the City would do better to consolidate contracts under one coordinator to ensure consistent quality.

Ballot Measure Discussion

Mr. Wheeler provided background information on the project and introduced James Kandell of DHM Research.

Mr. Kandell provided an overview of the survey methodology, objectives, and structure to provide the City Council with reliable information for its decision making. He anticipated surveying 300 voters. Deliverables would include the annotated questionnaire, verbatim

responses to open ended questions, and a final report. He would report back on June 18 with survey results if directed. The goal would determine what to put on the ballot by testing certain dollar amounts weighed against service reductions.

Mr. Monahan commented on service reductions for capital facilities and earlier discussions about what could be bundled. The City would need to do another level of survey to determine how much voters were willing to pay.

Mr. Kandell said generally the survey would probe support or opposition for a ballot measure, gauge respondents' familiarity with projects, and measure importance and satisfaction with City and county services.

The group discussed the level of detail and how respondents might be asked to prioritize projects.

The group was satisfied with the survey as presented. **Councilor Churchill**, however, went on record that he would prefer to see individual questions asked between numbers 31 and 32 regarding Riverfront Park and the Ledding Library Expansion.

Mr. Monahan summarized the survey results would be presented on June 18 to determine next steps on a bond measure.

Mr. Monahan briefly reviewed the draft master fees and charges schedule and particularly noted the stormwater fee in light of comments during the earlier report.

It was City Council consensus that the City continue with the current rate and add months to the lost rate that would reflect the CUAB recommendation when the Master Plan was adopted.

The group discussed the alarm permit fee for seniors.

Mr. Monahan distributed an informational brochure on light rail project resources.

Council President Hedges adjourned the study session at 7:53 p.m.

Respectfully submitted,

Pat DuVal, Recorder

MINUTES
MILWAUKIE CITY COUNCIL WORK SESSION
JUNE 4, 2013

Mayor Ferguson called the work session to order at 5:04 p.m. in the City Hall Conference Room.

Council Present: Councilors Scott Churchill (arrived 5:30), Mark Gamba, and Mike Miller

Excused: Council President Dave Hedges

Staff Present: City Manager Bill Monahan, Assistant to the City Manager Teri Bankhead, City Recorder Pat DuVal, Finance Director Rina Byrne, Interim Community Development and Planning Director Steve Butler, Building Official Tom Larsen, Engineering Manager Jason Rice, Parks and Sustainability Director JoAnn Herrigel, and Library Director Katie Newell.

City Manager's Report

Mr. Monahan reviewed the evening's agenda. The hope was to have a complete package on the Wildlands Habitat Development Agreement (HDA) by next week. **Councilor Gamba** said the PGE letter could be moved to the June 18 work session for discussion.

In Audience Participation Mr. Monahan would comment on the construction related concerns raised at the previous meeting regarding parking, signage, and communication. He was pleased to acknowledge that the staging of the pipe bursting project was moved down to the post office area. Input was being solicited from business people to help determine the timing of the Main Street paving project. The Clackamas County Coordinating Committee (C4) met on key transportation issues with Councilor Churchill and Mr. Rice attending on behalf of the City. Mr. Monahan announced the Board of County Commissioners (BCC) made a motion at a recent study session to allocate \$1 million of the Good Neighbor Funds into the Milwaukie Riverfront Park. A treatment plant tour of the Tri-City Plant, Three Creeks pump station, and Kellogg Treatment Plant was planned for this week and would include Citizens Utility Advisory Board (CUAB) members and Charles Bird of the Good Neighbor Committee. Mr. Monahan received a suggestion from the Finance Department to open City Hall at 9 a.m. on Tuesday mornings starting July 2 to allow for regular staff meetings. No opposition from the City Council was expressed.

Community Development, Engineering and Planning Active Projects

Parks and Sustainability

Mr. Butler noted that interpretive signs had been installed at Klein Point. The City will participate in an oral defense of the Milwaukie Riverfront Park grant application before the Oregon Parks and Recreation Department this week. The North Clackamas Parks District (NCPRD) Board allocated \$80,000 for master planning four undeveloped parks in Milwaukie.

Planning

Mr. Butler reported on the Transportation System Plan (TSP) public meeting.

Engineering

Mr. Rice reported the Harrison Street Waterline project had resulted in temporary service shutdowns. The clay pipe replacement project was out of the downtown with curb and ramp replacement and the removal of equipment happening ahead of schedule. Mr. Rice discussed a communication strategy for light rail closures and the Monroe Street pipe replacement. The Oregon Department of Transportation (ODOT) was gathering proposals for design services on the 17th Avenue Bike/Pedestrian path, and intergovernmental agreements were expected by the end of June. City staff will canvass downtown businesses to get input on the Main Street inlay which was coupled with the downtown ADA ramp replacement project.

Councilor Churchill had walked Main Street from Jackson to Washington and noted curb heights varied significantly.

Mr. Rice discussed ponding and side streets reconstruction.

Councilor Churchill asked how far it would have to be peeled back and if there was a benefit in biting the bullet? He discussed feathering on side streets.

Mr. Monahan suggested that question be addressed when it came to City Council after citizen input. If the City were to delay the project, then staff would determine the costs of addressing the most egregious conditions.

Councilor Gamba suggested doing small projects and having the property owners pitch in too.

Mr. Rice discussed street closures that pushed reconstruction of Harrison toward September and October. He understood Tri-Met will have finished all of its improvements on Harrison between 24th and 26th Avenues so access could be coordinated. He discussed the Street Surface Maintenance Program (SSMP) and Community Development Block Grant (CDBG) funding for the ramp replacement and Main Street paving.

Mr. Monahan understood the direction was to press forward at this time.

Community Development

Mr. Butler distributed a brochure that would go out to downtown businesses that might be interested in providing outdoor seating in the summer.

Park and Recreation Board Work Plan

Ms. Herrigel, joined by Park and Recreation Board (PARB) members Ray Harris and Mart Hughes, discussed the work plan and noted the addition of the park naming rules. The Board will monitor and provide input to Kellogg for Coho and Tree City status.

Mr. Hughes discussed the open space strategy and consideration of the master planning processes to determine what was needed and to estimate costs. There was a need to understand costs and develop a plan for a levy and Metro grant applications. If the City did not understand the needs, then opportunities would be missed. Mr. Hughes recommended planning a quality of life strategy in the City of Milwaukie. The Kellogg for Coho program was extremely beneficial to the community as well as cost effective. Those involved were highly qualified. He urged the City to take care of the obstacles

and move it forward and noted it would be a feather in the Council's cap to bring it home. Mr. Hughes' last item dealt with the NCPRD master planning process and the candid discussion of people's feelings about the District. They talked about leaving the District due to a growing disconnect between it and the people it served. He suggested the City Council consider its support for an independent service district with its own elected board.

Mr. Harris was pleased with the maintenance of the parks. There will be concerts Ball-Michel Park this summer, and he wanted to somehow publicize that food donations were accepted. Mr. Harris agreed about the need a greater voice in District operations. He would like parks dollars to stay in the community.

Councilor Miller discussed the political nature of the BCC and District; he was looking for ways to make it better. He added that bills before the legislature were falling by the wayside.

Update to Master Fees and Charges Schedule

Ms. Byrne provided background information on the fees and charges schedules that were reviewed for accuracy by the department directors annually. In accordance, fees were designed to recover costs for direct services. She discussed charge out rates for services. Utility rate updates were based on CUAB recommendations for water fees but not stormwater or wastewater.

Councilor Gamba would like to look at how to change stormwater rates based on impervious surface.

Mr. Monahan agreed that was typically how other jurisdictions made their calculations.

Ms. Byrne noted the tree removal permit was in Engineering and had been stricken from Planning. Another major area for updates was parking. The permit program now had a discount for multiple months and bulk purchase of passes. She reviewed parking fines that included handicapped zones and commented on systems development charges (SDC).

The group discussed the procedure for retrieving abandoned shopping carts. **Mr. Monahan** explained that was state legislation which the City chose to adopt.

Councilor Gamba had questions about page 18, the \$100 charge for solar installation and was curious why this was high.

Mr. Larsen replied the photovoltaic fee was structural but was lower to encourage solar installations.

Councilor Gamba asked about a structural permit fee, page 21, and said it seemed the fee for building a modest house was greater than the fee for building a mansion.

Mr. Larsen replied that if you build a big house you still have the same number of inspections. As valuation went up the percentage increase went down. The Idea was to set fees to recover costs, and this structure was the closest to the actual time spent.

The group briefly discussed basketball hoops.

Mr. Monahan noted fees may be set to encourage compliance in certain situations.

The group discussed the court dismissal fee.

Councilor Gamba cited page 38, the removal of bee colonies from the schedule and noted they were now outright allowed. He asked for clarification of the school construction excise tax.

Mr. Larsen said it was a tax on construction to help fund capital projects for school districts. This was a pass through created by the legislature, and it was not applied to commercial since that type of construction did not add to student enrollment.

Mayor Ferguson recessed the work session at 6:30 p.m. for the joint Budget Committee meeting.

Mayor Ferguson adjourned the work session at 7:01 p.m.

Respectfully submitted,

Pat DuVal, Recorder

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
JUNE 4, 2013**

CALL TO ORDER

Mayor Ferguson called the 2151st meeting of the Milwaukie City Council to order at 7:00 p.m. in the City Hall Council Chambers.

Present: Councilors Scott Churchill, Mark Gamba, and Mike Miller

Excused: Council President Dave Hedges

Staff present: City Manager Bill Monahan, City Attorney Tim Ramis, Assistant to the City Manager Teri Bankhead, City Recorder Pat DuVal, Light Rail Design Coordinator Stacy Bluhm, Planning Director/Interim Community Development Director Steve Butler, Senior Planner Ryan Marquardt, Associate Planner Li Alligood, Associate Planner Kari Svanstrom, Police Captain Dave Rash, and Finance Director Rina Byrne

Media: Michael Bamberger, The Oregonian

PLEDGE OF ALLEGIANCE

PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS

A. Portland-Milwaukie Light Rail Project Update

Ms. Bluhm reviewed the project status of the alignment between Portland State University and Park Avenue, Trolley Trail landscaping changes, and scheduled street closures to through traffic including a weekend closure of McLoughlin Boulevard. She indicated the detour routes. Local access would be allowed by flaggers.

Councilor Churchill was concerned that residents be informed well in advance and that staff be proactive with St. John the Baptist Church as well as the schools in the vicinity. He was very concerned about impacting the church and schools and suggested using 28th Avenue as the reroute rather than 25th Avenue.

Ms. Bluhm discussed bus line reroutes and noted sidewalks would be open on one side of the street. McLoughlin Boulevard would be closed between Washington Street and 22nd Avenue from August 16 at 10 p.m. through August 19 at 5 a.m. for installation of the Kellogg Bridge girders.

Councilor Churchill observed this was a huge closure of 99E and encouraged City and TriMet staff to give people an early look to get community feedback on the reroute proposals.

Ms. Bluhm said the primary reroute would be Hwy 224. The soft closure for southbound traffic would be Hwy 99E and Harrison Street. The hard closure would be at 99E and Washington Street unless the destination was local.

Councilor Churchill suggested traffic be reduced to one lane at Hwy 224 to Harrison Street to discourage others from going further into the zone.

Ms. Bluhm took that suggestion under advisement. For northbound traffic the soft closures would be a right turn at Oak Grove Boulevard and a left on Oatfield Road. The hard closure would be a left onto River Road / Bluebird Street, a left onto 22nd Avenue to River Road, and a left onto Park Avenue.

Councilor Miller was concerned about the amount of traffic likely to occur on Lake Road under these reroute scenarios.

Councilor Churchill asked if staff had considered sequential metering at Lake Road and Oatfield Road with manual metering elsewhere.

Ms. Bluhm indicated there had been a lot of discussion of that intersection.

Claudia Steinberg, Tri-Met Community Affairs, said information would go out to the public as soon as the partners felt confident in the correctness of the details. She noted reader boards would be placed two weeks in advance of the closures. Those living in the hard closure area would still have access to businesses and residences.

Mayor Ferguson volunteered to talk with local partners as Oregon City Mayor Doug Neeley had prior to the 99E closure in that community.

Ms. Bluhm discussed the bike and pedestrian detour to the existing path behind the Wastewater Treatment Plant. She encouraged people to follow construction updates on the TriMet website.

B. Fresh Look Milwaukie: Downtown Road Map Project Update

Ms. Alligood introduced Portland State University ALIGN Planning Team Members Ryan Lemay, Carine Arendes, Jeffrey Butts, Erica Smith, and Iren Taran.

The presentation would address the background of the project, community trends, and finally recommendations. The central task was to understand if the policies were in line with community values. **Ms. Taran** said there was a lot of positive momentum in the community, and she described the community engagement process that included a kickoff event, surveys, interviews, a walking tour, business owner coffee klatches, targeted outreach to groups, First Friday, Farmers' Market, and a Community Workshop. She gave an overview of community trends based on 2000 and 2010 US Census figures and observed overall downtown vacancy rates was about 10%. The community valued its small town character, fostering local businesses, and increasing the number of uses, and becoming a local and regional destination.

Ms. Arendes summarized the recommendations based on community values and ideas for the purpose of making policy level changes. The recommendations were to promote and enhance shared community values, facilitate economic development, build community cohesion, bring 'sexy' back to McLoughlin Boulevard, and identify and prioritize short term projects. She outlined suggested strategies for each. Ms. Arendes discussed the importance of identifying and realizing short-term projects that include small-scale renovations and façade improvements, strategic signage, and parking permit program adjustments. Downtown elements were to preserve the small town character, foster a variety of uses, support local businesses, and make Milwaukie a local and regional destination. She urged continued community engagement.

Councilor Gamba discussed the feasibility of code amendments to move the City in the right direction. He found the ALIGN work very helpful and expressed appreciation for the group's hard work.

Councilor Miller felt strongly about maintaining Milwaukie's small town feel while realizing progress.

Councilor Churchill appreciated the group's work. He agreed with Councilor Miller's comments and considered Milwaukie a town center and not a regional center. He did have some concerns about appropriate scale and building height in some of the slides.

Mayor Ferguson felt this was a valuable guiding document.

CONSENT AGENDA

It was moved by Councilor Gamba and seconded by Councilor Miller to approve the consent agenda as presented

A. Management Cost of Living;

B. Resolution 45-2013: A Resolution of the City Council of the City of Milwaukie, Oregon, Revising Fees and Charges as Shown in Attachment A and Updating the Master Fee Schedule Document of the City of Milwaukie;

C. Resolution 46-2013: A Resolution of the City Council of the City of Milwaukie, Oregon, assessing the Costs of abatement of the Nuisance Located at 7125 SE Harmony Road and Entering the Same on the Docket of City Liens Pursuant to Milwaukie Municipal Code Section 8.04.200(D); and

D. Minutes of the April 18, 2013, City Council Study Session.

Motion passed with the following vote: Councilors Miller, Churchill, and Gamba, and Mayor Ferguson voting “aye.” [4:0]

AUDIENCE PARTICIPATION

Mr. Monahan reported on audience participation comments made at the previous City Council meeting. At last meeting there was input from citizens concerned about coordination of construction activities and the lack of signage. On May 23, staff delivered brochures in the downtown area on how to access construction information. Talks with Ms. Keehner resulted in a larger meeting with about 10 downtown business people attending where a number of valuable ideas were aired. He was happy to report that this phase of the City’s pipe bursting project was complete, and equipment and supplies had moved to the south end of Main Street and freed up parking on Harrison Street near the Portland Waldorf School and the Ledding Library Pond House.

Alicia Hamilton and **Ed Zumwalt** spoke on behalf of First Friday volunteers and thanked City Council and staff for helping them do their work seamlessly. **Mr. Zumwalt** added this was a remarkably successful beginning for this year’s series of events.

Scott Barbur, Downtown Milwaukie Business Association, discussed the recently-formed business group. He talked about the implementation of a temporary parking plan and hoped to have recommendations for a couple of City-managed parking lots and signage that could be accomplished with minimal expense. His goal was to have some recommendations within a couple of weeks.

Mayor Ferguson was supportive of the conversations and looked forward to hearing the outcomes.

Mr. Monahan talked about some workable concepts that came out at the meeting such as getting employees in defined lots and leaving on street parking for businesses.

Councilor Miller looked forward to working with the business organization.

Councilor Churchill understood immediacy was important to a number of businesses and asked if anything could be done on an interim basis. He hoped to have some interim band aids prior to June 18 and give Mr. Monahan as much power as he needed to solve the problems.

Cheree Heppe, Milwaukie, commented on the Fresh Look presentation and asked what it meant to have a small town feel. Should those be defined prior to developing a plan? She discussed road accessible signals for the visually impaired and banning smoking in public places.

Councilor Churchill observed that most people will likely have ADA challenges in their lifetimes, and he would appreciate hearing about some of Ms. Heppe's challenges. He suggested she might participate in the discussions to provide her perspective on a better downtown.

Ms. Heppe liked the idea of making a more pedestrian friendly downtown.

Mayor Ferguson discussed the feasibility of audible alerts such as the one on Hwy 99E and Jennings Road. He understood staff was working with business owners to reduce smoking particularly in mixed use areas like North Main Village.

Ed Aaron, Milwaukie property owner, attended the downtown meeting last night and a couple of things had come up. Milwaukie had about a 3% growth rate over a 10-year period. The tax base was not expanding because there was no residential building activity, and the City was losing taxes because of condemnations related to light rail. How was the City going to pay for light rail? Did the City in general have a pro-growth policy, and, if so, how was it being encouraged? Any vibrant downtown required growth as did a vibrant economy. What was the City's plan?

Mayor Ferguson replied the City Council was looking at annexation and studying how Milwaukie might provide municipal services. In goal setting the group looked at ways to encourage growth and development and perhaps consider use of business license registration revenues.

Mr. Aaron said typically businesses had a "git-r-done" mentality and commented on a recent issue he had with a blighted tree. He was surprised at the number of people involved, which was now numbering 9, just to get permission to remove the tree. How much will it take to remove the tree and plant two more? He noted that he had put about \$1 million into that building and hoped the City Council would empower Mr. Monahan to get this done.

PUBLIC HEARING

A. Adoption of the Tacoma Station Area Plan, Files CPA-13-01, ZA-13-01 – Ordinance

Mayor Ferguson called the public hearing on the legislative Comprehensive Plan Amendment and the Zoning Ordinance Amendment initiated by the City of Milwaukie to order at 8:46 p.m.

The purpose of the hearing was to consider an ordinance to adopt proposed amendments to the Comprehensive Plan and Zoning Ordinance which included adoption of the Tacoma Station Area Plan (TSAP) as an ancillary document to the Comprehensive Plan, amended text and maps within the Comprehensive Plan, amended Title 19, the Zoning Ordinance, and amended the Zoning Map – Files CPA-13-01 and ZA-13-01.

This was a legislative decision by the City Council and was based on statewide planning goals, applicable federal or state laws or rules; applicable plans and rules adopted by Metro; applicable Comprehensive Plan policies; and applicable provisions of implementing ordinances.

Mayor Ferguson reviewed the order of business. The City Council decision was the final decision by the City. All testimony and evidence was to be directed toward the applicable substantive criteria. Failure to address a criterion or raise any issue with sufficient detail precluded an appeal based on that criterion or issue. Any party with standing may appeal the decision of the City Council to the State Land Use Board of Appeals according to the rules adopted by that Board. Persons with standing were

those who submitted written comments or testified and signed the City Council Attendance sign-up sheet.

Conflicts of Interest: No members of Council declared a potential or actual conflict of interest as defined by ORS §244.

No member of the audience challenged any Council member's ability to participate in the decision.

Mr. Marquardt provided the staff report and was joined by **Matt Hastie** from Angelo Planning Group who outlined the presentation. This was a long range planning project to examine opportunities for redevelopment and investment in the vicinity of the new light rail station. Proposals included adoption of the TSAP as an ancillary document to the Comprehensive Plan along with policy and map amendments. Also being proposed were zoning text amendment to clarify the uses allowed in the Manufacturing (M) Zone and a new Tacoma Station Area overlay zone along with zoning map amendments for the Tacoma Station Area Overlay. He briefly commented on Metro Title 6 that related to development near station communities.

He provided a summary of the TSAP involvement process that included a Stakeholder Advisory Group (SAG), Technical Advisory Committee (TAC), community meetings, individual interviews, development community expert panel, and Planning Commission and City Council briefings and public hearings.

Mr. Hastie reviewed the four subareas and an overlay zone within the M Zone which allowed other uses. Subarea 1 was owned by Pendleton Woolen Mills directly to the south of the light rail station. This site may be redeveloped by repurposing the existing building with opportunities for mixed uses including office, retail, and housing. Subarea 2 was west of Hwy 99E and north of Ochoco Street. It was currently a mix of industrial businesses, contractor businesses, and one single-family dwelling. The TSAP would allow for a mixture of employment and residential uses. Subarea 3 was just south of the Springwater Corridor, north of Beta Street, and between the rail lines and Hwy 99E. This area was planned for a broad mix of employment uses including office, commercial, and light industrial along with some residential. Subarea 4 was north of Hwy 224, south of Beta Street and between the rail line and Hwy 99E. It was intended to remain a manufacturing and industrial area with employment that would take advantage of the improved access by light rail.

Mr. Hastie discussed the transportation challenges in the area and said the Plan identified a number of transportation uses including street design, connections to light rail, connections to neighborhood, McLoughlin Boulevard crossings, truck signage, and circulation. He discussed conceptual future designs for Main Street improving bike and pedestrian connections between downtown Milwaukie, the light rail station, the Springwater Trail, and the neighborhood. Parking was a major topic of conversation with a study of utilization and parking demand and supply. There could be a parking shortfall if development were intense. Recommendations included implementing transportation demand management strategies to reduce parking needs, investigate the potential for using the existing TriMet park-and-ride, implementation of shared parking arrangements, and minor changes to parking ratio requirements.

Mr. Hastie discussed M-Zone adjustments. Currently the M Zone had to be 25% manufacturing with the other 75% accessory to the manufacturing use such as commercial or office. Uses had to involve making, storing, or shipping goods. The proposed M Zone would have a broader range of uses. Retail would be limited to 5,000 square feet or 40% of the building with a limit of 20,000 square feet. Accessory office use was limited to 20% of the building/project.

Mr. Marquardt said the key issues and modifications were flexibility of uses. The Plan allowed for a broader list of uses depending on the subarea. The Plan might create and/or remedy nonconforming situations depending on the circumstances. Nonconformities would be allowed to continue and could expand with discretionary review. The range of uses would not be as broad within the non-TSAP areas.

The Planning Commission held two hearings and created a list of key issues: entertainment use of the Oregon Department of Transportation (ODOT) site and commercial uses in subareas 2 and 3 with 20,000 square feet allowed outright and 30,000 square feet as a conditions use. There was testimony related to the pedestrian bridge across Johnson Creek at 24th Avenue and what options there might be including a tunnel or a bridge. Resident testimony resulted in consideration of privacy, impact on Johnson Creek, and the efficacy of bridge.

Mr. Marquardt requested that the City Council ultimately adopt the TSAP at a future meeting and direct staff on providing alternatives and revisions if need. He noted the grant would expire at the end of June, and the City would lose its assistance.

Councilor Gamba asked why this area was chosen for the initial study and not the entire M Zone.

Mr. Hastie understood from discussions that had to do with proximity or distance from light rail station. He noted the barrier of McLoughlin Boulevard and the influence of the light rail station on future development. Also part of the consideration was funding available from ODOT and the Department of Land Conservation and Development (DLCDD). Subarea 2 was brought in because it was so close and more proximate than some of the areas to the south.

Councilor Gamba understood the discussion of the tunnel had been controversial and asked about alternatives.

Mr. Hastie said an option would be to widen the berm that went under Springwater, or the second idea would be to create a path that went up to and along the berm.

Councilor Miller understood that if a business owner wanted to sell his/her property there would be no issue if the use did not change. He asked what the process would be if a person wanted to make a small change in usage to part of the property. He was concerned about inhibiting the sale of the property or the owner incurring additional expenses.

Mr. Marquardt replied if the overlay zone were approved then the review would likely be minimal.

Correspondence: The City was in receipt of an email dated June 4, 2013, from Angelene Carpenter Falconer, an Ardenwald resident, to Mr. Marquardt, Mayor Ferguson and Councilors Churchill, Hedges, Gamba, and Miller. She had participated in the SAG meetings and was interested in the City's improving access to that area and creating a gateway to Milwaukie. She supported the transportation improvements and benefits of redevelopment.

Peter T. Stark, Architecture and Planning, 2939 NW Cornell Road, Portland, OR, 97210, submitted a letter dated June 4, 2013, to the Mayor and City Council supporting the M Zone overlay for the properties west of McLoughlin Boulevard with some exceptions. His firm represented the Oregon Worsted Company and various other properties in the City of Milwaukie. He believed the "City would benefit from the overlay allowing existing business to grow and prosper attracting more employment and utilizing the dynamic nature of the properties west of McLoughlin. Realizing an overlay would require

outreach and staff time to draft, my client is willing to offer \$50,000 to assist with the effort.”

Mark Whitlow, Perkins Coie, 1120 NW Couch Street, 10th Floor, Portland OR, 97209, submitted a letter dated June 4, 2013, to the Mayor and City Council expressing concerns with the proposed M Zone. Mr. Whitlow represented the Oregon Worsted Company. The letter stated that “the M Zone amendments were unnecessary to implement the proposed TSAP, which we understand to be the focus of this legislative project. More troubling, the proposed M zone amendments will “down zone” all remaining M zoned properties in the City, rendering them further nonconforming, and thereby diminishing their desirability and potential for future development and, proportionately, decreasing their fair market value.” The letter went on to say those amendments would likely be subject to several legal challenges based on compliance with Statewide Planning Goals 2 and 9 and the DLCD OAR 660-090-0010.

Presentations in support of the proposal: None.

Neutral presentations:

Cheree Heppe, Milwaukie, thought the Plan sounded like a great idea but asked how one got from the transit mall to the light rail station.

Michael Schiess, Milwaukie, lived on Clatsop Street in subarea 2. He did not believe a pedestrian/bike bridge over Johnson Creek at 24th Avenue made sense for the community and asked that it be dropped from the TSAP. He believed a crossing at the end of Clatsop Street would be a better alternative. Mr. Schiess submitted his written comments for the record.

Presentations in opposition to the proposal:

Krista Kamin, Autistic Community Activity Program (ACAP), spoke in opposition to the proposal. ACAP was a nonprofit operating in the M Zone, and the use of community transportation helped the participants be more independent. She noted ACAP was in the M Zone but not the Plan area. She discussed the organization’s expansion plans that included onsite vocational training and expressed concern about being able to expand if the amendments were adopted. She commented on the number of office vacancies and asked if the amendments would result in further restrictions.

Neutral presentations:

Peter Stark, Peter T. Stark Design, 2939 NW Cornell Road, Portland, OR 97210 and **Mark Whitlow**, Perkins Coie, 1120 NW Couch Street, Portland, OR 97209, provided neutral comments, representing Oregon Worsted Company and 21 other companies in the area.

Mr. Stark had contacted 30 businesses, and most of them knew nothing about this proposal which would take uses currently allowed and make them noncompliant. Since the Plan included overlays maximizing use, the proposed M Zone amendments would only impact properties outside the Plan making them irrelevant to implementation of the Plan. Many property owners who had built a client base over the years would be a nonconforming uses, and a zone change application could be very expensive. He referred to those companies on his list that would be noncompliant. He believed the City should undertake additional study of the proper zoning for the west side of McLoughlin Boulevard and expand an overlay to increase use flexibility similar to the proposals in the TSAP. McLoughlin Boulevard was a barrier, and the way to break through that barrier was to develop both sides. He added his client offered to assist with funding further study in the amount of \$50,000.

Mr. Whitlow expressed concern with the amendments outside the station area which he believed were unnecessary to implement the Plan. The proposed M Zone amendments would “down zone” all remaining M zoned properties in the City and render them further nonconforming which was not a good thing for business growth and expansion. There was a risk of businesses moving, and he spoke about compliance with Statewide Planning Goals 2 and 9 and maintaining an adequate inventory. He urged further study of the matter and urged the City Council not adopt the M Zone amendments outside the station area.

Staff findings and recommendation: Mr. Marquardt’s recommendation was ultimately approval of the Plan and associated amendments as an ancillary document to the Comprehensive Plan as well as amendments to the M-zone. Staff was still working on incorporating the Planning Commission comments. He noted TriMet would have a bus link between the transit center and the Tacoma Station.

Mr. Hastie added one of the recommendations was a shuttle service if the Southgate park-and-ride were no longer provided. He discussed the issue of the stairway and bridge over Johnson Creek and suspected it would not be ADA accessible. He understood part of the Plan was east side pathway improvements and that the City of Portland Parks Department was pursuing an ODOT grant. He commented on the amount of process involved if the M Zone were studied separately outside the Plan boundary and noted that was the primary reason for allowing similar uses on both sides of McLoughlin Boulevard.

Councilor Miller asked what would happen if the Plan were adopted without the M-Zone amendments.

Mr. Marquardt replied outside the TSAP things would continue as they had. Further analysis would be a step backward if the amendments were not applicable within the Plan area. Staff would have to rework the overlay zone.

Mayor Ferguson understood City Council did not have the final version of the amendments.

Mr. Ramis recommended, given the additional information, that the record remain open.

It was moved by Councilor Churchill and seconded by Councilor Gamba that the hearing be continued to a date certain of June 18, 2013, at 7 p.m. in the City Council Chambers. Motion passed with the following vote: Councilors Miller, Churchill, and Gamba, and Mayor Ferguson voting “aye.” [4:0]

Councilor Miller requested that staff bring back an amendment that included the M Zone in the Plan area only.

OTHER BUSINESS

A. Expedited Annexation of the Property Located at 5920 SE Laurel Street, File A-13-07 – Ordinance

Mr. Butler provided the staff report in which the City Council was requested to adopt the ordinance approving the expedited annexation of the property located at 5920 SE Laurel Street. The owner paid the Reimbursement Fee and applicable System Development Charges (SDC) for the annexation property and requested approval to make an emergency connection to the City sewer service. The City issued the necessary Land Use Compatibility Statement (LUCS) to allow the owner to obtain a plumbing permit from Clackamas County and make the sewer connection. The property had a County R-7 designation which was equivalent to the City’s R-7 designation. It was currently developed with a single family residence. Annexation was initiated by the

property owner who wished to access City services. It was located in the North East Sewer Extension (NESE) project area and the Urban Growth Management Area (UGMA).

All necessary parties, interested persons, and residents and property owners within 400 feet of the subject site had been notified along with the Lewelling Neighborhood District Association (NDA) and the Southgate Planning Association. The City did not receive comments from any necessary parties objecting to the proposed annexation. He understood the property was in the process of being sold.

It was moved by Councilor Gamba and seconded by Councilor Miller for the first and second readings by title only and adoption of the ordinance annexing a tract of land identified as 5920 SE Laurel Street into the City limits of the City of Milwaukie and withdrawing the tract from the territory of Clackamas County Service District for Enhanced Law Enforcement and Clackamas County Service District No. 5 for Street Lights, File #A-13-07. Motion passed with the following vote: Councilors Miller, Churchill, and Gamba and Mayor Ferguson voting “aye.” [4:0]

Mr. Monahan read the ordinance two times by title only.

Ms. DuVal polled the City Council: Councilors Miller, Churchill, and Gamba and Mayor Ferguson voting “aye.” [4:0]

ORDINANCE NO. 2069:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ANNEXING A TRACT OF LAND IDENTIFIED AS 5920 SE LAUREL STREET INTO THE CITY LIMITS OF THE CITY OF MILWAUKIE AND WITHDRAWING THE TRACT FROM THE TERRITORY OF CLACKAMAS COUNTY SERVICE DISTRICT FOR ENHANCED LAW ENFORCEMENT AND CLACKAMAS COUNTY SERVICE DISTRICT NO. 5 FOR STREET LIGHTS. (FILE #A-13-07)

B. Transportation Growth Management (TGM) Grant for Monroe Street Bike Boulevard / Neighborhood Greenway Design Plan – Resolution

Ms. Svanstrom provided the staff report in which the City Council was requested to authorize staff to submit a grant application to the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD) for the design of neighborhood greenway concepts for Monroe Street. This program would allow staff and the consultant to work through concept and develop designs for those and other problem areas in the City. The Transportation System Plan (TSP) would be transitioning into the more holistic view known as the Greenway Design Plan. City Council would then be requested to adopt the Design Plan and incorporate it into the Public Works Standards. The highest priorities were Monroe Street and Stanley Avenue. The total amount requested in the grant was \$103,000 with an 11% City match that would be in the form of staff time and direct project costs. This proposal had been discussed with the Neighborhood District Association (NDA) meetings.

It was moved by Councilor Gamba and seconded by Councilor Churchill to adopt the resolution authorizing staff to apply for a Transportation Growth Management Grant to fund design of Monroe Street Bicycle Boulevard / Neighborhood Greenway Options. Motion passed with the following vote: Councilors Miller, Churchill, and Gamba and Mayor Ferguson voting “aye.” [4:0]

RESOLUTION 47-2013:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING STAFF TO APPLY FOR A TRANSPORTATION GROWTH MANAGEMENT GRANT TO FUND DESIGN OF MONROE STREET BICYCLE BOULEVARD / NEIGHBORHOOD GREENWAY OPTIONS.

C. Update the Milwaukie Addendum to the Clackamas County Multi-Jurisdictional Natural Hazards Mitigation Plan

Captain Rash provided the staff report and recommended that the City Council adopt a resolution updating the City's Addendum to the Clackamas County Multi-Jurisdictional Natural Hazards Mitigation Plan. The Plan was created in 2007, and this was an update.

It was moved by Councilor Miller and seconded by Councilor Gamba to approve the resolution adopting updates to the Clackamas County Multi-Jurisdictional Natural Hazards Mitigation Plan. Motion passed with the following vote: Councilors Miller, Churchill, and Gamba, and Mayor Ferguson voting "aye." [4:0]

RESOLUTION 48-2013:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING UPDATES TO THE CLACKAMAS COUNTY MULTI-JURISDICTIONAL NATURAL HAZARDS MITIGATION PLAN.

D. Amendment to Milwaukie Municipal Code Chapter 10.20.060, Disabled Parking – Ordinance

Ms. Byrne provided the staff report and requested that the City Council adopt an ordinance creating additional parking restrictions. This ordinance referenced the Oregon Revised Statutes (ORS) and would allow Milwaukie Code Enforcement and Parking Enforcement to issue citations for these offenses.

It was moved by Councilor Churchill and seconded by Councilor Gamba for the first and second readings by title only and adoption of the ordinance amending code sections 1.08.020(A) and 10.20.060(B) and creating additional parking restrictions. Motion passed with the following vote: Councilors Miller, Churchill, and Gamba and Mayor Ferguson voting "aye." [4:0]

Mr. Monahan read the ordinance two times by title only.

Ms. DuVal polled the City Council: Councilors Miller, Churchill, and Gamba, and Miller and Mayor Ferguson voting "aye." [4:0]

ORDINANCE NO. 2070:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING CODE SECTIONS 1.08.020(A) AND 10.20.060(B) AND CREATING ADDITIONAL PARKING RESTRICTIONS.

E. Portland General Electric (PGE) Schedule Position

Mayor Ferguson announced this matter would be postponed to the June 18, 2013, work session.

F. Council Reports

Councilor Miller attended the North Clackamas Parks and Recreation District Advisory Board meeting and announced \$80,000 had been allocated for master planning four Milwaukie Parks.

Councilor Churchill participated in the Downtown Business Association meeting and worked on other community outreach efforts.

Mayor Ferguson attended the Board of County Commissioners (BCC) study session where Water Environment Services (WES) staff reported on the Good Neighbor Fund being put toward debt service for the Riverfront Park. The BCC approved the use of the \$1 million for the Riverfront Park.

Mr. Monahan announced the BCC had divided the County into five distinct outreach areas. The program assigned a geographic area to each Commissioner for a period of six months. Milwaukie was in Outreach Area 2 where Martha Schrader was assigned. She would make a brief presentation at the July 2 City Council meeting.

ADJOURNMENT

It was moved by Mayor Ferguson and seconded by Councilor Gamba to adjourn the meeting. Motion passed with the following vote: Councilors Miller, Churchill, and Gamba and Mayor Ferguson voting “aye.” [4:0]

Mayor Ferguson adjourned the regular session at 10:29 p.m.

Respectfully submitted,

Pat DuVal, Recorder

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING FINES FOR VIOLATIONS OF MILWAUKIE MUNICIPAL CODE SECTIONS 10.20.060B, SECTIONS 15 AND 16.

WHEREAS, Milwaukie Municipal Code Section 10.20.060B, subsection 15 prohibits parking in any place prohibited by ORS 811.615; and

WHEREAS, Milwaukie Municipal Code Section 10.20.060B, subsection 16 prohibits parking in any place prohibited by ORS 811.617; and

WHEREAS, City Council has the ultimate authority to establish fines for violations of Milwaukie Municipal Code; and

WHEREAS, the maximum fine allowed by statute for violation of ORS 811.615 is \$500 for a first offence and \$2,000 for subsequent offences; and

WHEREAS, the maximum fine allowed by statute for violation of ORS 811.617 is \$250,

NOW, THEREFORE, BE IT RESOLVED that the fine for unlawfully parking in a disabled parking space is \$450, and the fine for blocking a disabled parking space is \$250.

Introduced and adopted by the City Council on July 2, 2013.

This resolution is effective on _____.

Jeremy Ferguson, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

Pat DuVal, City Recorder

City Attorney

6.
OTHER BUSINESS



Agenda Item: 6. A.
Meeting Date: 7/2/13

COUNCIL AGENDA ITEM SUMMARY

Issue/Agenda Title: Tacoma Station Area Plan

Prepared By: Ryan Marquardt, Senior Planner

Dept. Head Approval: Steve Butler, Planning Director/Interim Community Development Director

City Manager Approval: Bill Monahan

Reviewed by City Manager: 6/24/13

ISSUE BEFORE THE COUNCIL

Adoption of the Tacoma Station Area Plan and associated amendments

STAFF RECOMMENDATION

Approve the Tacoma Station Area Plan and associated amendments

KEY FACTS & INFORMATION SUMMARY

The Tacoma Station Area Plan (TSAP) is a long-range planning project that has been developed by the City of Milwaukie to examine opportunities for redevelopment and investment in the vicinity of the new light rail station. This is the third public hearing for Council to consider adoption of the TSAP and associated amendments.

OTHER ALTERNATIVES CONSIDERED

N/A

CITY COUNCIL GOALS

N/A

ATTACHMENT LIST

- 1) Revisions to Ordinance presented June 18, 2013 - Exhibit A: Findings of Approval
- 2) Revisions to Ordinance presented June 18, 2013 - Exhibit B: Tacoma Station Area Plan (Comprehensive Plan ancillary document)

FISCAL NOTES

Tacoma Station Area Plan expenditures have already been budgeted for in the Planning Department's FY 2012 and FY 2013 budgets.



To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Steve Butler, Planning Director & Interim Community Development Director
Ryan Marquardt, Senior Planner

Subject: Tacoma Station Area Plan, public hearing (continued)
(File# CPA-13-01, ZA-13-01)

Date: June 26, 2013, 2013, for July 7, 2013, Regular Session

ACTION REQUESTED

Adopt the Tacoma Station Area Plan as an ancillary document to the Tacoma Station Area Plan, and adopt Comprehensive Plan text and map amendments and Zoning Ordinance text and zoning map amendments associated with implementation of the Tacoma Station Area Plan.

The staff report contains suggested wording for an additional motion regarding rezoning for the Manufacturing zone west of SE McLoughlin Blvd. See the heading "Recommended Motions for the July 2, 2013 Hearing."

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

June 2013: Council held its first and second hearings on adoption of the Tacoma Station Area Plan.

May 2013: Council was briefed on the Planning Commission's first hearing on the Tacoma Station Area Plan and public testimony from that hearing.

March 2013: Council approved an intergovernmental agreement to modify the scope of the Tacoma Station Area Plan and increase the funds provided to the project by ODOT.

January 2013: Council was briefed in a worksession about the Tacoma Station Area Plan, and preliminary recommendations of the proposed plan.

March 2012: Council was briefed in a worksession about the Tacoma Station Area Plan (TSAP), the project study area, and the scope of work for creating the plan.

March 2011: Council adopted Resolution 30-2011 that endorsed the City's grant application for Transportation and Growth Management (TGM) funding to develop a Tacoma Station Area Plan.

February 2011: Council directed staff to prepare a TGM grant application for the Tacoma Station Area Plan project.

BACKGROUND

June 18, 2013 Hearing

At the June 18th hearing on the Tacoma Station Area Plan (TSAP), Council discussed 4 actions related to the proposed amendments. These actions are described in more detail below.

1) Minor Amendments to the current Manufacturing (M) Zone

Council was presented with 3 options for handling what amendments would apply to the M zone outside of the Tacoma Station Area. The preference expressed by a majority of the Council was for "Option 1." This option included the following:

- Creation of a new base zone called the Tacoma Station Area Manufacturing zone. This zone would apply only within the Tacoma Station Area. All other areas currently in the M-zone would retain the same zoning designation.
- Minor amendments to the M-zone. There would not be any further restriction on office or commercial uses in the M-zone than exist with the current zoning. The minor amendments would allow contractor businesses, repair of machinery and equipment, and manufacturing trade schools as standalone uses in the M-zone. The amendments would also remove the employees per acre standard and make other minor edits that would not change current M-zone regulations.

The proposed amendments to implement Option 1 were included in the June 18th Council Packet (Item 5, Attachment 1, Exhibits F and G). No further changes to those documents are needed to implement Option 1.

2) Revisions to Findings as recommended by the City Attorney

The City Attorney recommended additional language in the findings related to Goal 9, Economic Development. This addition has been added to the findings, and is shown in Attachment 1.

3) TSAP Transportation Project #11 – Bicycle/Pedestrian Bridge near SE Clatsop/SE 24th Ave

Several transportation improvement projects are identified in the TSAP. One such project identified a bicycle/pedestrian bridge to connect the area around SE Clatsop St and SE 24th Ave across Johnson Creek to the neighborhoods north and west of the area. The project included an option for either a bridge going east/west across Clatsop St or a north/south bridge across SE 24th Ave. After considering testimony from a nearby property owner, Council indicated that the option for the north/south bridge should be removed from the plan.

The changes pursuant to this direction are shown in Attachment 2.

4) Future Zoning Amendments for the M-zone west of SE McLoughlin Blvd.

Testimony was given by multiple parties at the June 18th hearing expressing the need to examine the M-zone on the west side of SE McLoughlin Blvd that was not included in the TSAP. Council expressed strong support for this effort and considered details like the project objectives, potential starting date, and cost. Council appeared to agree that a motion to commit to a planning project for this area should be a requisite part of adoption of the TSAP and its amendments.

Staff's response to this proposed project is as follows:

- Workload: Planning staff is currently at capacity with the Commercial Core Enhancement Project (CCEP), the Transportation System Plan, and its day-to-day permit review and assistance to the public. Staff is not able to commit to another planning project of this magnitude until after July 1, 2014. This is the anticipated date that the downtown portion of the CCEP would conclude.
- Funding: The City does not have funds available to support a planning effort for the west side M-zone area. A private party with property in this area offered to fund the planning effort. This is the only possibility for this project to proceed starting as early as July, 2014. Staff recommends further discussion prior to accepting funds or commencing work to finalize a scope of work for the project and to clarify the roles, responsibilities, and expectations for the project.

Staff plans to hold a meeting in July with property owners that signed onto a letter indicating support for rezoning. The purpose of the meeting will be to discuss what they would like to see out of a project to rezone the area and discuss the potential timeline and level of involvement they would want in the process.

Recommended Motions for July 2, 2013 Hearing

The City Attorney and staff recommend having two motions at the July 2nd hearing. The first would direct the City Manager to have staff work on a rezoning project for the west side of McLoughlin. The second would be a motion to adopt the Tacoma Station Area Plan.

Suggested wording for the first motion is, "Direct the City Manager to initiate a project for rezoning the M-zone areas west of McLoughlin Blvd and south of Ochoco St, with the start of the project dependent on the Planning Department's workload, and after July 1, 2014."

The second motion would be for adoption of the TSAP, with staff's recommendation as described under the "Action Requested" heading of the staff report.

CONCURRENCE

The Planning Commission made a unanimous recommendation to approve the Tacoma Station Area Plan and its associated amendments at the May 28, 2013 Planning Commission meetings.

FISCAL IMPACT

Tacoma Station Area Plan expenditures have already been budgeted for in the Planning Department's FY 2012 and FY 2013 budgets. Primary funding of the project has been from an ODOT Transportation Growth Management grant of \$147,910, with an in-kind match from the City of \$25,000.

In the long-term, the TSAP is expected to raise the property values in the TSAP area. Staff believes this increase will be due to the increased accessibility of this area from the Portland-Milwaukie light rail line, the broader mix of land uses allowed by the TSAP, and by the completion of transportation improvements in this area identified in the TSAP.

WORK LOAD IMPACTS

Work load impacts associated with adoption of the TSAP and associated amendments would be minor, and principally associated with updating City plans and ordinances. Adoption of the TSAP and associated amendments will make available over 0.5 FTE for work on other Planning Department projects.

ALTERNATIVES

The City Council may direct staff to revise portions of the Tacoma Station Area Plan and/or the associated amendments. Further revisions to the Tacoma Station Area Plan exceed the anticipated work load impacts for this project and may have additional fiscal impacts.

The City Council may also decide to not approve the Tacoma Station Area Plan and associated amendments, or to remove certain portions of the plan and amendments from what is adopted.

ATTACHMENTS

- 1) Revisions to Ordinance presented June 18, 2013 - Exhibit A: Findings of Approval
- 2) Revisions to Ordinance presented June 18, 2013 - Exhibit B: Tacoma Station Area Plan (Comprehensive Plan ancillary document)

Attachment 1,

Revision to Exhibit A, Finding 6.B.1

Language to be added to the finding:

“The Goal 9 administrative rule at OAR 660-009-0010(4) requires that any post-acknowledgment plan amendment “that changes the plan designation of land in excess of two acres within an existing urban growth boundary from an industrial use designation to a non-industrial use designation, or an other employment use designation to any other use designation,” must make findings of compliance with certain documents including the latest economic opportunities analysis.

The M zone is an industrial and employment zone in nature, and there are more than 2 acres of land currently zoned M in the City. Accordingly the proposed amendment of the provisions of the M zone does affect an area in excess of 2 acres within a UGB. However, the proposed amendment of the M zone does not change the nature of the M zone as an industrial and employment zone. Therefore, OAR 660-009-0010(4) does not apply to this action.”

Attachment 2:

- Revise the description of transportation project #11 on page 36 as follows:

This project represents a bicycle/pedestrian bridge over Johnson Creek to improve access into this relatively isolated portion of the Station Area. In combination with a new access from this area to the Springwater Corridor trail, this would significantly improve access to surrounding areas for people living and working in this area and also would provide another connection to the LRT station and Station Area from the neighborhood to the northwest. The proposed alignment connection across SE Clatsop Street may be able to utilize existing bridge supports from a bridge that once existed in that location. ~~The preferred~~ Design of the connection will be based on project cost and feasibility, fewest limiting impacts to Johnson Creek and safety for bicycle and pedestrian traffic, ~~and impacts to adjacent properties~~. It is recommended that the connection be made only after, or concurrent with, improvements to the rights-of-way in the area to provide a safe street for pedestrians and bicycles.

- Update the Transportation Improvements and Land Use maps to only show the project #11 option at Clackamas Street; replace those maps where they appear on pages ii, iii, 11 and 43 in the Plan.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING THE TACOMA STATION AREA PLAN AS A COMPREHENSIVE PLAN ANCILLARY DOCUMENT, AMENDING TEXT AND MAPS WITHIN THE COMPREHENSIVE PLAN, AMENDING TITLE 19, ZONING ORDINANCE, AND AMENDING THE ZONING MAP (FILE #CPA-13-01; ZA-13-01).

WHEREAS, the City desires to plan for land uses and transportation projects in the vicinity of the Tacoma Street Light Rail Station along the Portland Milwaukie Light Rail line; and

WHEREAS, the City Council adopted Resolution 30-2011 that endorsed the City's grant application for Transportation and Growth Management (TGM) funding to develop a Tacoma Station Area Plan; and

WHEREAS, the City has conducted public involvement for the Tacoma Station Area Plan beginning in April 2012 that has included two community meetings, a stakeholder advisory group, a technical advisory group, and outreach to individual citizens, property owners, and business owners; and

WHEREAS, the City initiated land use applications to adopt the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan and to amend text and maps within the Comprehensive Plan and Zoning Ordinance; and

WHEREAS, the City has processed these applications pursuant to Section 19.1008, Type V Review, and has provided notice as required by the Zoning Ordinance, Metro Code, and Oregon Revised Statutes and Administrative Rules; and

WHEREAS, the Planning Commission recommends that Council adopt the Tacoma Station Area Plan;

NOW, THEREFORE, THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:

Section 1. Findings. Findings of fact in support of the proposed amendment(s) are attached as Exhibit A.

Section 2. Comprehensive Plan Ancillary Document Adoption. The Tacoma Station Area Plan in Exhibit B is adopted as an ancillary document in the Comprehensive Plan.

Section 3. Comprehensive Plan Text Amendment. The Comprehensive Plan is amended as described in Exhibit C (underline/strikeout copy) and Exhibit D (clean copy).

Section 4. Comprehensive Plan Map Amendment. The Comprehensive Plan Map 7 is amended as described in Exhibit E.

Section 5. Zoning Ordinance Text Amendment. The Zoning Ordinance is amended as described in Exhibit F (underline/strikeout version) and Exhibit G (clean copy).

Section 6. Zoning Map Amendment. The Zoning Map is amended as described in Exhibit H.

Section 7. Metro Station Area Boundary. The City designates the area within the City of Milwaukie's boundary in Exhibit G as a Station Community pursuant to Title 6 of Metro's Urban Growth Management Functional Plan.

Read the first time on _____, and moved to second reading by _____ vote of the City Council.

Read the second time and adopted by the City Council on _____.

Signed by the Mayor on _____.

Jeremy Ferguson, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

Pat DuVal, City Recorder

City Attorney

(Last revised 2/6/2008)

Findings in Support of Approval

1. The City of Milwaukie (“applicant”) proposes to amend the Milwaukie Comprehensive Plan, and Title 19 Zoning Ordinance of the Milwaukie Municipal Code (MMC). The land use applications for these amendments are CPA-13-01 and ZA-13-01.
2. The purpose of the proposed amendments is to implement the Tacoma Station Area Plan (TSAP). The TSAP is intended to revise the land use and development standards, identify transportation improvements, and foster redevelopment in the vicinity of the future Tacoma Street light rail stop on the Portland Milwaukie light rail line. The above-referenced land use applications implement the TSAP through the following actions:
 - Adoption of the Tacoma Station Area Plan as a Comprehensive Plan ancillary document.
 - Amendments to the text of the Comprehensive Plan goals, policies and objectives
 - Amendments to the Comprehensive Plan Map 7 - Land Use
 - Amendments to Title 19, Zoning, Chapter 19.400, Overlay Zones and Special Areas, to incorporate a new overlay zone related to the Tacoma Station Area Plan
 - Amendments to Title 19, Zoning, Section 19.309, to amend the Manufacturing (M) zone
 - Amendments to Title 19, Zoning, to incorporate a new base zone related to the Tacoma Station Area Plan
 - Amendments to the Milwaukie Zoning Map to add the Tacoma Station Area Plan overlay zone.
3. The proposed amendments are subject to the following provisions of the MMC:
 - MMC Section 19.902 Amendments to Maps and Ordinances
 - MMC Chapter 19.1000 Review Procedures
4. Sections of the MMC or MCP not addressed in these findings are found to be not applicable to the decision on this land use application.
5. MMC Chapter 19.1000 establishes the initiation and review requirements for land use applications. The City Council finds that these requirements have been met as follows.
 - A. MMC Subsection 19.1001.6 requires that Type V applications be initiated by the Milwaukie City Council, Planning Commission, Planning Director, or any individual.

The amendments are proposed by the City of Milwaukie and were initiated by the Planning Director on March 8, 2013.
 - B. MMC Section 19.1008 establishes requirements for Type V review.
 - i) Subsection 19.1008.3.A.1 requires opportunity for public comment. The public involvement and comment portion of the TSAP project began in April 2012 and has included two project meetings open to the general public, 4 meetings of a stakeholder advisory group comprised of citizens and business and property owners, and 4 meetings of a technical advisory committee comprised of staff from affected public agencies. The Planning Commission and City Council have had 4 work sessions that have been open to the public about the TSAP. The draft amendments have been made available on the city’s website and available for public review and comment.

- ii) Subsection 19.1008.3.A.2 requires notice of public hearing on a Type V Review to be posted on the City website and at City facilities that are open to the public at least 30 days prior to the hearing. A notice of the Planning Commission's May 14, 2013 hearing was posted as required on April 12, 2013 at City Hall, Ledding Library, Public Safety Building, Johnson Creek Facility, and city website. A notice of the City Council's June 4, 2013 hearing was posted as required on May 3, 2013 at the same locations.
 - iii) Subsection 19.1008.3.A.2 requires notice be sent to individual property owners if the proposal affects a discrete geographic area. The proposed amendments will apply to properties within the TSAP study area and properties within the M zone. All property owners were notified of the hearing date via a Measure 56 notice (see Finding 5.B.v).
 - iv) Subsection 19.1008.3.B and C require notice of a Type V application be sent to Metro and the Department of Land Conservation and Development (DLCD) 45 days prior to the first evidentiary hearing. The first evidentiary hearing was held on May 14, 2013, and notice of the proposed amendments was sent to Metro on March 14, 2013, and to DLCD on April 5, 2013.
 - v) Subsection 19.1008.3.D requires notice to property owners if, in the Planning Director's opinion, the proposed amendments would affect the permissible uses of land for those property owners. The proposed amendments would affect uses in the TSAP study area and properties in the M zone. The City sent a Measure 56 Notice summarizing the proposal and announcing the date of the first public hearing to these properties April 24, 2013.
 - vi) Subsection 19.1008.4 and 5 establish the review authority and process for review of a Type V application. The Planning Commission held duly advertised public hearings on May 14, 2013 and May 28, 2013, and passed a motion recommending that the City Council approve the proposed amendments on May 28, 2013. The City Council held duly advertised public hearings on June 4, June 18, and July 2, 2013, and approved the amendments.
6. MMC Chapter 19.902 establishes requirements for amendments to the text and maps of the Milwaukie Comprehensive Plan and the Milwaukie Municipal Code. The City Council finds that these requirements have been met as follows.
- A. MMC Subsection 19.902.3.A requires that changes to the text of the Milwaukie Comprehensive Plan shall be evaluated through a Type V review per Section 19.1008. MMC Subsection 19.902.4 requires that legislative changes to the maps of the Milwaukie Comprehensive Plan shall be evaluated through a Type V review per Section 19.1008. MMC Subsection 19.902.5 requires that zoning text amendments shall be evaluated through a Type V review per Section 19.1008. MMC Subsection 19.902.6 requires that zoning map changes, when processed concurrently with zoning text amendments, shall be evaluated through a Type V review per Section 19.1008.

As described in Finding 5, above, the proposed amendments have been processed in accordance with the Type V review process in MMC Section 19.1008.
 - B. MMC Subsection 19.902.3.B contains approval criteria for text and map amendments to the Milwaukie Comprehensive Plan (MCP).
 - i) MMC Subsection 19.902.3.B.1 requires that the proposed amendment be consistent with the goals and policies of the Comprehensive Plan, as proposed to be amended.

The proposed amendments are consistent with the relevant goals and policies of the MCP. The proposed amendments would adopt the TSAP as an ancillary document to the MCP. Amendments would be made to Chapter 4, Land Use to add a new objective within the Economic Base and Industrial/Commercial Land Use Element related specifically to the TSAP. The policies within this objective further the vision contained in the TSAP for the area near the Tacoma Street light rail station. The amendments also identify the TSAP as a plan to promote economic development, and clarify that the industrial lands within the city are intended for industrial uses except where otherwise described by the TSAP. The amendments are consistent with the remainder of the Economic Base and Industrial/Commercial Land Use element in that the amendments and ancillary plan support the basic intents and character described for the city's commercial and industrial land while allowing for a broader mix of uses in the limited area in the vicinity of the Tacoma Light Rail Station.

The proposed amendments to the Manufacturing zone for application both within and outside the Tacoma Station Area are consistent with Comprehensive Plan findings, objectives and policies associated with industrial and other economic development and land use in Milwaukie associated with Statewide Goal 9. They strengthen the City's requirements for the types of uses intended for development within the Manufacturing zone and will not adversely affect the supply of land intended for such uses. Supportive commercial, office and retail uses will continue to be allowed in the M zone, while land zoned specifically for those types of uses in other areas of the City will continue to be used to meet the majority of the need for those categories of businesses and land uses in the City.

The Goal 9 administrative rule at OAR 660-009-0010(4) requires that any post-acknowledgment plan amendment "that changes the plan designation of land in excess of two acres within an existing urban growth boundary from an industrial use designation to a non-industrial use designation, or any other employment use designation to any other use designation," must make findings of compliance with certain documents including the latest economic opportunities analysis.

The M zone is an industrial and employment zone in nature, and there are more than 2 acres of land currently zoned M in the City. Accordingly the proposed amendment of the provisions of the M zone does affect an area in excess of 2 acres within a UGB. However, the proposed amendment of the M zone does not change the nature of the M zone as an industrial and employment zone. Therefore, OAR 660-009-0010(4) does not apply to this action.

- ii) MMC Subsection 19.902.3.B.2 requires that the proposed amendment is in the public interest with regard to neighborhood or community conditions.

The proposed amendments are in the public's interest in allowing a broader array of land uses in the vicinity of the Tacoma Light Rail Station. These uses will be supported by the increased access to the area resulting from light rail transit. The uses will add to the City's inventory of industrial, commercial, and residential lands and improve the area's land value in the long term.

- iii) MMC Subsection 19.902.3.B.3 requires the public need be best satisfied by this particular proposed amendment.

The proposed amendments satisfy the public need is best satisfied by the proposed amendments because they allow for more intense land uses near the light rail station

in the long term, while allowing these areas to transition as market conditions allow and retaining significant areas as industrial manufacturing uses.

- iv) MMC Subsection 19.902.3.B.4 requires that the proposed amendment is consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies.

The proposed amendments were sent to Metro for comment. Metro did not submit any comments. City staff submitted a Functional Plan Compliance Report 15 days prior to the City Council's June 18, 2013 hearing documenting how these amendments comply with the Functional Plan.

- v) MMC Subsection 19.902.3.B.5 requires that the proposed amendment be consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule.

The proposed amendments were sent to the Department of Land Conservation and Development (DLCD) for comment. DLCD did not submit comments in response. The TSAP contains a trip generation analysis that demonstrates that the land uses allowed in the TSAP overlay will result in fewer trips than the existing zoning in the M zone, which allows for a higher ratio of office, commercial, and retail per site. As such, the proposed amendments are consistent with the Transportation Planning Rule without requiring mitigation. The findings regarding consistency with the MCP demonstrate compliance with the Statewide Planning Goals because the MCP is a DLCD acknowledged Comprehensive Plan.

- C. MMC Subsection 19.902.5.A requires that changes to the text of the Milwaukie Municipal Code shall be evaluated through a Type V review per Section 19.1008.

The Planning Commission held duly advertised public hearings on May 14, 2013 and May 28, 2013. The City Council held public hearings on the proposed amendments on June 4, 2013 and June 18, 2013. Public notice was provided in accordance with MMC Subsection 19.1008.3.

- D. MMC Subsection 19.902.5.B contains approval criteria for text amendments to the Milwaukie Municipal Code.

- i) MMC Subsection 19.902.5.B.1 requires that the proposed amendment be consistent with other provisions of the Milwaukie Municipal Code.

The amendments are proposed to be consistent with the remainder of Title 19. They are intended to ensure that all internal code references are consistent and accurate, all new and existing terms are clearly defined, and all affected code sections are appropriately located.

- ii) MMC Subsection 19.902.5.B.2 requires that the proposed amendment be consistent with the goals and policies of the Comprehensive Plan.

The proposed amendments are consistent with the MCP, as amended. The proposed amendments are based specifically on proposed amendment language in the TSAP developed to implement the land uses and development standards envisioned in the TSAP.

- iii) MMC Subsection 19.902.5.B.3 requires that the proposed amendment be consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies.

The amendments were sent to Metro for comment. See Finding 6.B.iv regarding compliance with Metro’s policies and regulations.

- iv) MMC Subsection 19.902.5.B.4 requires that the proposed amendment be consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule.

The amendments were sent to DLCD for comment. See Finding 6.B.v regarding compliance with state statutes and administrative rules.

- v) MMC Subsection 19.902.5.B.5 requires that the proposed amendment be consistent with relevant federal regulations.

There are no federal regulations that were found to be relevant to the TSAP.

E. MMC Subsection 19.902.6.B contains approval criteria for zoning map amendments.

- i) MMC Subsection 19.906.B.1 requires that The proposed amendment is compatible with the surrounding area based on the following factors: Site location and character of the area; Predominant land use pattern and density of the area; and; Expected changes in the development pattern for the area.

The TSAP overlay is compatible with the site location and character of the area in that it retains the base zone uses allowed in the M zone while allowing for gradual transition to a broader array of residential and employment uses as market conditions allow. The amendments are compatible with the site location and character of the area in that the light rail access makes the location more amenable to residential, retail, and employment uses, and the residential uses in the area will be consistent with existing uses through deed restrictions that limit nuisance complaints. Lastly, the proposed amendments are consistent with the expected changes in development for the area in that they will allow the land uses that will become desirable and economically viable through access to light rail.

- ii) MMC Subsection 19.902.6.B.2 requires that the need is demonstrated for uses allowed by the proposed amendment.

The City does have a need to the uses allowed in the proposed amendment. The City does not currently have areas outside of downtown that allow for a broader range of uses that will become viable through access to light rail transit. The proposed amendments allow of this mix of transit-oriented uses in the vicinity of a light rail stop.

- iii) MMC 19.902.6.B.3 requires the availability is shown of suitable alternative areas with the same or similar zoning designation.

There are no other areas within the City that have the same or similar zoning designations. The proposed amendments are unique in allowing an area where office, retail, commercial, residential, and industrial uses are all allowed in the vicinity of light rail, allowing for existing industrial uses to remain in place and allowing for redevelopment of transit-oriented uses to be developed over time.

- iv) MMC 19.902.6.B.4 requires the subject property and adjacent properties presently have adequate public transportation facilities, public utilities, and services to support the use(s) allowed by the proposed amendment, or such facilities, utilities, and services are proposed or required as a condition of approval for the proposed amendment.

The Milwaukie Engineering Department has reviewed the proposed zoning map amendment. Adequate public facilities either exists to support the uses proposed by the map amendments or can be a condition placed on redevelopment proposals as redevelopment occurs.

- v) MMC Subsection 19.902.6.B.5 requires the proposed amendment is consistent with the functional classification, capacity, and level of service of the transportation system. A transportation impact study may be required subject to the provisions of Chapter 19.700.

The TSAP contains an analysis that the proposed zoning is consistent with existing transportation infrastructure, and that a traffic study is not necessary for compliance with Chapter 19.700 or the state Transportation Planning Rule.

- vi) MMC Subsection 19.902.6.B.6 requires that the proposed amendment be consistent with the goals and policies of the Comprehensive Plan.

The proposed amendments are consistent with the MCP, as amended. The proposed amendments are based specifically on the TSAP developed to implement the land use vision of the TSAP.

- vii) MMC Subsection 19.902.6.B.7 requires that the proposed amendment be consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies.

The amendments were sent to Metro for comment. See Finding 6.B.iv regarding compliance with Metro's policies and regulations.

- viii) MMC Subsection 19.902.6.B.8 requires that the proposed amendment be consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule.

The amendments were sent to DLCD for comment. See Finding 6.B.v regarding compliance with state statutes and administrative rules.

Tacoma Station Area Plan



June 2013

City of Milwaukie

This Plan was adopted by the Milwaukie City Council as an Ancillary Plan to the City's Comprehensive Plan by Ordinance No. 2071

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETY-LU), a local government, and the State of Oregon funds.

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Executive Summary

Overview and Planning Process

This Plan provides a foundation for future development in the Tacoma Station Planning area – located in the City of Milwaukie south of the future Tacoma Light Rail Station. It incorporates a set of recommendations for future land uses, new and improved transportation facilities, design concepts and standards for future development in the area. It also includes a set of strategies to implement the Plan. The Plan is a supporting document of the City of Milwaukie Comprehensive Plan and the city’s Development Code has been updated to help provide for future implementation of the Plan.

Land Use Recommendations

Future development in the planning area is organized by four sub-areas shown in Figure ES-1. The recommendations are illustrated in Figure ES-2. These recommendations include:

- **Subarea 1** (also identified in the Plan as Opportunity Site A) is currently owned and operated by Pendleton Woolen Mills. It is located directly adjacent to the future Light Rail Transit (LRT) station and is planned for a mix of retail and commercial uses, with upper story housing also potentially allowed. It is envisioned that the existing structure on the site could be renovated to accommodate a variety of retail and commercial uses that would cater to light rail users and surrounding businesses and neighborhood residents.
- **Subarea 2** is planned for a mix of employment and residential uses, including live/work and possibly other types of residences. It should be noted that this area is also in close proximity to Johnson Creek and portions of the land may be within the city’s Natural Resource Overlay zone intended to protect water quality resources.
- **Subarea 3** includes a broad mix of employment uses, with generally higher employment densities than existing uses resulting in an Employment Transit Oriented Development (ETOD) district. Future uses could include light manufacturing, research and development, commercial uses, and a limited amount of retail and office use to support other employment uses, as well as area workers and nearby residents. Certain types of residential use also will be allowed in this area. They are not envisioned as a dominant use.
- **Subarea 4** generally continues to be used primarily for industrial, manufacturing or other employment uses. Over time, employment uses in this area could transition to other industrial or manufacturing uses with higher employment densities. In addition, smaller scale commercial or office uses also will be allowed.

Figure ES-1. Tacoma Station Planning Area Subareas

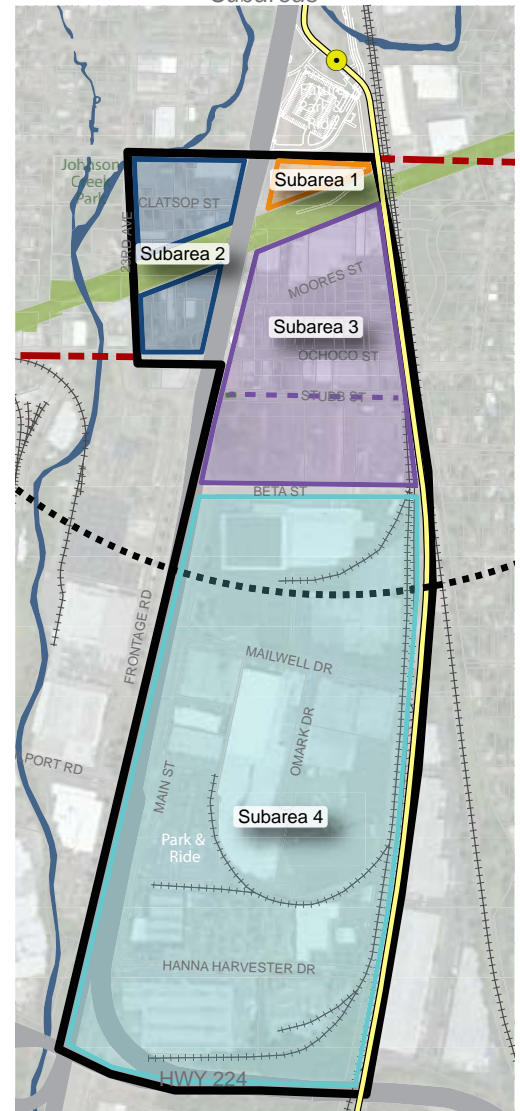
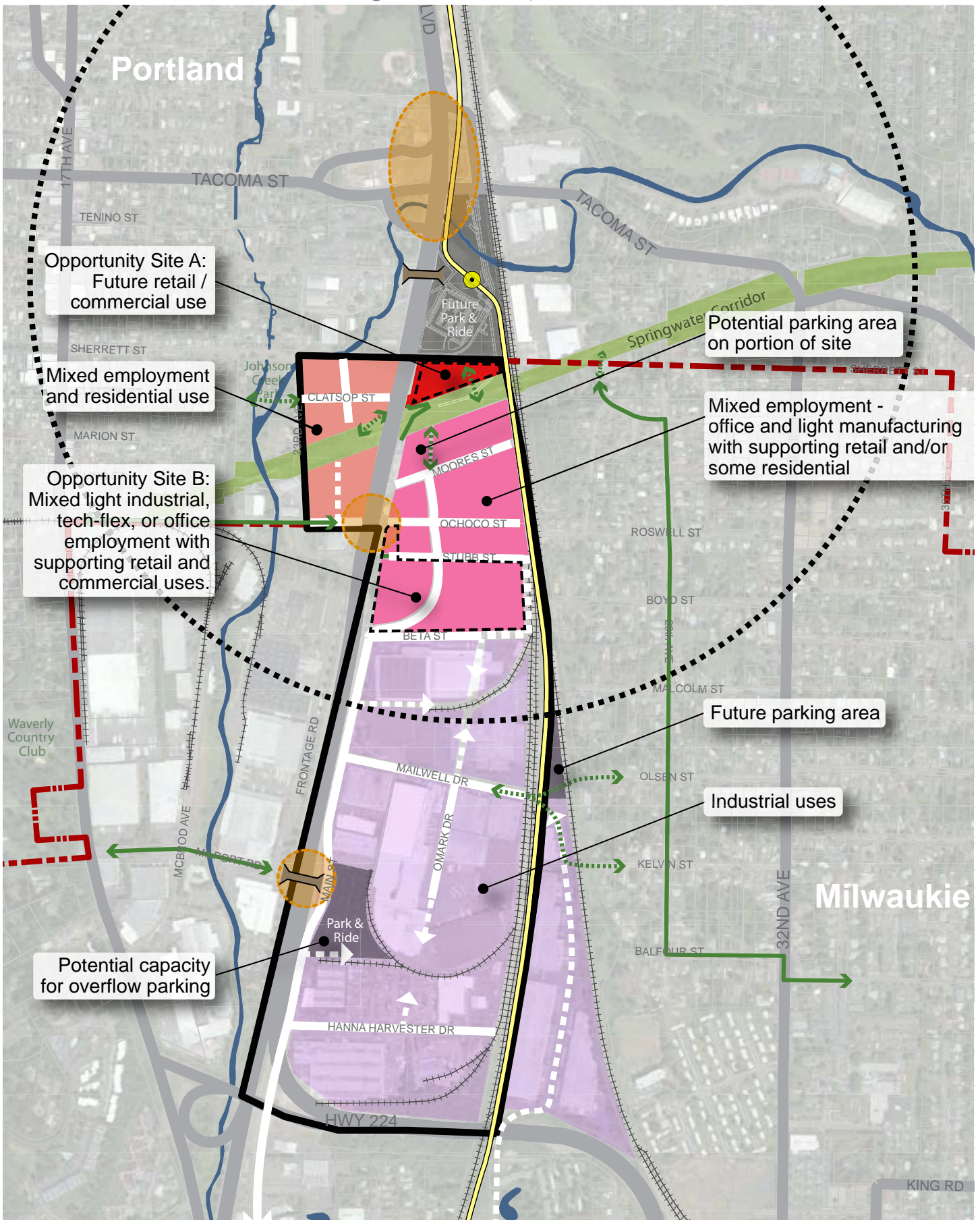


Figure ES-2. Redevelopment Plan



These recommendations are described in more detail in Section 2 of this Plan. The Draft Tacoma Station Area Overlay Zone in Appendix E provides additional detail regarding allowed uses and design standards for each subarea.

Transportation Facility Improvements

A variety of transportation improvements are included in the plan to support future development in the area, improve access between the planning area and adjacent areas (including the LRT station, downtown Milwaukie and surrounding neighborhoods) and enhance the ability of all transportation users (pedestrians, bicyclists, drivers, freight operations and transit users) to move through and within the area.

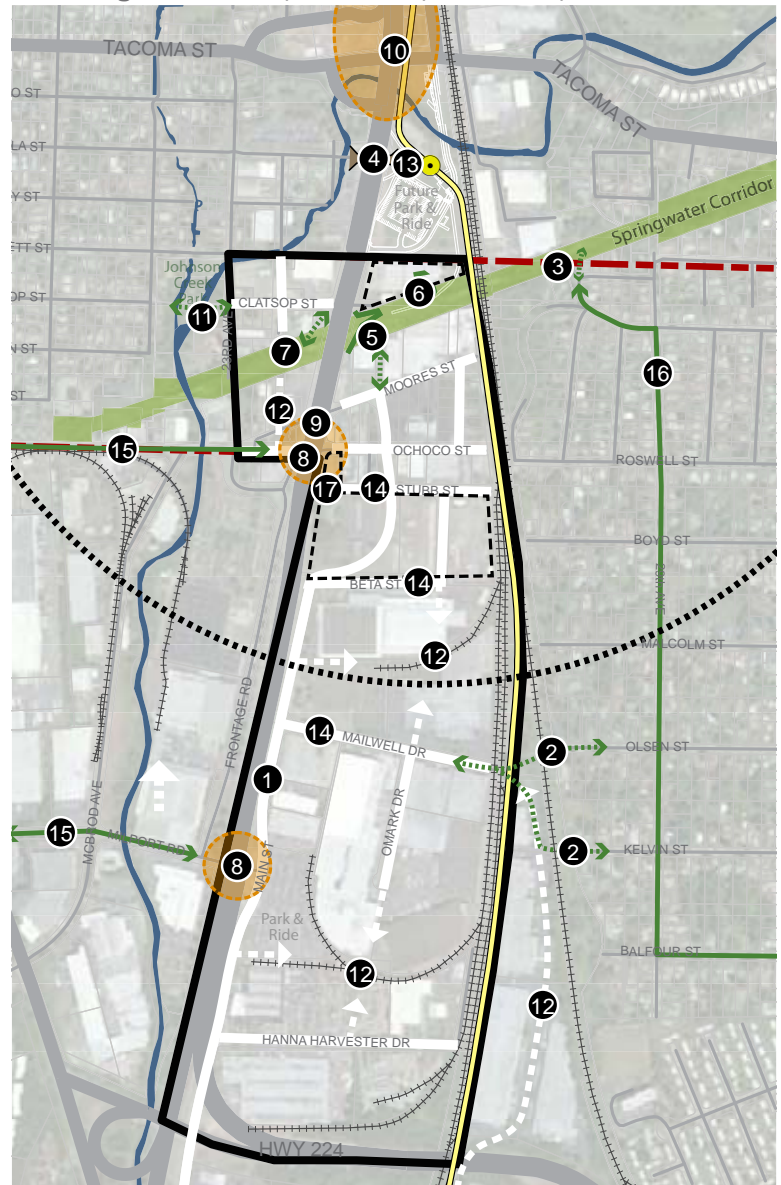
- **Design of Main Street and other local streets, including “Key Streets”**
- **Highway 99E Intersection Improvements**
- **New or improved bicycle and pedestrian pathways and connections**
- **Potential new pedestrian/bicycle crossings on or over McLoughlin Boulevard**

Top priority improvements identified by Station Area Plan advisory committee members include:

- **Main Street improvements, coupled with a more direct and improved connection from the north end of Main Street to the light rail station (projects 1 and 5).**
- **Enhanced connections to the Springwater Corridor (projects 3, 6 and 7).**
- **Pedestrian and bicycle connections from adjacent neighborhoods to the Station Area (projects 2, 11 and 15).**
- **Improved ability to cross McLoughlin Blvd (projects 4 and 8).**
- **Truck signage improvements at the intersection of Ochoco Street and McLoughlin Boulevard (project 9).**

More detailed descriptions of these projects are found in Section 3 of the Plan. Cost estimates for these projects are found in Section 3 and in Appendix D.

Figure ES-3. Proposed Transportation Improvements



Implementation of the Plan

A variety of strategies will be needed to implement the Station Area Plan. They include the following.

- **Comprehensive Plan Amendments.** The city has adopted the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan. This means the plan will remain a stand-alone document that is referenced and supported in the Comprehensive Plan through the addition of policy language that is consistent with the primary goals and objectives of the Plan.
- **Zoning Ordinance Amendments.** Several different sections of the city’s zoning ordinance have been updated to implement the Plan. Amendments include revisions to the base Manufacturing zone; use of a “Station Area Overlay” zone to define how allowed uses and other development standards will differ from standard requirements for the base zone in the planning area; and revisions to selected parking ratio requirements in Subarea 4.
- **Station Community Boundary.** Per Metro Title 6, the City of Milwaukie has adopted a Station Community Boundary by resolution to establish the portion of the boundary within the City of Milwaukie. The City of Portland will take a similar action for the portion of the boundary within Portland.
- **Transportation System Plan (TSP) Updates.** Several sections of the city’s TSP will be updated to ensure consistency with the Station Area Plan. This will include Chapters 2 (Goals and Policies), 5 (Pedestrian Element), 6 (Bicycle Element), 8 (Auto Street Network Element), 10 (Street Design Element) and 13 (Funding and Implementation Plan).
- **Transportation and Parking Demand Management.** The topic of parking supply, demand and management has been a key issue for property and business owners in the Station Area. The Plan includes strategies to manage the future demand for parking.
- **Funding Strategies.** The Station Area Plan transportation improvements total over \$30 million. A variety of funding sources and strategies will be needed to pay for these improvements.
- **Marketing and Development Partnerships.** The city will need to continue to work closely with local business and property owners and others in the development committee to implement future development and redevelopment projects, particularly for the two opportunity sites described in this Plan. Strategies may include the following:
 - » **Communication.** The City will regularly communicate with property owners and prospective developers to provide clarity and certainty about design and permitting process.
 - » **Development Incentives.** A variety of incentives can be considered, as appropriate and consistent with other Station Area Plan goals.
 - » **Marketing specific sites.** The city can be proactive about working with prospective developers to provide information or guidance about development goals for specific sites in the Station Area, with Opportunity Site B as a prime example.

Section 1: Background and Planning Process

Project Overview

Background

The Portland to Milwaukie Light Rail line is expected to open for service in 2015 and will include a station near the McLoughlin Boulevard/Tacoma Street interchange, just north of the Milwaukie city limits. The Tacoma Station Area Plan (Plan) has been developed by the City of Milwaukie in coordination with others to examine opportunities for redevelopment and investment in the vicinity of the new light rail station. Plan development began in summer 2012, with completion in June 2013. Participation from area property owners, tenants, interested community members and affected public agencies was an essential component of preparing the Plan.

Station Area Boundary

The Station Area is generally bounded by McLoughlin Boulevard (OR 99E) on the west, the railroad on the east, the Tacoma Station on the north and Highway 224 on the south. The Station Area also includes the area west of McLoughlin within the City of Milwaukie between Ochoco Street and the Springwater Corridor. The larger planning area around the station includes areas within the city of Portland; however, most recommendations in the final Plan will be limited to those areas within the City of Milwaukie (see Map 1: Tacoma Station Planning Area on page 2).

Since the project was undertaken by the City of Milwaukie, the Station Area was defined to focus on areas near the station within Milwaukie (rather than Portland). Because limited funds were available for the Study, the size of the Station Area was limited to include the area most affected by the station and with fewer barriers to the station. Because McLoughlin Boulevard acts as a physical barrier to the station, areas west of McLoughlin Boulevard, particularly south of Ochoco, are expected to be less affected by the light rail station and are not included in the Station Area boundary. Nearby residential neighborhoods (e.g., Ardenwald) were not included in the boundary because they are not expected to change in terms of land uses and zoning. However, connections between the Station Area and these neighborhoods are important and are being considered in the project.

As part of this project a “Station Community Boundary” is being recommended and adopted by the City of Milwaukie as part of this project and by the City of Portland during a future adoption process. The Station Community Boundary is described in more detail in Section 4 of this Plan.

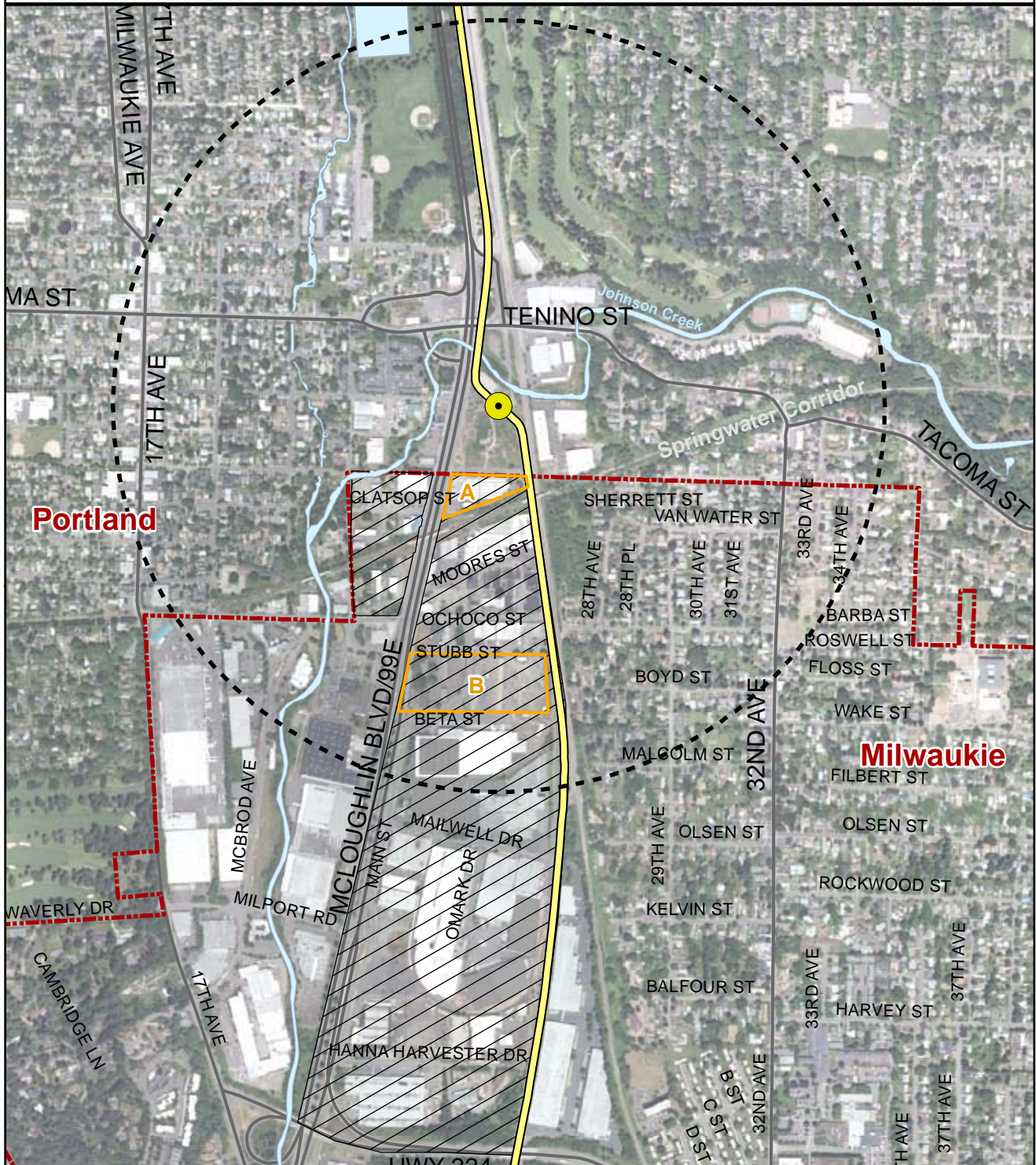
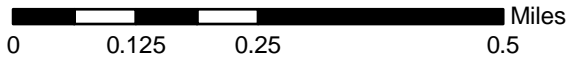
Project Goals and Objectives

Goals and objectives of this Plan include the following:

- Promote an active Station Area community, while addressing barriers to future redevelopment.
- Increase employment intensity and the number of high paying jobs in the area while supporting existing businesses, and complementing development goals in the nearby downtown.
- Improve access to the Tacoma light rail station, particularly for bicyclists and pedestrians.
- Design local streets and intersections and improve circulation in the planning area for all types of transportation modes and people, including pedestrians, bicyclists, drivers, trucks and transit users.

Tacoma Station Area Plan Project Context Map

-  Station Area
-  City Boundary
-  Opportunity Sites
-  1/2 mile radius
-  LRT Station
-  Water
-  LRT Alignment



-
- Address current and future parking needs within the area, including providing an adequate supply of on and off-street parking and managing parking in a way that meets this objective while also encouraging use of alternative modes of travel.
 - Design future buildings and public facilities to make the area attractive for businesses, residents and visitors.
 - Develop an achievable plan that is acceptable to stakeholders and policy-makers.

Planning Process and Outreach

After gathering and synthesizing information on existing land use and transportation conditions within the Station Area, three potential scenarios for future use and development or redevelopment of the opportunity sites and other portions of the Station Area were developed. These scenarios were refined based on comments from project advisory committees and other community members. They were evaluated against a set of measures developed at the outset of the planning process, which are tied to the project goals and objectives related to land use, transportation and implementation. The results of the evaluation led to development of a preferred scenario, which was reviewed with project advisory committees and other community members and subsequently refined. This Plan is based on that refined preferred scenario.

As described above, community members were actively involved in the Station Area planning process. The city and consulting team conducted the following activities to provide information to a variety of stakeholders and solicit their opinions and guidance in the planning process.

- **Informational materials.** The City made all project reports and other information available via its website and encouraged community members to review and comment on these materials. Advisory committee meeting agendas and summaries also were posted to the city's website and community meetings were announced on the City's website, as well as via public notices and coordination with the local media.
- **Advisory Committee meetings.** The project team met four times with members of a Technical Advisory Committee (TAC) and a Stakeholder Advisory Group (SAG) to review and discuss key project results and recommendations. The TAC included representatives of partnering public agencies including the Oregon Department of Transportation, TriMet, City of Portland, Metro and the Oregon Department of Land Conservation and Development. The SAG included local property and business owners, neighborhood association representatives, nearby residents, the North Clackamas Chamber of Commerce, the City's Planning Commission and other community groups.
- **Stakeholder Interviews.** The project team conducted interviews with a number of business and property owners and other stakeholders at the outset of the study to identify their goals and concerns related to future planning and development in the Station Area.
- **Additional outreach to Station Area property and business owners.** City staff contacted all property owners in the planning area directly by e-mail or phone to encourage them to review information about the project via the City's website and to attend advisory committee and public meetings.
- **Community Meetings.** The project team conducted a community meeting to review and discuss preliminary redevelopment scenarios. A second Community Meeting was held to review and solicit comments on a draft of this Plan.
- **Expert Panel meeting.** In addition to review by the groups noted above, the project team facilitated a meeting of developers and economists who have participated in a variety of commercial, residential, mixed use and other developments throughout the Portland Metro region to advise the team on the economic

feasibility of different redevelopment scenarios and other implementation issues. Their recommendations were incorporated into this plan.

This process is illustrated in Figure 1.

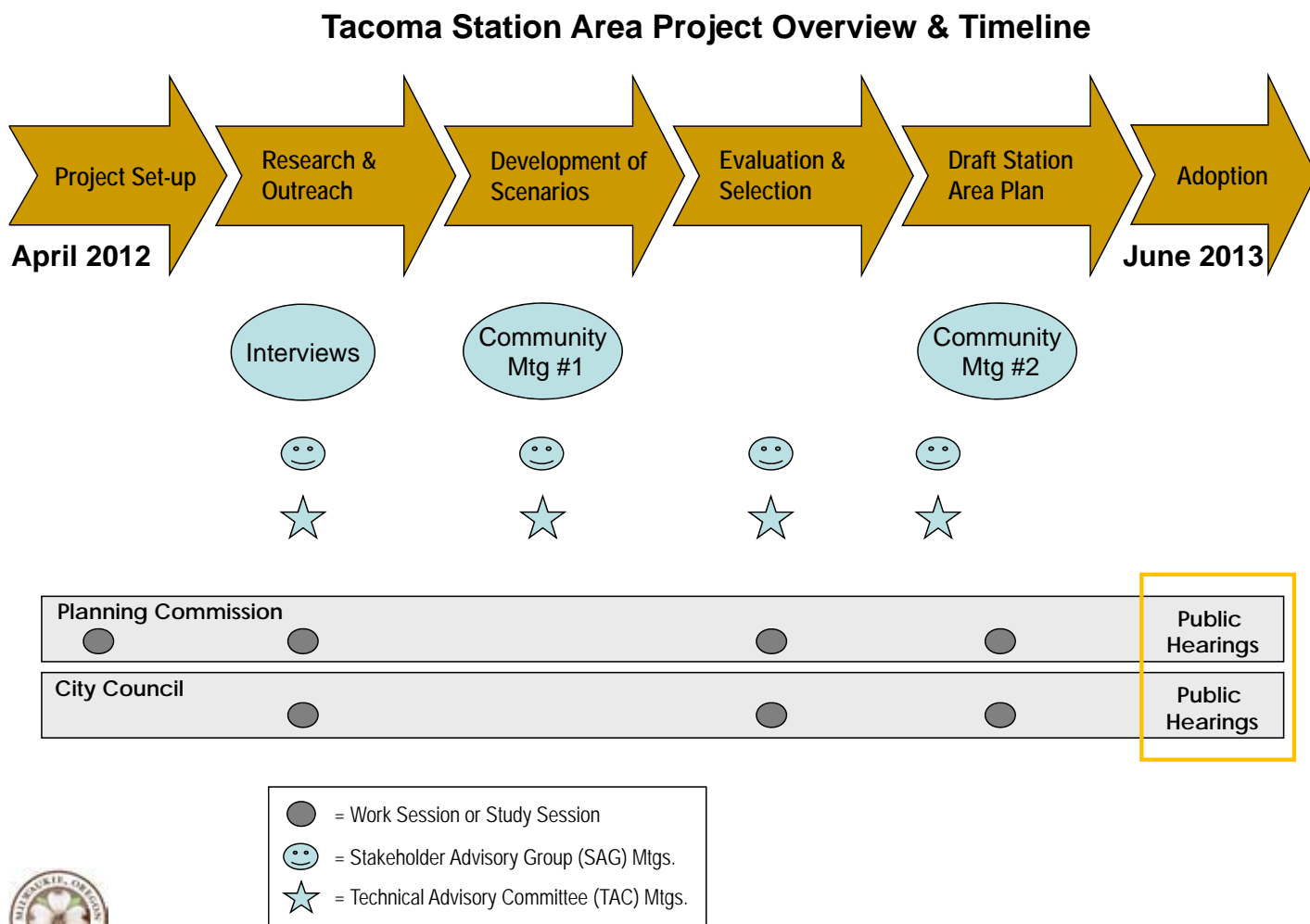


Figure 1. Tacoma Station Area Project Overview and Timeline

Station Area Overview

Existing Conditions

The entire Station Area is currently zoned Manufacturing (M) by the city. The M zone generally allows any combination of manufacturing, office and commercial uses as long as 25 percent of the total project involves an industrial use. Natural resource extraction and high-impact commercial uses (those uses which would result in significant amounts of traffic or noise) are allowed conditionally in the M zone. New residential construction, churches and schools are not permitted although other community and public facilities are allowed under certain conditions. A number of the properties within the Station Area and north of Stubb Street have been designated by the city as (Metro) *Title 4 Employment Lands*; none of the Station Area has been designated as *Title 4 Industrial Lands*. The *Employment Land* designation means that retail uses are limited to 5,000 square feet per building or 20,000 square feet for multiple retail uses. As part of this project, amendments to the M zone have been drafted that will help clarify existing requirements and improve enforceability of the chapter.

Additional amendments also are applied to the Station Area specifically to support and implement the Tacoma Station Area Plan. The recommended amendments are described in Section 5 of this Plan and in Appendices D and E.

The Station Area has a number of unique strengths and weaknesses that affect future redevelopment opportunities in the area. These include:

- The area is adjacent to but physically separated from several adjacent neighborhoods, including the Sellwood Moreland neighborhood in Portland to the west and north, the Ardenwald neighborhood in Milwaukie to the east and Downtown Milwaukie to the south. While the Ardenwald and Sellwood Moreland neighborhoods include residents who could potentially take advantage of future amenities and/or retail shopping opportunities in the Station Area, those residents face physical barriers to accessing the area, including McLoughlin Boulevard, the Springwater Corridor berm and rail lines on the eastern edge of the Station Area.
- Downtown Milwaukie represents both opportunities and barriers for future redevelopment of the Station Area. Improved connections to the Downtown could provide workers in the Station Area with better access to Downtown shopping and other opportunities. At the same time, the Downtown will compete with the Station Area for the location of future office or other non-industrial businesses. Given the importance of the City's Downtown to the community's economic success, competition between the two areas should be avoided.
- Limited access to the Station Area and the physical barriers described above represent constraints to development of significant retail, commercial and residential uses within the Station Area. Noise and other factors associated with nearby rail facilities also represent constraints to residential development within the portion of the Station Area east of McLoughlin Boulevard.
- Rail facilities serving the Station Area provide a unique regional asset for businesses located within the area. They provide direct access to rail freight movement to locations within and outside the Station Area. Regional highway facilities within or close to the Station Area (McLoughlin Boulevard and OR 224) provide similar opportunities for freight moved by truck.

Identified Opportunity Sites

Two properties within the Station Area are identified as "Opportunity Sites" A and B due to their size location, ownership and other characteristics (see Map 1). They are the Pendleton Woolen Mills property (Opportunity Site A) located between the future LRT station and the Springwater Corridor trail and the property owned by the Oregon Department of Transportation located east of McLoughlin Boulevard, between Stubb and Beta Streets (Opportunity Site B). They are described in more detail in the Redevelopment Scenarios Report and in subsequent sections of this report.¹

Redevelopment Scenarios Development and Evaluation

Summary of Redevelopment Scenarios

As noted above, three scenarios were developed and refined through a collaborative process with city staff, the consulting team assisting with the project, and members of the project technical and stakeholder advisory committees, Planning Commission, City Council and other community members. The three scenarios differed primarily in terms of the land uses envisioned for the northern portion of the Station Area (north of Mailwell Drive). In Scenario 1, the area is anchored by a large civic or entertainment use on Opportunity Site

¹ More information about conditions, opportunities and constraints in the area can be found in a detailed report available on the city of Milwaukie's web site (<http://www.ci.milwaukie.or.us/planning/tacoma-station-area-plan-0>) and by request from city staff.

B, with supporting commercial uses. In Scenario 2, the area becomes an employment-based transit-oriented development area with higher-density redevelopment through new multi-story buildings; Opportunity Site B becomes new creative office/flexible employment uses. In Scenario 3, the area is mainly industrial and manufacturing, with an improved circulation network; the historic ODOT building found on Opportunity Site B would be reused for dining/entertainment, with the remainder of the site for industrial use. A number of bicycle and pedestrian improvements were identified, which were common to all scenarios. These have been refined and incorporated into the preferred scenario, and are discussed in that section.²

Evaluation Criteria and Process

As a preliminary step in the Tacoma Station Area planning process, the consultant team developed measures to evaluate the proposed redevelopment scenarios. The evaluation measures are consistent with the project goals and objectives as well as the requirements of the Transportation and Growth Management (TGM) Program Grant for the Tacoma Station Area Plan. They include a combination of qualitative and quantitative indicators that provide a comprehensive assessment of the redevelopment scenarios. The evaluation criteria address factors including:

- How well the scenarios generate land uses and densities that meet the project’s objectives (i.e. transit-supportive uses and densities with an emphasis on high-paying employment uses);
- How realistic the scenarios are based on market feasibility and redevelopment costs;
- How much support the scenarios have from area property owners, how much they would impact existing industrial businesses, and to what extent they would provide amenities for existing workers and residents;
- How much the scenarios impact traffic operations on Highway 99E;
- How much the scenarios improve bike/pedestrian connectivity and potentially shift travel behavior towards these modes of travel; and
- How much the scenarios improve roadway safety and freight access.

Several of the measures address sustainable planning goals, including addressing health and safety issues, promoting use of more active modes of transportation and fostering economic sustainability by creating the opportunity to generate additional jobs in the area.³

Evaluation Analysis and Results

Each of the three redevelopment scenarios was assessed against each evaluation measure and a “score” was assigned using the appropriate qualitative or quantitative indicator. Highlights of the evaluation results for each scenario are summarized below. A more detailed summary of the evaluation is found in Appendix B.

- **Scenario 1:** Scenario 1 would result in the lowest impact in terms of total vehicle miles traveled within the Station Area. This is due to the sporadic, non-peak hour traffic that would be generated by the large civic/entertainment use. This scenario would also be moderately supportive of transit-oriented development and a mix of uses that will benefit future workers and visitors to the area. However, challenges presented by Scenario 1 include a potential lack of high-paying jobs and minimal connectivity through Opportunity Site B.

² Additional detail on the three scenarios can be found in the Scenarios Evaluation Report, available on the city of Milwaukie’s web site (<http://www.ci.milwaukie.or.us/planning/tacoma-station-area-plan-0>) and by request from city staff.

³ The full list of evaluation criteria and the outcomes of the evaluation for the three redevelopment scenarios analyzed can be found in the Scenarios Evaluation Report, available on the city of Milwaukie’s web site (<http://www.ci.milwaukie.or.us/planning/tacoma-station-area-plan-0>) and by request from city staff.

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- **Scenario 2:** Scenario 2 provides the most benefit in terms of land use, including creation of higher paying jobs, increases in employment densities, and greater cost/market feasibility. This scenario also has the potential to provide the most improvement to connectivity in the Station Area and bicycle/pedestrian mode share increases. However, because Scenario 2 represents the most intensive development, it also generates the most vehicle miles traveled at peak hours, which could result in negative impacts to manufacturing uses in the Station Area. While not explicitly addressed in the evaluation criteria, it also could hamper development in the downtown by creating a competing area for office or commercial development.
 - **Scenario 3:** The greatest benefit from Scenario 3 comes from its focus on maintaining existing industrial uses while enhancing access for those uses. This scenario is the most feasible from a market perspective and has more support from property owners than the other two scenarios. Scenario 3 falls short of meeting project goals, however, because it likely would not support transit-oriented development or create new services or amenities for employees or nearby residents. This scenario does also not necessarily support increased employment density or bicycle/pedestrian mode share outside of implementing a variety of bicycle and pedestrian-oriented transportation improvements.

Redevelopment Plan

Based on the results of the Scenarios evaluation, as well as feedback from project advisory committee members and other community members, the project team identified a redevelopment plan for the Station Area. It incorporates elements of Scenarios 1 and 2, including the proposed transportation improvements common to all three scenarios. It also addresses the strengths and obstacles associated with the Station Area described in the previous section.

Generally speaking, the redevelopment plan was chosen because it achieves a high level of consistency with the project evaluation criteria, and is consistent with feedback received from advisory groups, local property owners, an “expert panel” of developers and economists, and other community members.

- This plan represents a relatively intensive level of redevelopment that would support an increase in transit, bicycle and pedestrian mode share while balancing redevelopment expectations with results of market analyses for the area and allowing the majority of industrial uses in the area to continue with minimal disruption. At the same time, the amount of potential commercial and office use would not be expected to compete with or draw resources and market activity away from the Downtown.
- This plan allows for transit-supportive development, including potential employment densities of 45 employees per acre within the primary redevelopment portion of the Station Area. It also allows for large-scale redevelopment of Opportunity Site B and of the surrounding area, pending market support for a transition to non-industrial uses north of Beta Street, which are identified as feasible from a market perspective in the long-term. The overall mix of land uses proposed for the area represents more of a mixed “Employment Transit Oriented Development” (ETOD) pattern, as opposed to a more traditional TOD area. The inner Southeast area in Portland could serve as a model for this area.
- Proposed land uses in the plan would benefit future residents and workers in the area to the same (high) degree as Scenario 2.
- This alternative would have the highest or second highest level of consistency with all transportation-related evaluation measures compared to the redevelopment scenarios evaluated in this report. A variety of transportation improvements are identified to improve access from this area to adjacent neighborhoods and to help overcome existing surrounding physical barriers.
- The plan is identified as feasible by local developers and economists.

-
- The plan allows for and envisions a modest amount of residential use west of McLoughlin Boulevard where it is deemed to be most appropriate and feasible from a market perspective. Residential uses will be allowed east of McLoughlin Boulevard and north of Beta Street but will not be considered a predominant use and likely will be limited, given barriers to residential use in that area.
 - The plan will not necessitate off-site transportation capacity improvements to Highway 99E and will ensure that the plan is consistent with the state’s Transportation Planning Rule.

The Redevelopment Plan has been refined to become the basis for this Station Area Plan, and is described in greater detail in the following sections. This Plan will be implemented primarily through adoption of a new overlay zone described in Appendix E. In addition, the City’s Comprehensive Plan has been updated to include the following policies for the Station Area.

- 1. The Tacoma Station Area Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated Tacoma Station Area Overlay in the zoning code.*
- 2. The Tacoma Station Area Overlay boundary includes those lands shown on Map 7.*
- 3. The City will strive to increase employment densities in the Tacoma Station Area by attracting high-employment businesses and supporting existing businesses.*
- 4. The City will work to increase bicycling and walking trips between the Tacoma LRT Station, the Springwater Corridor, and downtown Milwaukie.*
- 5. The City will strive to improve Main Street through the Tacoma Station Area to better serve all transportation modes by the year 2035.*
- 6. The City will encourage and support formation of a transportation management association (TMA) among businesses within the Tacoma Station Area to increase transit use and multiple occupant trips and to manage parking supply/demand. At the time the TMA is established, the City may wish to include the downtown area businesses as well. Additionally, the City will work to bring on-street parking into conformance with City standards to increase driver, pedestrian and cyclist safety.*
- 7. The City will actively foster and support redevelopment of Opportunity Site B and the existing TriMet park and ride located in Subarea 4 consistent with the Station Area Plan.*
- 8. The City supports the recommended improvements to the intersection of Highway 99E and Ochoco Street as proposed by ODOT.*

Section 2: Station Area Plan Land Use and Urban Design

Overall Goals and Assumptions

Land use and urban design recommendations for the Tacoma Station Area are organized by subarea. The four subareas within the Station Area are shown on Map 2 on page 10. Land uses are also illustrated on Map 3: Tacoma Station Planning Area Land Use.

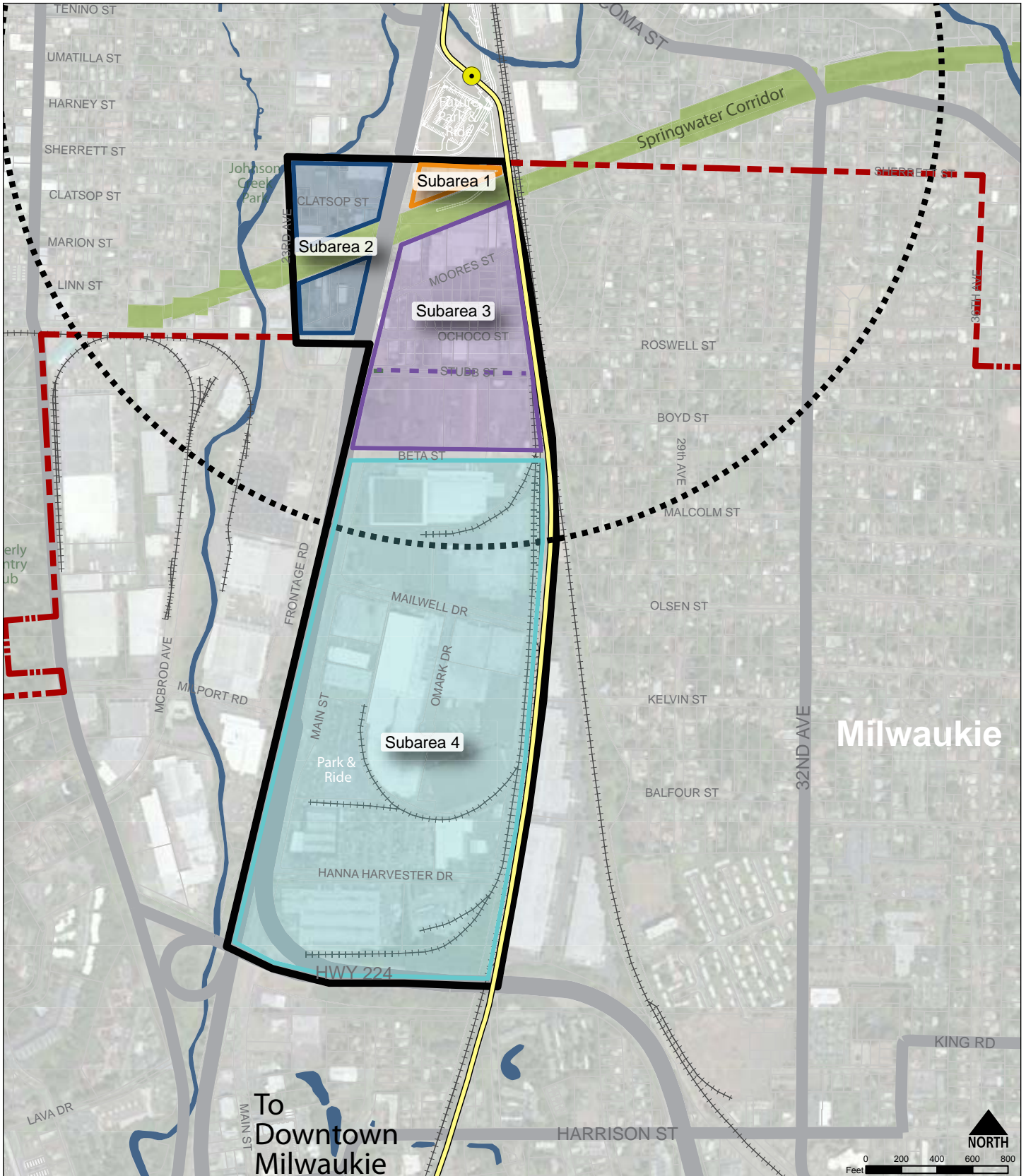
Changes in land use are focused primarily north of Beta Street (subareas 1, 2, and 3). This portion of the Station Area is closest to the future light rail station (approximately one-third mile or less) and is expected to see the greatest impact from the station in terms of land value. This proximity to the station will facilitate transit-supportive development and higher employment densities and generate more bicycling or walking trips to the station, compared to properties located further away. Limiting the most significant redevelopment to this area also will reduce impacts on the surrounding transportation system, will help preserve the remainder of the area for continued manufacturing and other industrial uses, and reduce competition between this area and the Downtown for office or other commercial uses, consistent with project goals and city policies. At the same time, supporting retail, office and commercial uses will be allowed in this area, creating an “Employment Transit Oriented Development” (ETOD) pattern. While redevelopment in this area occurs, a high degree of flexibility and support for existing businesses will be important.

Land Use by Subarea

Subarea 1: North of Springwater

Subarea 1 (which is the same as Opportunity Site A, identified in the previous section) is planned for commercial uses with allowances for residential. This is due to its close proximity to the Tacoma LRT station, park and ride lot and Springwater Corridor. The site was identified as the most viable location for commercial uses that will serve users of those nearby amenities. It is envisioned that the existing structure on the site could be renovated to accommodate commercial uses such as a small brewery, flexible office/incubator space, dining, coffee shop and café, convenience market, bicycle shop, and/or potentially second story small offices or possibly upper story residential units. Redevelopment of this site also will be required to incorporate improvements to the building façade (e.g., introduction of more windows) and to the parking area (e.g., inclusion of trees or other landscaping). Existing and planned pedestrian and bicycle connections to and from Tacoma Station and the Springwater Corridor will help draw people into the redeveloped site. See Figure 2 for a conceptual site plan for redevelopment of Subarea 1.

Map 2: Tacoma Station Planning Area Subareas



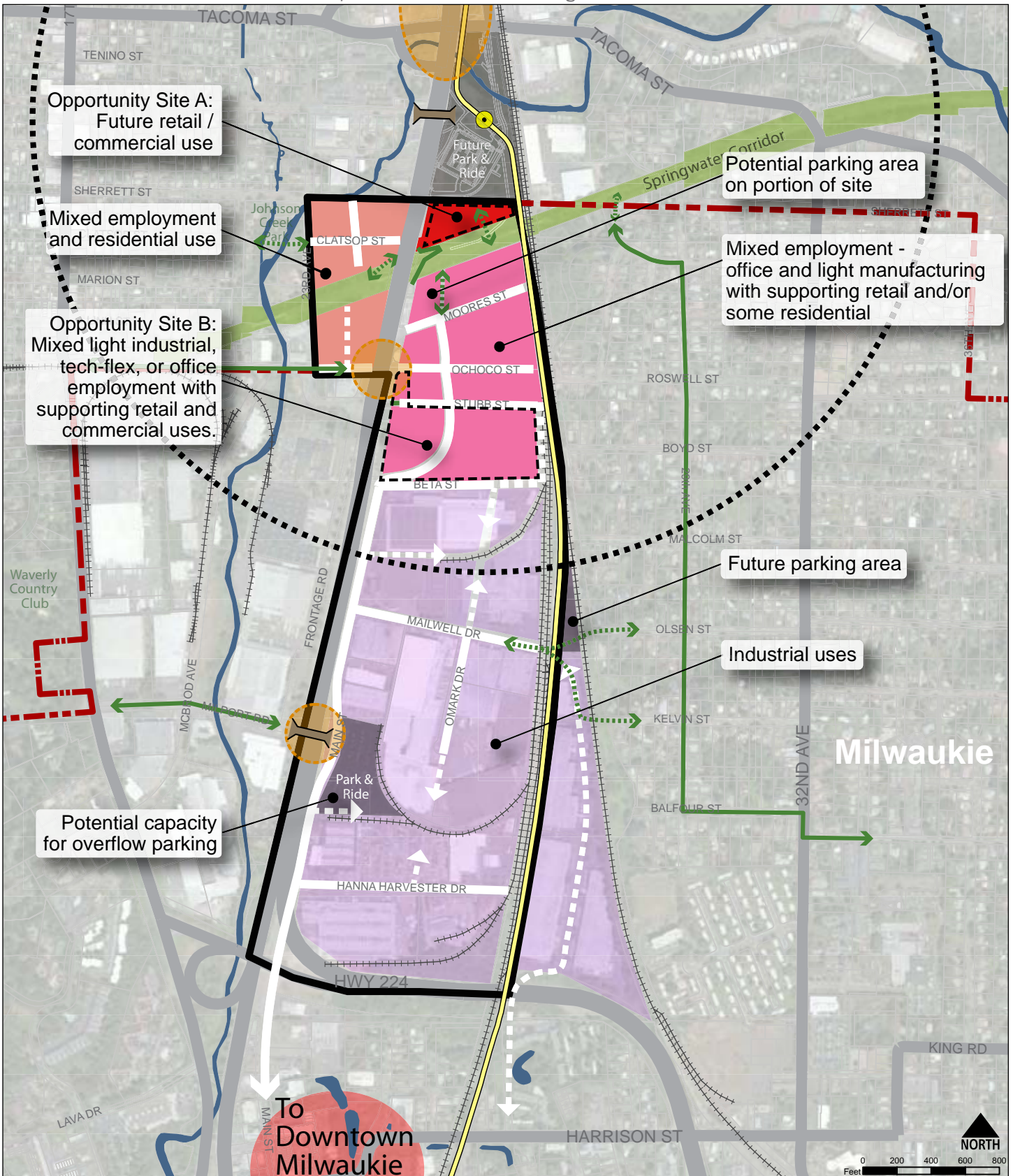
Study Sub-Areas
TACOMA STATION AREA PLAN

4 February 2013

- Subarea 1: Opportunity Site A
- Subarea 2: Area west of McLoughlin
- Subarea 3: South of Springwater and North of Beta, including Opportunity Site B (this subarea split into two parts for the transportation analysis)
- Subarea 4: South of Beta

- Project Study Area
- Station Area (1/2 mile radius)
- City Boundary
- LRT Station
- LRT Alignment

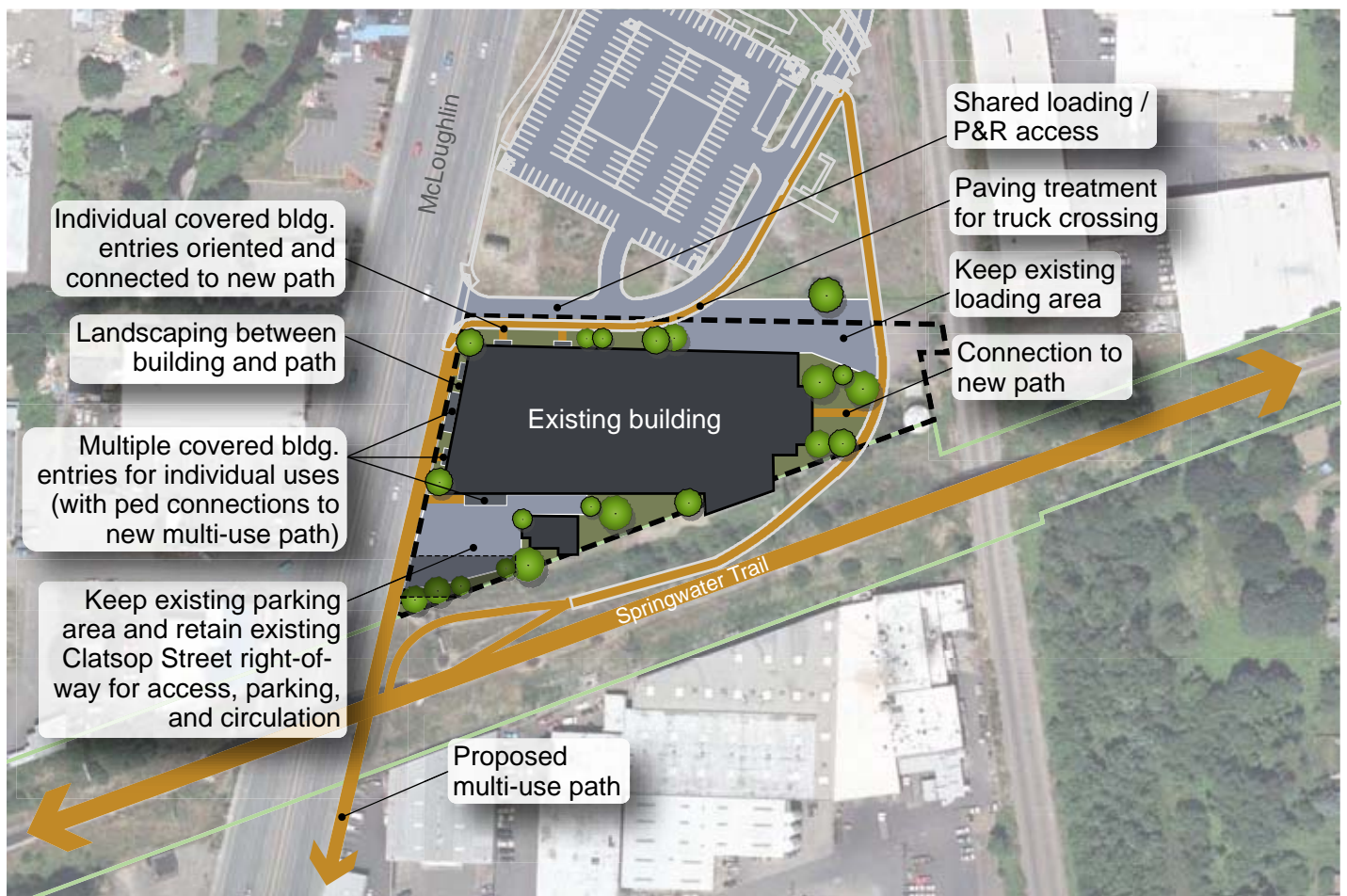
Map 3: Tacoma Station Planning Area Land Use



Preferred Concept Alternative
TACOMA STATION AREA PLAN

4 February 2013

- | | | |
|--|----------------------------|--------------------------------|
| ■ Commercial | Study Area Streets | Project Study Area |
| ■ Live Work (Mixed Residential / Employment) | New Street Connections | Station Area (1/2 mile radius) |
| ■ Civic / Entertainment | Bike / Ped Improvements | City Boundary |
| ■ Mixed Employment | New Bike / Ped Connections | LRT Station |
| ■ Existing Industrial Uses | Intersection Improvements | LRT Alignment |



Opportunity Site A - Conceptual Redevelopment Plan

0 200 400 Feet
1 inch = 200 feet (at 11x17 inch display)

SERA TACOMA STATION AREA PLAN

Figure 2. Conceptual Site Plan for Redevelopment of Opportunity Site A

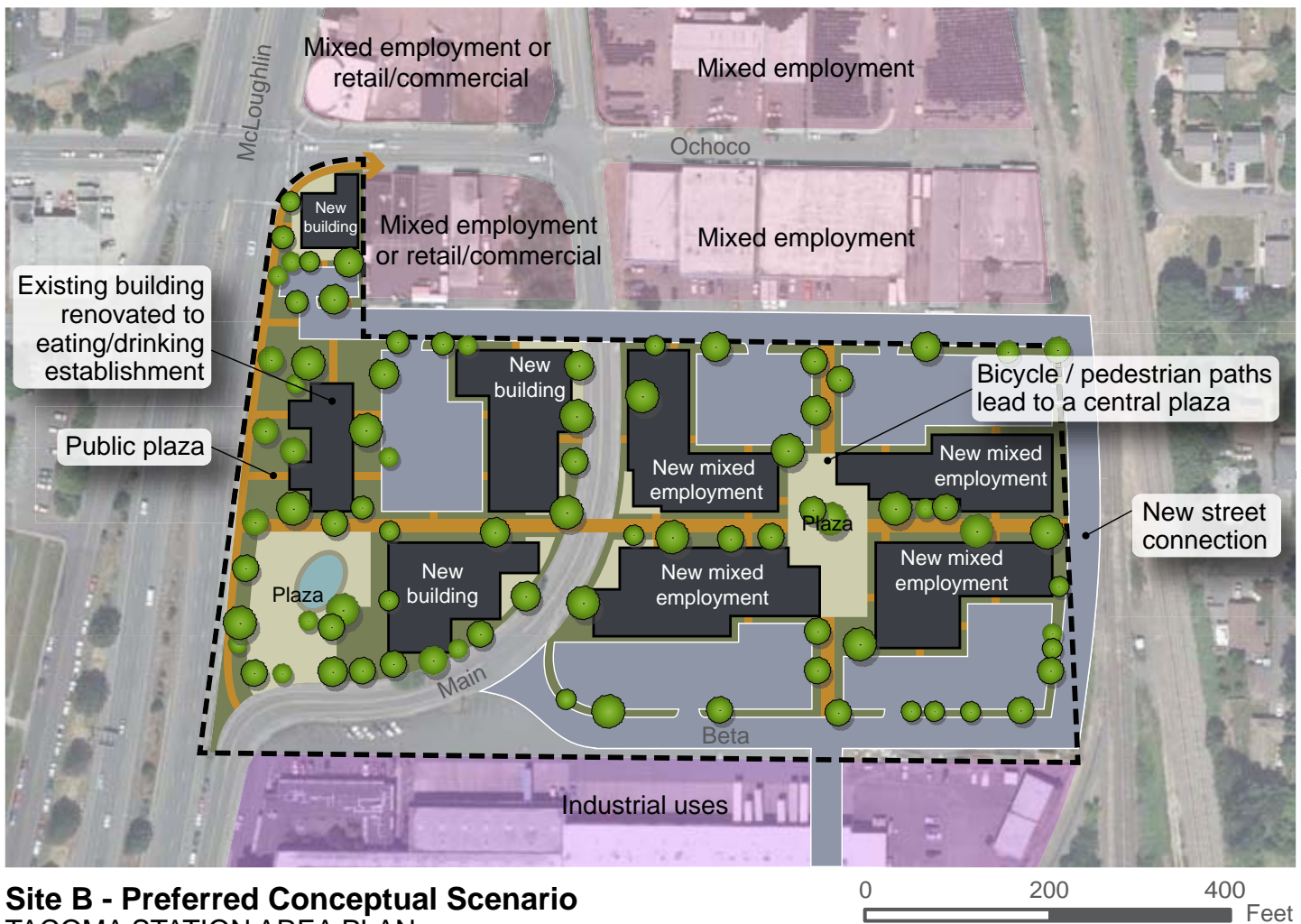
Subarea 2: West of McLoughlin

Subarea 2 is planned for a mix of employment and residential uses, including live/work and possibly other types of residences, such as multi-family residences or townhomes. This will create a more transit-supportive mix of land uses in one of the areas closest to the LRT station. This area is adjacent to other residential areas and not directly adjacent to rail lines in the area, making it relatively more appropriate for residential use than other portions of the Station Area. It should be noted that this area is also in close proximity to Johnson Creek and portions of the land are subject to the city's Natural Resource regulations, intended to protect water quality resources. Development within the Natural Resource Overlay may be limited and/or subject to additional levels of review, necessitating careful siting and planning of future development in this area.

Subarea 3: Mixed Employment

A mix of employment uses is envisioned for Subarea 3, with generally higher employment densities than existing uses but a limited amount of office use to avoid pulling potential office uses away from downtown Milwaukie. The mix of employment uses could include light manufacturing, commercial, and a limited amount of retail and office use. This supports the goal of increasing employment densities and providing a mix of land uses that will help maximize use of the new LRT station. This represents an "Employment Transit Oriented Development" (ETOD) pattern, as opposed to a more traditional TOD area.

The vision for Opportunity Site B, which is located in this subarea, is that the historic building on the western half of Opportunity Site B would become an eating and drinking establishment or other appropriate use that serves local workers and nearby residents. The remainder of the site would be developed as a mix of employment uses. The exact type or mix of uses is not prescribed in this Plan but should support the overall vision for the planning area and take advantage of the relatively large size of the site and opportunity to incorporate improved amenities for area workers (e.g., small plazas or gathering spaces, pedestrian pathways, high-quality building and site design, etc.). An example of one approach to the future design of the site is shown in the diagram below but many other specific designs could be appropriate for this site. This is consistent with the goal of providing a mix of uses within the Station Area that will serve future workers, visitors and residents; facilitating transit-supportive development and potentially achieving higher employment densities.



Site B - Preferred Conceptual Scenario
TACOMA STATION AREA PLAN

4 February 2013

Figure 3. Conceptual Site Plan for Redevelopment of Opportunity Site B

The existing alignment of Main Street through Opportunity Site B will be preserved. The Main Street right-of-way, which is currently under ODOT jurisdiction will be transferred to the City. More detail about this jurisdictional transfer is provided in Section 5: Implementation Strategies. Existing right-of-way in the center of the eastern portion of the site may be vacated as part of the process of redeveloping the site. The site also would incorporate community gathering spaces, including several small plaza areas, as shown on Figure 3. These would serve as places where local workers could congregate for lunch or other activities. They would

be oriented both to eating/drinking uses on this opportunity site and to Main Street due to its role as a key street and transportation spine for the area. The plazas would provide amenities such as benches or other seating, tables, pedestrian scale lighting, trees or other landscaping and/or special paving, as illustrated in the example photo from North Mississippi Avenue in Portland below. The exact combination of amenities will be determined as part of future detailed design and development processes.



Figure 4. North Mississippi Avenue in Portland

Subarea 4: Manufacturing

Minimal changes to the basic land use pattern are recommended for Subarea 4. Over time, employment uses in this area could transition to other industrial or manufacturing uses with higher employment densities. However, such uses also should take advantage of the unique rail infrastructure assets in this portion of the Station Area. This recommendation is based on comments from property owners in this area who note that the area remains a viable industrial area where industrial uses are expected to continue operating through the planning horizon (20 years). In addition, given that this portion of the Station Area is more than a half-mile from the LRT station, impacts of the LRT station on redevelopment potential in this portion of the Station Area are expected to be limited. At the same time, smaller scale commercial or office uses also will be allowed in this sub-area to allow for land use and development flexibility over time.

Building and Site Design Elements

In order to promote quality development in the Station Planning Area and support the objectives of the Plan, the city will implement a number of development and design standards that will help achieve a more active and pedestrian-oriented district, while preserving the industrial character of the district.

Throughout the Portland region there are examples of how existing industrial/employment areas can successfully accommodate new and expanding uses that cater to local residents and employees. In particular, Portland's Eastside Industrial District, the MAX Yellow Line's Mississippi/Albina Station, and the former

industrial areas of the Pearl District illustrate how the existing industrial character of the local building stock can be leveraged to create a unique sense of place for a burgeoning retail and entertainment destination and in some cases also maintain the integrity of surrounding employment uses. The photographs on this and the following pages provide some examples of recent developments in these three areas which might serve as a precedent for the type and character of development envisioned for the Tacoma Station Area.



Figure 5. New commercial uses including restaurants, coffee roasters, and architectural salvage companies have opened near the Albina/Mississippi MAX station. The district is a precedent for how industrial areas can accommodate an expanding array of uses while preserving the industrial character of the district.



Figure 6. The River East building in the Central Eastside Industrial District has been converted from a defunct warehouse into ground floor retail and office space for several major tenants, bringing over 300 employees to the area. The development illustrates how new project can successfully coexist with existing industrial development.



Figure 7. This new employment incubator project within the Central Eastside Industrial District provides affordable office and artist space. The building illustrates how new development can relate to the surrounding industrial character by using “industrial” building materials, and also demonstrates how buildings can provide architectural elements to address the corner.

Potential development and design elements are described below and are incorporated into the code amendment discussion in Section 4 beginning on page 45. The code amendment discussion describes the overlay zone that will be used to implement these standards within the various subareas of the Station Area. Development and design standards are included in the outline and apply primarily to retail, office and stand-alone multifamily development, with more limited design standards for manufacturing or other industrial uses in some cases.

Site Design Elements

- **Building setbacks:** Landscaped building setbacks can create a layer of semi-public space inviting to pedestrians and create a sense of enclosure along the sidewalk. Forecourts and other public spaces along the sidewalk should be allowed and potentially encouraged along key streets, including adjacent to Main Street on Opportunity Site B associated with proposed civic/gathering spaces there, and where sidewalks are narrower than ideally desired. On-site surface parking will be oriented to secondary streets rather than to key streets, wherever possible.
- **Building Orientation and Entrances:** New buildings will be oriented to and provide entrances that are directly connected to public sidewalks. Building entrances should provide lighting that is architecturally consistent with the overall building design. For corner parcels (particularly at important corners along key streets), buildings should ideally orient to the corner and/or provide architectural elements that address the corner. This may include projecting bays or articulated elements (as seen in Figure 9), chamfered corners, or changes in color/material.
- **Landscaping:** Where on-site surface parking is located adjacent to a sidewalk, dense landscaping should be provided in order to create a visual buffer.

Building Design Elements

- **Weather Protection:** At a minimum, building entrances should provide ample weather protection in the form of horizontal awnings; more continuous awnings that extend beyond the building entrance may also be provided (both variations are shown in Figure 8). Retrofitting existing industrial buildings to accommodate retail, office, or other commercial or employment uses may also create opportunities to incorporate other industrial building elements such as loading docks and covered bays, as shown in Figure 9.



Figure 8. Retrofitting Industrial Buildings with Horizontal Awnings

- **Fenestration:** When retrofitting existing industrial buildings, increasing ground floor transparency is crucial in terms of improving the pedestrian experience along the sidewalk. In many instances this may require increasing the size and number of ground floor windows. Figure 11 illustrates the importance of avoiding blank walls along the sidewalk, and provides a contrast to the renovated buildings with expanded ground floor windows shown in Figure 10. A minimum transparency requirement along ground floors can ensure that windows are provided; the minimum will be higher in more pedestrian-oriented portions of the Station Area.



Figure 9. Incorporating existing elements such as loading docks and covered bays can help retain the area's unique character



Figure 10. These examples of retrofitted industrial buildings illustrate how existing buildings can be rehabilitated to accommodate commercial, employment, or other uses. This type of redevelopment often includes improving the pedestrian experience by increasing the size and/or number of windows along the ground floor. These redevelopments should be encouraged, as they help create a unique “industrial” character for new development within a district.



Figure 11. Blank walls should be avoided along sidewalks.

- **Building Materials and Articulation:** A variety of materials and color and/or changes in building articulation should be provided to visually break up large building planes and to create visual interest. Figure 7 illustrates how change in color and material can be used to visually break up a building’s mass. The new building shown in Figure 7 also illustrates how “industrial” materials (in this case, metal) can be used to relate to the district’s surrounding industrial character. Figure 8 illustrates how articulated ground floor bays can create visual interest along the sidewalk by avoiding large, uninterrupted building planes.
- **Building Signage:** Pedestrian-oriented building signage in the form of blade signs, awning signs, building signs, or projecting signs will be provided where uses are transitioning to retail or commercial uses (see Figure 12 as well as other examples on the following page).



Figure 12. Retrofitted Industrial Buildings with Pedestrian-Oriented Signs



Figure 13. Examples of façade improvements to existing industrial uses

- **Design of industrial uses.** Design standards for new or redeveloped industrial uses will be less strict than for commercial or retail uses and would focus primarily on landscaping, street design, parking area and building entrances, as illustrated in Figure 14. Some window coverage requirements also will be implemented.
- **Illumination of Potential Gateway Features.** Two areas can serve as future gateways to the Station Area - the existing stone building on Opportunity Site B and the intersection of Ochoco and McLoughlin Blvd. Illuminating these areas at night would help attract people into the area and highlight these features and points of access.



Figure 14. Examples of landscaping, parking lot and sidewalk improvements in an existing industrial area

Section 3: Station Area Plan Transportation

This section describes recommended transportation improvements and strategies, including improvements to Station Area streets and intersections, bicycle and pedestrian Facility Improvements, and parking and transportation demand management strategies.

Traffic Analysis

In order to determine whether the proposed Station Area Plan is likely to create more demands on the transportation system than the existing zoning, a trip generation analysis was conducted (see the Future Traffic Conditions Analysis Memorandum in Appendix A). Trip generation refers to the number of vehicles coming and going from a specific destination or land use. The analysis was based on the estimated number of dwelling units and the leasable square feet of various land uses (industrial, retail, and office) that would potentially be built in the planning area under existing zoning and under the recommended Station Area Plan. Standard trip generation rates associated with these land uses were used. The analysis was broken down by the subareas shown in Map 2 on page 10. The land use assumptions for the purposes of the transportation analysis are considered “reasonable worst-case” from a trip generation perspective – “worst case” in the sense that they assume the most trip-intensive land uses allowed under the existing or proposed zoning (as applicable) and “reasonable” in the sense that they are feasible from a market perspective. For the recommended land use scenario, a 30% reduction in trip generation was assumed for land uses north of Stubb Street based on proximity to the LRT station, improvements to bicycle and pedestrian infrastructure, and the presence of transit-supportive mixed use development.⁴

The reasonable worst case of land uses for the Station Area Plan generates 12 fewer peak hour trips than the existing Manufacturing zoning. The recommended land use scenario includes more retail, which typically yields high trip generation, but this is offset by new residential uses and less office than in the existing zoning, along with the 30% trip reduction in the area north of Stubb Street. This means that this plan does not trigger Transportation Planning Rule requirements and no changes are needed to address capacity of Highway 99E or other transportation facilities in the area beyond those that are currently planned to address deficiencies under existing zoning.⁵

Transportation Infrastructure Improvements

Recommended infrastructure improvements are illustrated on Map 5: Proposed Transportation Improvements on page 43.

Street and Intersection Improvements

While no off-site (i.e. outside the Station Area) roadway improvements for vehicle capacity are required under the forecasted conditions beyond those already being planned, improvements are proposed to the local streets within the Station Area and several intersections with McLoughlin Boulevard. In addition, several non-capacity (connectivity) improvements are recommended outside the Station Area.

4 The assumed 30% reduction in trip generation is allowed under Metro’s Urban Growth Management Functional Plan for Station Areas where certain conditions are met, including those identified above and adoption of a TDM and/or parking management plan that helps meet regional mode split goals.

5 The Transportation Planning Rule (Oregon Administrative Rule 660-012-0060) restricts amendments to City plans and regulations that would “significantly affect” a state highway. Because the recommended land use scenario would produce fewer trips than the existing zoning in the area, it does not “significantly affect” the highway and does not require additional analysis or off-site transportation mitigation measures.

Station Area Streetscapes

Improvements to all streets within the Station Area are recommended to provide easy access within and through the Station Area, including linking pedestrians to the station and surrounding neighborhoods.

Two “key streets” are given special design treatment in order to emphasize their role within the district. Both Main and Ochoco Streets provide key gateways into the Tacoma Station Area. Main Street connects the Station Area to Downtown Milwaukie to the south, and serves as the primary local access into the site. Ochoco Street is the primary entrance into the site for northbound and southbound vehicular traffic from McLoughlin Boulevard (for southbound traffic, it is the only entrance into the Station Area). Given that they both function as important gateways into the site, and given that Main Street is the primary north/south spine within the district, Main and Ochoco Streets are the primary streets where the majority of redevelopment will likely occur in the district. Accordingly, the conceptual street designs reflect the key role that these streets play within the district. One of the primary design goals for Main Street is to provide a continuous north/south pedestrian and bicycle connection from the light rail station to Downtown Milwaukie.

In addition, special street trees, paving, stormwater treatments, street “furniture” (e.g. benches, water fountains, pedestrian scale street lighting, and/or newspaper boxes), and wayfinding signage and/or public art are recommended for these streets

A conceptual design of Main Street, incorporating the proposed new cross-sections described on the following pages has been prepared and is presented in Appendix F. The appendix includes a set of plan views of the new alignment and accompanying narrative descriptions. This design would require significant public review and subsequent refinement prior to more detailed design and implementation. The right-of way available on Main Street varies considerably, particularly north and south of Milport Road. The conceptual cross sections for each of these segments of Main Street (from south to north) are as follows:

- **Main Street South of Milport Road:** Right-of-way on Main Street is constrained south of Milport Road, with a typical cross section of 39 feet. However, the City desires a wider cross-section for Main Street in this area and will seek additional right-of-way as new development or redevelopment occurs in order to build the cross-section shown in Figure 15. If the City is unable to obtain needed right-of-way, it would need to either reduce or eliminate the parking strip/on-street parking to 0-4 feet, and/or reduce the width of the multi-use path to 9-13 feet.
- **Main Street Milport to Beta Street:** North of Milport Road, approximately 45 feet of right-of-way is available east of the existing jersey barrier of McLoughlin Boulevard, which is not proposed to be narrowed. For this section of Main Street, the conceptual cross section (shown in Figure 15) allows 7 feet for intermittent on-street parking with landscaped bulbouts (ideally designed to capture stormwater).

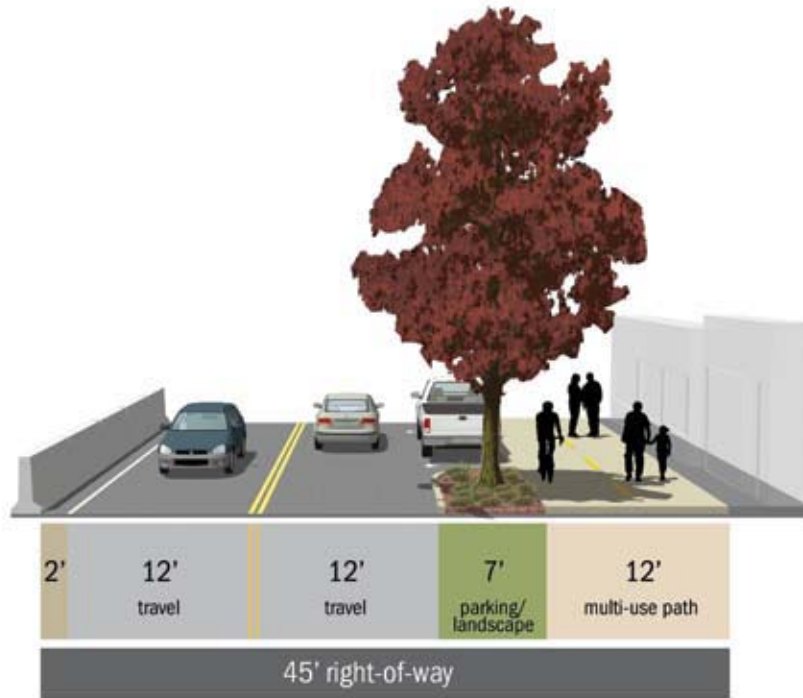


Figure 15. Conceptual Cross-Section for Main Street – Milport Road to Beta Street within existing right-of-way (looking north)

- Main Street North of Beta Street: North of Beta Street, right-of-way on Main Street varies between 53 feet and 60 feet.** Figure 16 illustrates that this allows for a six- to eight-foot sidewalk with special paving, a 7-foot planting strip on the east side of the street with intermittent parking, and 0-7 feet of on-street parking on the west side of the street with landscaped bulbouts (ideally designed to capture stormwater). When opportunities arise for expanding right-of-way through redevelopment of fronting properties or other methods, the preferred cross section for this area of Main Street would include the full 60 feet of right-of-way.

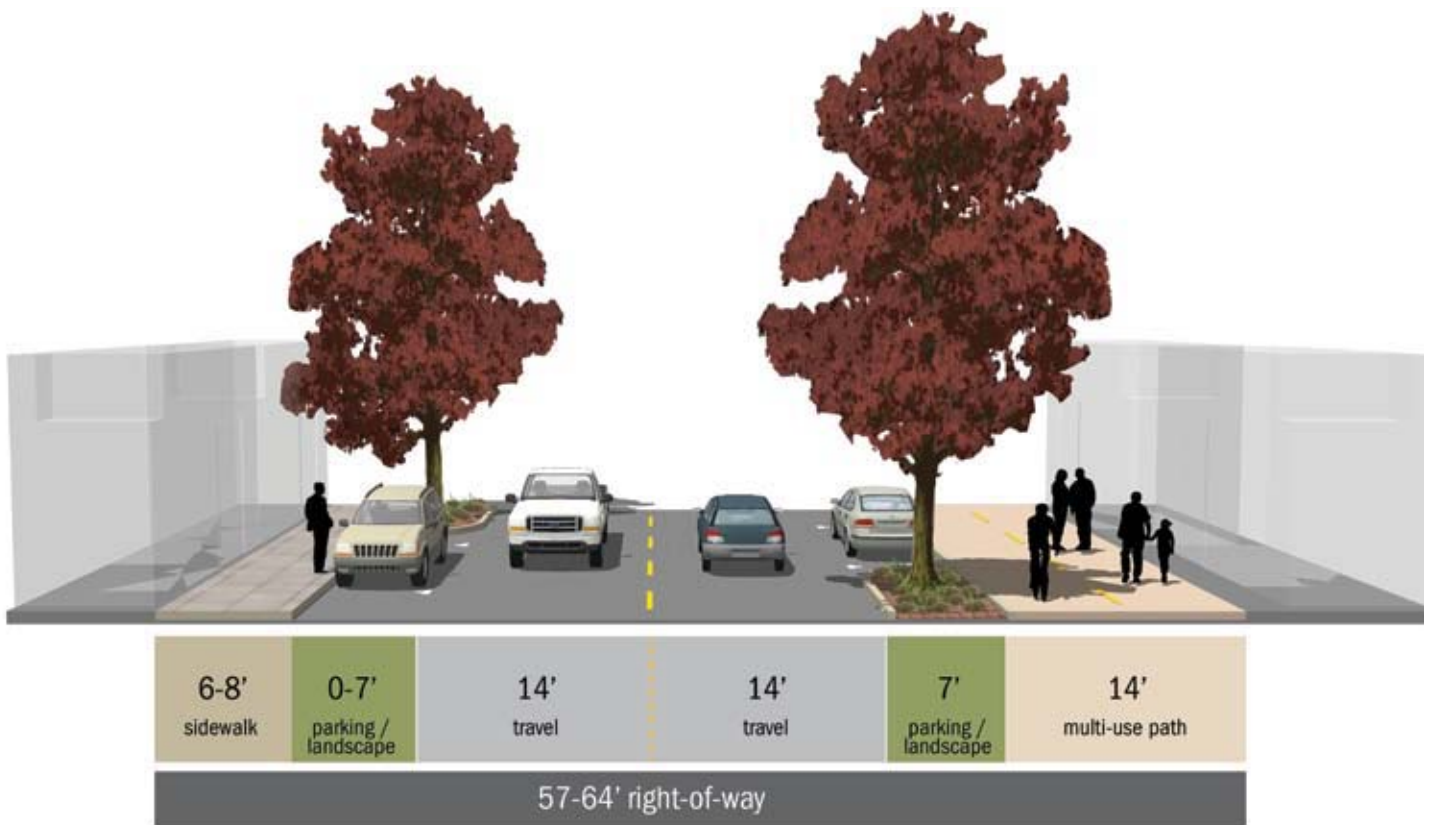


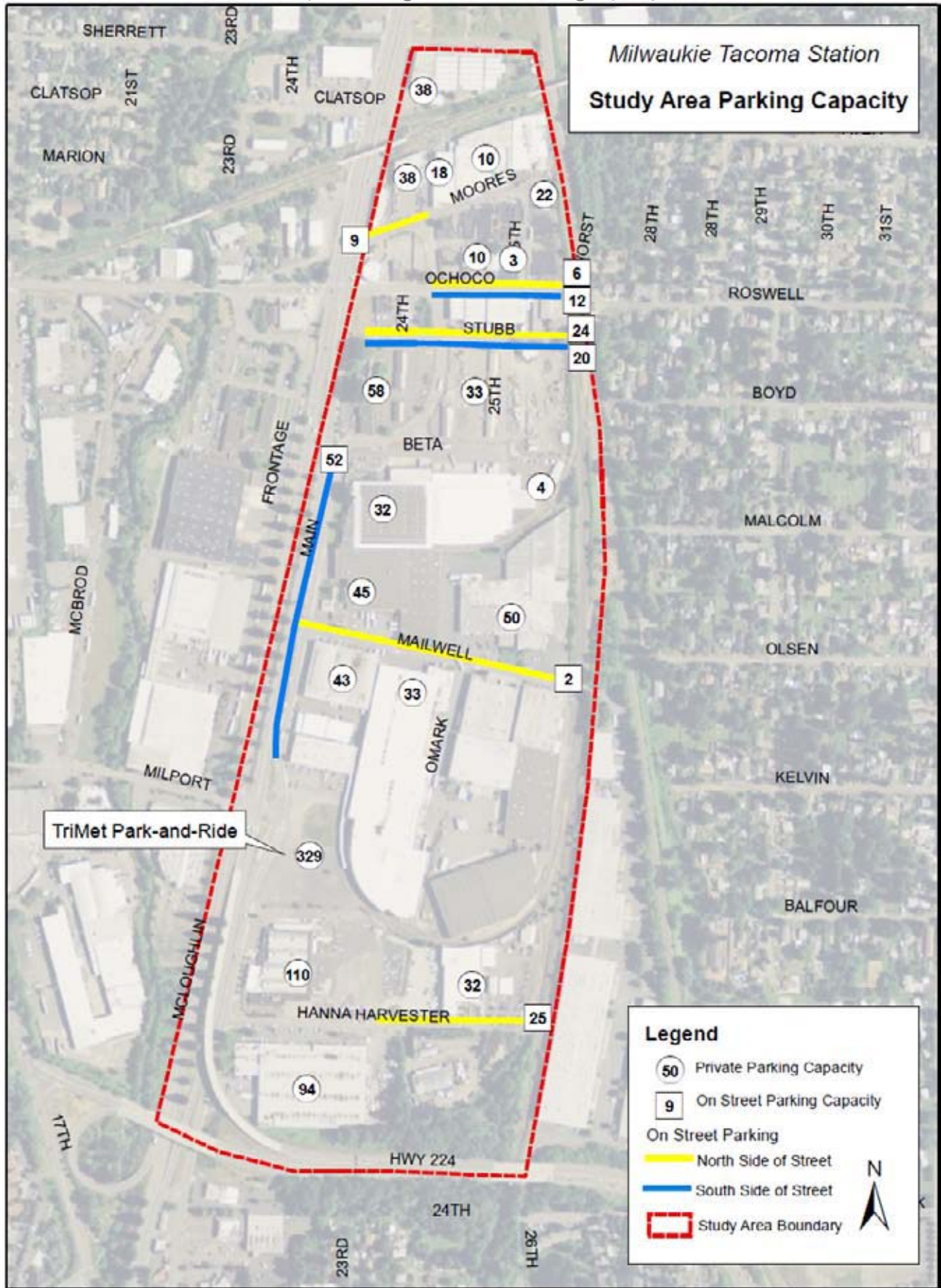
Figure 16. Conceptual Cross-Section for Main Street – North of Beta Street within existing right-of-way (looking north)

Ochoco Street

Like Main Street, Ochoco Street is a “key street” within the district. Accordingly, the conceptual cross sections for Ochoco Street reflect the urban design, “place-making” treatments described in the previous section. The signature trees, special sidewalk paving, and urban landscaping treatments provided along Main Street are repeated along Ochoco Street, helping to create a true “gateway” experience as one enters the site from McLoughlin Boulevard.

- Ochoco Street West of Main Street:** West of Main Street, Ochoco Street retains its existing three vehicular travel lanes, as the westbound approach to the McLoughlin Boulevard/Ochoco Street intersection requires a separate right turn lane to maintain operations. This accounts for 36 feet of the existing 54 feet of right-of-way. The remaining right of way allows for 5-foot sidewalks and a 4-foot landscaping zone, within which signature trees are provided within grated tree wells. Note that the existing 54 feet of right-of-way does not allow for wider sidewalks or stormwater planters (Figure 17).
- Ochoco Street East of Main Street:** East of Main Street, 45 feet of right-of-way is currently available. This allows for two 12-foot travel lanes, 5-foot sidewalks, and a 5.5 feet landscaping zone, within which constructed stormwater planters are provided (Figure 18). When opportunities arise for expanding right-of-way through redevelopment of fronting properties or other methods, the preferred cross section for this part of Ochoco Street would include 52 feet of right-of-way with 8-foot sidewalks and 6-foot planting strips (a minimum sidewalk width of 8-feet is recommended along “key streets”).

Map 4: Existing Station Area Parking Capacity



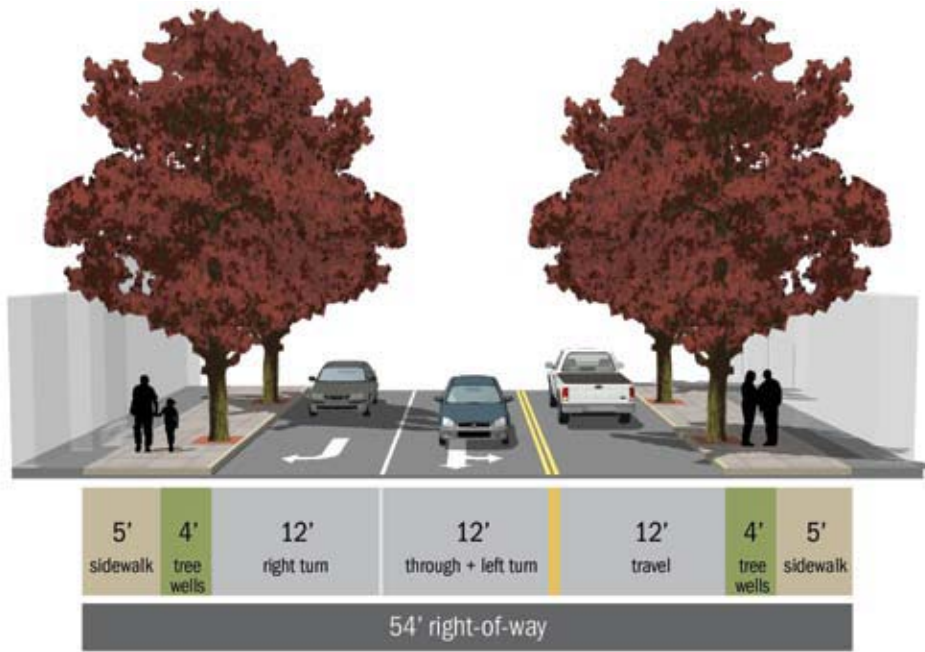


Figure 17. Conceptual Cross-Section for Ochoco Street – West of Main Street within existing right-of-way (looking east)

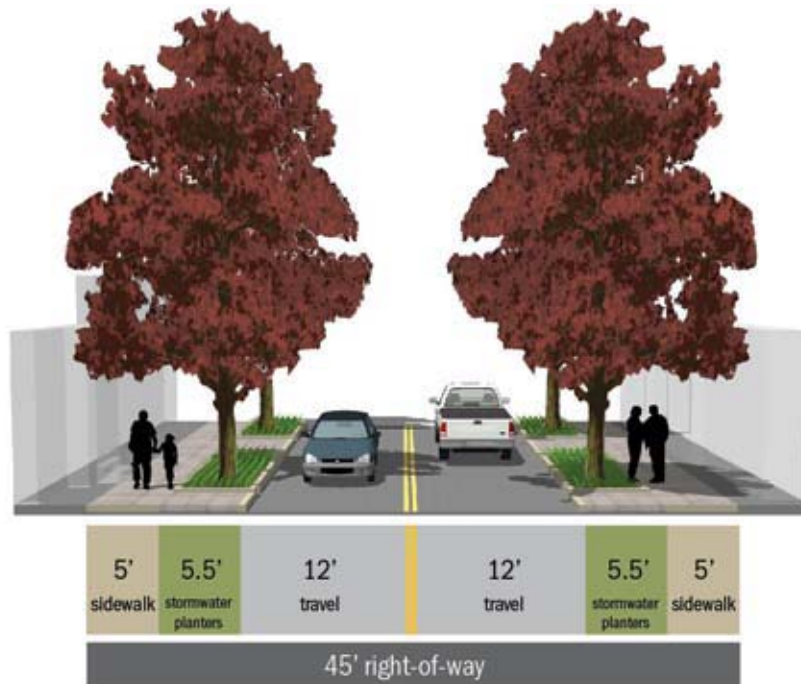


Figure 18. Conceptual Cross-Section for Ochoco Street – East of Main Street within existing right-of-way (looking east)

Special Streetscape Treatments for Key Streets

The following urban design “place-making” elements should be considered for Main and Ochoco Streets as street design transitions from the initial concepts to recommended designs:⁶

- **Signature landscaping:** While street trees are proposed throughout the district, the conceptual cross sections for Main and Ochoco Streets suggest that a large, colorful, signature tree be used to emphasize the special nature of these two streets where available right-of-way and other conditions allow for it. Signature tree species to consider could include Scarlet Oaks or non-fruiting cherry trees. The notable color and larger size of these species can help create visual emphasis along the primary gateways into the district, thereby “announcing” one’s entrance into the site.
- **Special paving:** The conceptual cross sections for Main and Ochoco Streets suggest that special paving might be used within the sidewalks and planting strips to highlight the key role of these two streets. While sidewalks for local streets within the District may be constructed of concrete, sidewalks along Main and Ochoco Streets could be comprised of special pavers or stamped concrete.
- **“Urban” landscaping treatments:** In order to create a more “urban” treatment along Main and Ochoco Streets, the conceptual cross sections suggest that “constructed” stormwater planters be provided. These types of planters are illustrated in the photographs in Figure 19, and are typically designed with concrete edges and separated by hardscape to allow for pedestrian egress. Where street trees are provided along the key streets independent of stormwater planters, tree grates are provided to establish a more “urban” feel.
- **Street furniture and lighting:** While it is not within the scope of this project to recommend specific street furnishings or lighting treatments, it is suggested that future work in this arena focus on Main and Ochoco Streets when considering the location and style of furnishings. Such furnishings could include benches, water fountains, pedestrian scale street lighting, newspaper boxes, wayfinding signage, and public art.
- **Gateway signage:** As stated above, both Main and Ochoco Streets serve as important gateways into the site. As such, there may be an opportunity to provide monument gateway signage and/or signature public art at the entrances into the site at Ochoco Street and McLoughlin Boulevard and along Main Street just north of the Highway 224 overpass, announcing one’s entrance into the district. In addition, some kind of illuminated feature at these gateways is recommended to announce entry to the area. Night-time exterior lighting of the historic building on Opportunity Site B also is recommended to highlight this key element of the Station Area.

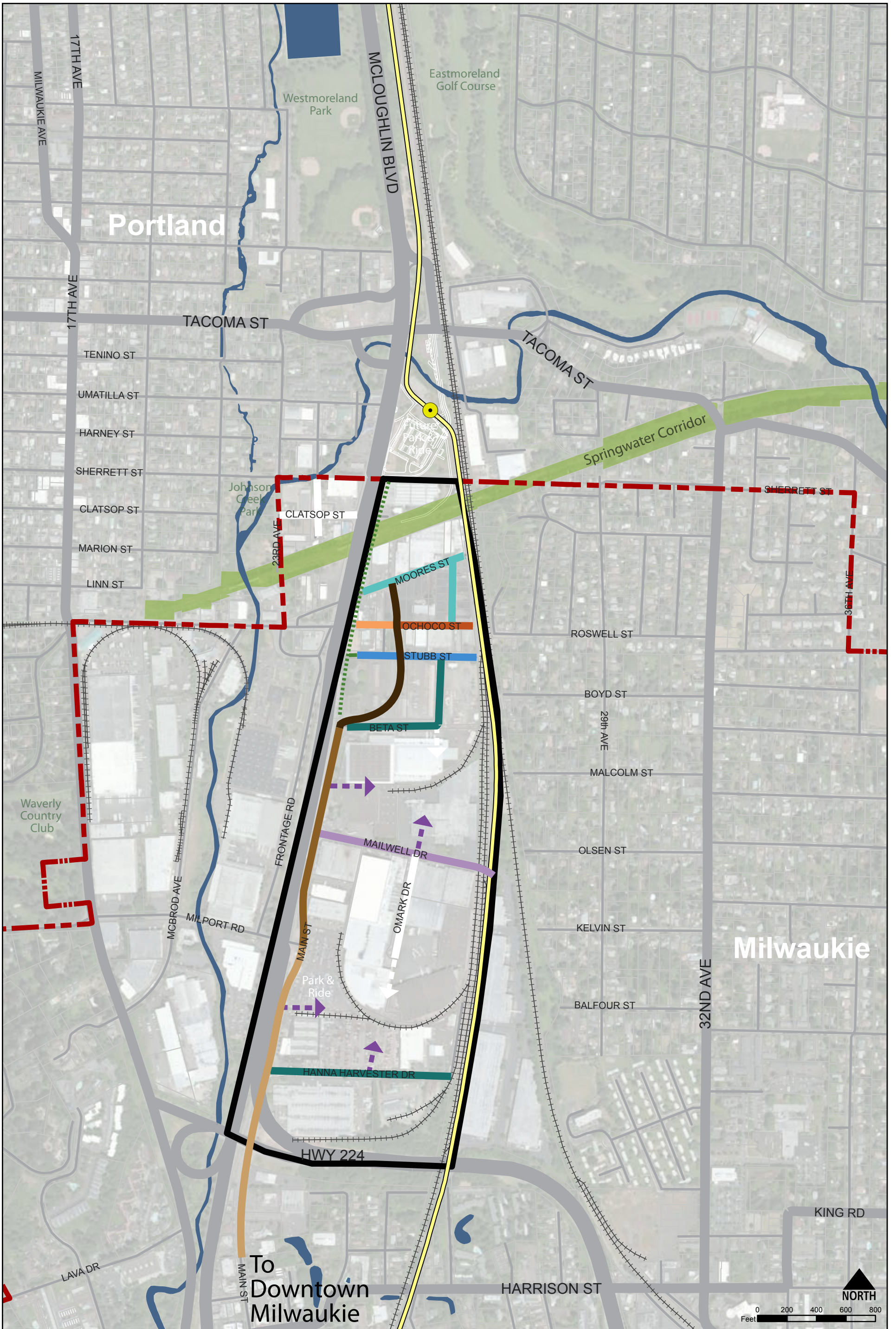
⁶ If ODOT continues to own and maintain Ochoco and Main Street, elements such as tree species, special pavers or stamped concrete, and stormwater planters would need to be approved by ODOT.



Figure 19. Examples of constructed stormwater planters, as proposed for key streets

Local Streets

All local streets within the Station Area are proposed to be improved and/or formalized to provide sidewalks (or multi-modal paths), landscaping, and where right-of-way permits, on-street parking. These streets will provide comfortable, safe, and attractive pedestrian facilities throughout the Station Area. However, in order to create a sense of distinction, local streets will not receive the same high level of urban design emphasis as the “key streets.” The conceptual cross sections suggest that street trees will be slightly smaller, and sidewalks slightly narrower (5 feet instead of 8 feet) and comprised of concrete rather than special pavers. Stormwater catchment planters are provided along local streets where right-of-way, drainage and other conditions permit. However, in order to create a sense of distinction between local streets and more “urban” key streets, planters along local streets are proposed to be more natural in character.



Tacoma Station Area Plan
STREET CROSS-SECTION LOCATION KEY

SERA 25 OCTOBER 2012

- Project Study Area
- Station Area (1/2 mile radius)
- City Boundary
- LRT Station
- LRT Alignment
- Main Street (north of Beta)
- Main Street (Beta to Milport)
- Main Street (south of Milport)
- Local Streets (40-42' ROW)
- Local Streets (60' ROW)
- Ochoco (east of Main)
- Ochoco (west of Main)
- Mailwell
- Stubb
- General Industrial Streets

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Figure 20. Examples of linear stormwater swales, as proposed for Local Streets

Local Streets (60' Right of Way)

Based on the right-of-way width currently available on Hanna Harvester Drive, Stubb Street, and Beta Street, a 60-foot cross section was developed to provide for movement of heavy trucks within a 40-foot roadway, as well as improve the pedestrian environment (see Figure 21). The cross section is intended to match the existing frontage on the north side of the street at the eastern end, which features a sidewalk and landscaped buffer totaling ten feet. Note that a minimum of 6 feet is needed to provide stormwater swales adjacent to on-street parking (4 feet for the planter, plus a 2-foot disembarkment zone).

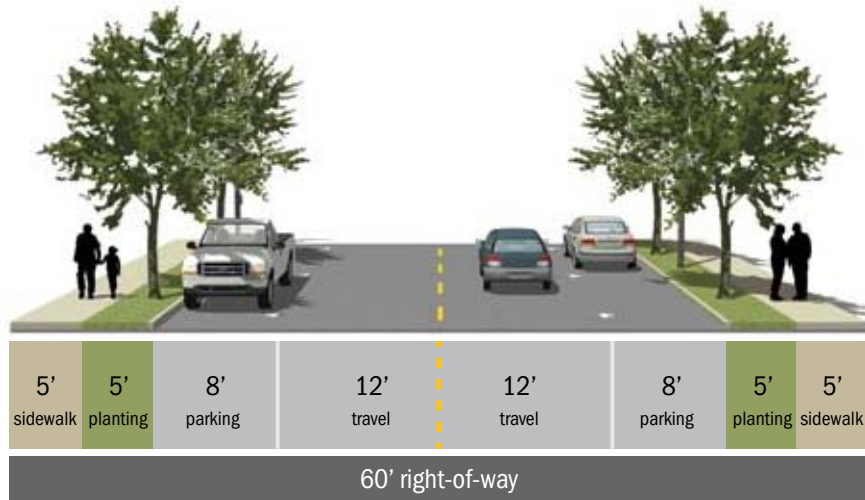


Figure 21. Proposed Conceptual Cross-Section for Local Streets with a 60' right of way

Local Streets (40' Right of Way)

Portions of Moores Street and 25th Avenue in the Station Area have about 40 feet of right-of-way, providing enough space for two eleven-foot travel lanes with landscaped buffers and sidewalks on each side, with no parallel parking (see Figure 22). Because these streets are expected to retain their Local classification, no separate bike facilities are provided. Because no on-street parking is provided along these streets, a stormwater swale is shown within the landscape zone. However, a minimum of 4 feet is typically necessary in order to provide a stormwater planter. Where the right-of-way narrows to 40 feet, a stormwater planter may not be feasible.



Figure 22. Proposed Conceptual Cross-Section for Local Streets with a 40' right of way

Mailwell Drive

Mailwell Drive provides an important connection between proposed multimodal facilities on Main Street and two proposed facilities to the east: a new grade-separated bicycle/pedestrian connection to Olsen Street or Kelvin Street, and a new multi-use path connection south to Harrison Street at 26th Avenue. To complete a high quality bicycle/pedestrian network, the Mailwell Drive cross section includes a 14-foot multi-use path on the north side of the street.

In order to allow for continuous vehicular parking between the building and the street (as requested by local property owners and as currently practiced in this area), the cross section does not provide on-street parking or a landscape buffer on the southern side of the street. An 8-foot furnishing zone is provided on the north side of the street, which allows for a 6-foot stormwater planter and a 2-foot disembarkment zone for the adjacent on-street parallel parking (see Figure 23).

Where truck movements need to be accommodated, 40-feet of roadway would need to be provided. In these areas, the continuous access would be eliminated and the 8-foot stormwater planter reallocated to on-street parking in order to provide the necessary 40 feet. When opportunities arise to reconfigure Mailwell Drive and expand right-of-way through redevelopment of fronting properties, the preferred cross section would not include continuous access with head-in parking. Instead, the south side of the roadway would include a 12-foot travel lane, a four-foot planting strip, and a five-foot sidewalk, which would be an expansion of right-of-way to 63 feet.

Design and implementation of improvements will need to balance the importance of pedestrian and bicycle safety and connectivity with freight use of the area, as well as impacts to existing on and off-street parking for local businesses. Local business owners have expressed concerns about these issues, including potential conflicts between truck traffic and bicyclists and pedestrians.

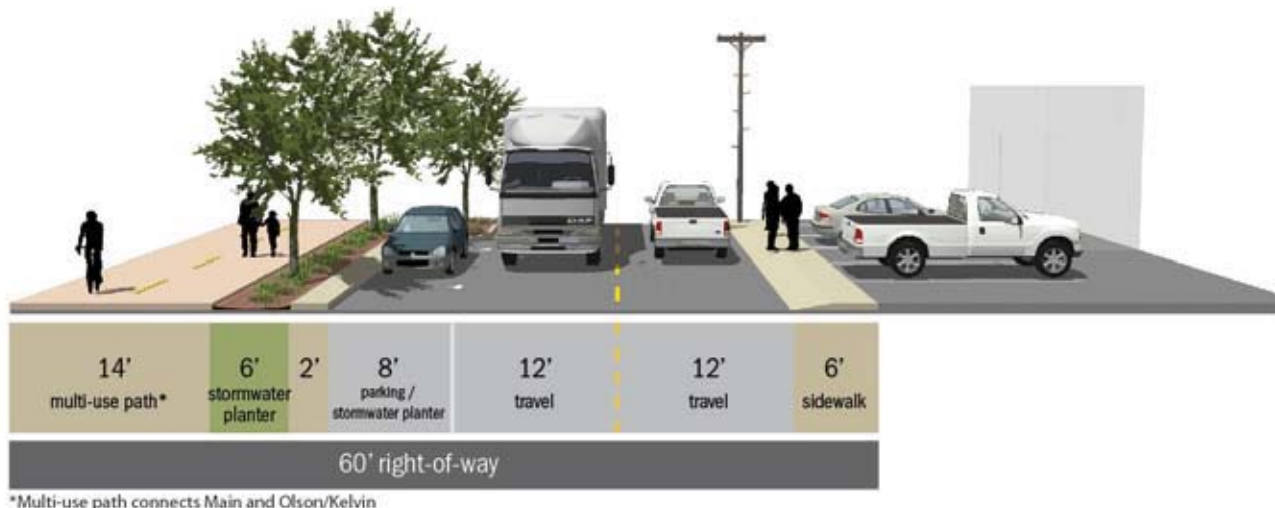


Figure 23. Conceptual Cross-Section for Mailwell Drive with continuous access (looking east)

Stubb Street

Like Mailwell Drive, the north side of Stubb Street currently provides continuous access to on-site parking located between the building and the street. The cross section retains this continuous access (as requested by local property owners) by not providing on-street parking or landscaping along the northern side of the street (Figure 24). On-street parking is provided along the southern side of the street, along with an 8-foot sidewalk and 10 foot landscape zone (comprised of an 8-foot stormwater swale and 2-foot disembarkment zone). When opportunities arise to reconfigure Stubb Street and expand right-of-way through redevelopment of fronting properties, the preferred cross section would not include continuous access with head-in parking. Instead, the north side of the roadway would include a 12-foot travel lane, a 4-foot planting strip, and a 5-foot sidewalk, which would be an expansion of right-of-way to 59 feet.

Where truck movements need to be accommodated, 40-feet of roadway would need to be provided. In these areas, the continuous access would be eliminated and 8 feet of the landscape zone reallocated to on-street parking on the north side of the street in order to provide the necessary 40 feet.

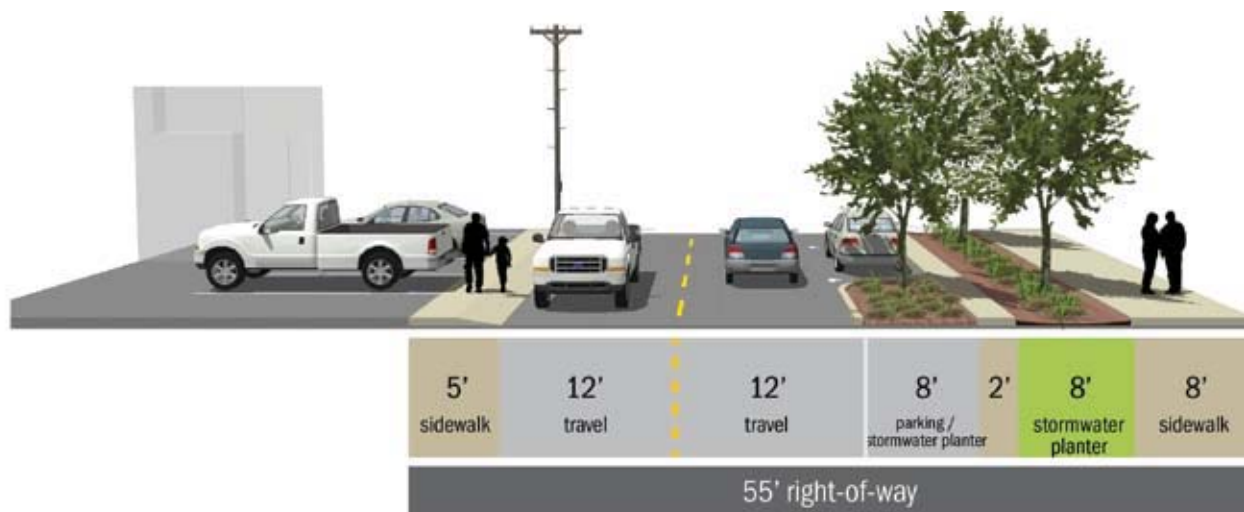


Figure 24. Conceptual Cross-Section for Stubb Street with continuous access (looking east)

General Industrial

This cross section is included to illustrate the minimum elements needed for an industrial access street (other than Mailwell Drive or Hanna Harvester Drive) in the area: 40 feet of roadway, and five-foot sidewalks with five feet of landscaping on each side (see Figure 25). Note that a minimum of 6 feet is needed to provide stormwater swales adjacent to on-street parking (4 feet for the planter, plus a 2-foot disembarkment zone). When opportunities arise to utilize on-street parking areas for stormwater treatment, pockets of on-street parking areas may be utilized for a stormwater planter.

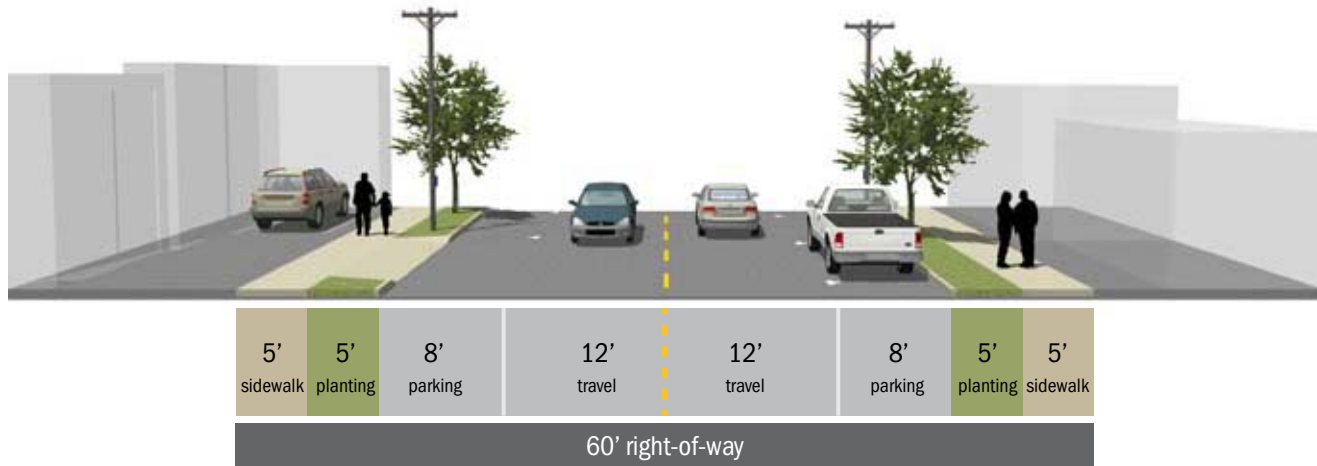


Figure 25. Proposed Conceptual Cross-Section for General Industrial Streets South of Mailwell Drive

New Street Connections

If larger blocks in the southern portion of the area are redeveloped in the future, additional local street connections would be recommended or required to break up large blocks and improve local access and connectivity. (This is keyed to the map on page 43 as project #12.) Future block lengths associated with residential, commercial or office use are recommended to be 250-530 feet, consistent with existing city standards. Block sizes for industrial uses may be larger (e.g., 600-1,200 feet), given the need to accommodate larger industrial users and associated infrastructure (e.g., rail lines and spurs). In addition, future additional local street connections are proposed at two other locations: (1) Through the industrial park east of the rail lines, connecting Mailwell Street to Harrison Street; and (2) An additional north/south local street between Ochoco Street and the Springwater Corridor west of McLoughlin Boulevard to improve local connectivity and access to future land uses in this area.

Highway 99E Intersection Safety Improvements

Improvements to several intersections/interchanges on Highway 99E are recommended to enhance safety for bicycles and pedestrians, freight vehicles, and/or passenger vehicles. Projects range from minor enhancements that are already programmed to long-term conceptual projects. The project numbers below correspond to the numbers shown on Map 5 on page 43.

8

Pedestrian/bicycle safety/crossing improvements at Ochoco Street and Milport Road intersections with McLoughlin Boulevard, with specific design options to be identified at a later date.

-
- 9 **Truck signage improvements at the Ochoco Street intersection.** ODOT Region 1 staff has developed several concepts to improve the SE McLoughlin Boulevard / SE Ochoco Street intersection for trucks and other vehicles, as well as pedestrians. A preferred solution to address this goal is illustrated and described further in Appendix G. It includes a two phased approach that includes signage on McLoughlin Blvd and changes to the southbound “jug-handle” access and associated intersections, frontage roads and access points in that area. This solution would not preclude future implementation of a southbound left turn from McLoughlin to Ochoco although that project is not currently recommended by ODOT. Implementation of this concept will require significant outreach and review of the concept with adjacent property owners and other community members.
 - 10 **Planned safety improvements at the Tacoma Street interchange (on/off ramp improvements).** These are part of a planned ODOT re-striping under construction at the time of adoption of this plan that will change lane configurations on southbound SE McLoughlin Boulevard near the Tacoma Street interchange. It will shift the start of the third southbound travel lane so it begins at the Tacoma Street on-ramp rather than at Nehalem Street, allowing a dedicated lane for drivers entering McLoughlin Boulevard from the Tacoma Street ramp. The project will also add a raised pedestrian refuge island at the southbound Tacoma Street ramp.

Bicycle/Pedestrian Facility Improvements

In addition to improvements to sidewalks and bike facilities on the local street network and at key intersections, several new or improved bicycle/pedestrian facilities are recommended within the Station Area. The project numbers below correspond to the numbers shown on Map 5 on page 43.

Improved Connections to LRT station and Springwater Corridor from within the Tacoma Station Area

A variety of projects are proposed to better connect the Springwater Corridor trail with both the LRT station and the broader Tacoma Station Area, including the following:

- 6 **Improved connection from the Springwater Corridor to the LRT station** (south side of Pendleton site). This connection will be enhanced as part of construction of the new light rail station.
- 7 **Stairway from the Springwater Corridor to McLoughlin Boulevard from west.** The city of Portland has obtained partial funding for this project element through a Transportation Enhancement grant. It will build a stairway from the Springwater Corridor to the west side of McLoughlin Blvd. on the north side of the Springwater.

Three potential options for an improved direct connection from the north end of Main Street to the LRT station are indicated as project #5. In order of preference (highest to lowest), these options would include an improved connection from the area south of the Springwater Corridor to the light rail transit (LRT) station. The first option (5A) assumes a new pathway from the north end of Main Street to the Springwater Corridor, then connecting to the new pathway to connect from the Corridor to the LRT station. The second option (5B) would be to widen and improve the existing sidewalk/pathway adjacent to McLoughlin Blvd. under the Springwater Corridor. The third option (5C) would be to create a tunnel under the Springwater Corridor going directly north from Main Street to the LRT station. A preliminary conceptual design for option 5C is provided in Appendix F. Detailed design and implementation of this concept will require significant outreach and review with adjacent property owners and other community members. This concept is the lowest priority concept due to its relatively high cost for design and construction, and its impacts to properties and buildings from acquisition of right-of-way for connections from the undercrossing.

An additional short bicycle/pedestrian connection is recommended from the existing dead end at west end of Stubb Street to McLoughlin Boulevard (project #17). Currently, Stubb Street ends just east of McLoughlin Boulevard. A short pathway could be provided across the vacant area between the west end of Stubb Street and the proposed multi-use path along this section of McLoughlin Boulevard. This would provide parallel routes on both Main Street and McLoughlin Boulevard to the north to access the LRT station, further enhancing bicycle and pedestrian connectivity in the area. No crossing of McLoughlin Boulevard is proposed at this location.

Improved Bicycle/Pedestrian Connections to and within Adjacent Neighborhoods

Existing bicycle and pedestrian connections to the Tacoma Station Area are limited in some places due to the presence of the railroad on the east and McLoughlin Boulevard on the west, as well as Johnson Creek and adjacent commercial/industrial development. The following projects would improve bicycle and pedestrian access to the LRT station and the Tacoma Station Area from surrounding neighborhoods.

- 2 Bicycle/pedestrian connection from the eastern neighborhoods to the Station Area across the railroad tracks (underpass or overpass) at approximately Kelvin or Olsen Streets.** Coming from the east, users would go from the proposed new crossing to the existing private at-grade crossing over the western set of railroad tracks at Mailwell Drive. They could then access the light rail transit (LRT) station via existing and potential new local streets (Mailwell, Main, Moores and McLoughlin). This would also provide improved access to the downtown for residents via Main Street. An alternative to this connection (not shown on the map) would be to connect from the neighborhood further to the north leg, from Roswell or Boyd Street to Ochoco or Beta Street. This would improve proximity to the Tacoma LRT station but would be a less central connection to the Station Area and be further from downtown.
- 3 Improvements to access at the Springwater Corridor are recommended to facilitate the connection from the west end of Sherrett Street to the trail.** This is related to item #16, and improvements include paving the existing gravel pathway that people currently use to access the trail, as well as possibly providing additional signage at Sherrett/29th to direct people to this connection and the trail.
- 4 Potential pedestrian overcrossings of McLoughlin Boulevard at Umatilla Street.** A potential overcrossing is shown at Umatilla Street – a location where there currently is no existing at-grade pedestrian and bicycle crossings. An overcrossing at this location would improve pedestrian access to the future LRT station and reduce out-of-direction travel for people walking to the LRT station from areas to the north (as an alternative to using the Springwater Corridor or the Tacoma Street overpass to access the station). However, similar to project #4, this project likely would be extremely expensive (\$2 million or more based on similar crossings constructed elsewhere) and would be challenging to design and locate, given the amount of space needed to meet accessibility requirements.
- 11 New bicycle/pedestrian connection.** This project represents a bicycle/pedestrian bridge over Johnson Creek to improve access into this relatively isolated portion of the Station Area. In combination with a new access from this area to the Springwater Corridor trail, this would significantly improve access to surrounding areas for people living and working in this area and also would provide another connection to the LRT station and Station Area from the neighborhood to the northwest. The proposed alignment across SE Clatsop Street may be able to utilize existing bridge supports from a bridge that once existed in that location. Design of the connection will be based on project cost and feasibility, limiting impacts to Johnson Creek and safety for bicycle and pedestrian traffic, and impacts to adjacent properties. It is recommended that the connection be made only after, or concurrent with, improvements to the rights-of-way in the area to provide a safe street for pedestrians and bicycles.

15

Improved bicycle/pedestrian connections from and within the neighborhood to the west along Ochoco Street and Milport Road. This could include filling gaps in the sidewalk system on one or both sides of these streets and possibly adding dedicated bicycle lanes if right-of-way is available.

16

Connection from the SE 29th Avenue bicycle route to Springwater Corridor. Currently, 29th Avenue from Sherrett to Balfour is a designated “Shared Roadway Low Traffic” for bike travel.



Figure 26. Example of pedestrian undercrossing, Washougal, WA.

High Priority Projects

Top priority improvements resulting from plan process include:

- Main Street improvements, coupled with a more direct and improved connection from the north end of Main Street to the light rail station.
- Pedestrian and bicycle connections from adjacent neighborhoods to the Station Area.
- Improved ability to cross McLoughlin Boulevard.
- Enhanced connections to the Springwater Corridor.
- Truck signage improvements at the intersection of Ochoco Street and McLoughlin Blvd.

Coordination with Improvements Already Included in the City’s Transportation System Plan

Several of the transportation improvements and strategies recommended in the Tacoma Station Area Plan are related to projects that were included in the City of Milwaukie’s 2007 Transportation System Plan (TSP). Table 1 lists the TSP projects and identifies the related Tacoma Station Area Plan projects.

The multi-use path on Main Street replaces the bike lane project listed in the TSP, while general improvements to Main Street and Mailwell Drive allow for reconstruction of intersections to improve turning radii as needed for freight. The transportation demand management strategies for the Station Area, discussed below, should be combined with similar efforts for Milwaukie Town Center, creating organizational efficiencies that benefit the larger area.

Table 1. Transportation System Plan projects and Related Tacoma Station Area Plan projects

Project Name	Project Description	From	To	Related TSAP project
Intersection Improvements at Main and Mailwell	Upgrade intersection turning radii to better accommodate freight movements	Location specific	Location specific	1
Main Street Bike Lanes	Fill in gaps in existing bicycle network with bike lanes	Harrison Street	Moore Street	1
Ochoco Street Sidewalks	Construct sidewalks on Ochoco Street to connect bus stops to Goodwill	19th Avenue	McLoughlin Boulevard	15
Springwater Trail Ramp Improvement	Improve ramp at Springwater Trail and McLoughlin Boulevard	Location specific	Location specific	5
Intersection Improvements at Mailwell and Omark	Upgrade intersection turning radii to better accommodate freight movements	Location specific	Location specific	14
Milwaukie Transportation Management Association Program	Implement a transportation management association for employers	Milwaukie Town Center	Milwaukie Town Center	See project TDM strategies

Parking and Transportation Demand Management Strategies

Existing Parking Utilization

The supply of on-street and off-street parking varies throughout the Station Area, with some locations near capacity and some relatively empty. Existing parking utilization on parcels throughout the Station Area is shown in Figure 27. Not all of the potential parking supply was available due to lots being used for purposes other than parking. For example, some parking areas are currently used for outdoor storage of equipment and expected to be used for this purpose for the foreseeable future.

Generally, conditions were near capacity north of Stubb Street, while parking facilities to the south were less than 85% full. A notable exception was the TriMet park and ride facility, where 316 out of 329 available spaces were occupied (over 95% occupancy).

The accompanying chart shows generally how well off-street parking is utilized throughout the area. For this analysis, the TriMet park-and-ride lot was not included, as its function eventually will be replaced with a new park-and-ride at the Tacoma LRT station. Parking lots that were partially or fully occupied by non-parking uses were excluded as well. The issue of non-parking uses is covered later in this section. Head-in parking along streets was considered off-street parking for this analysis.

Projected Parking Demand and Supply

Parking demand was estimated for the land uses proposed in this Plan using the leasable square footage assumptions for each land use and typical parking demand profiles for each land use, with a 30% reduction in demand assumed for areas north of Stubb Street. Minimum required off-street parking supply was calculated based on the same leasable square footage assumptions by land use and the requirements specified in the city code. On-street parking is included in the supply as well.

Off-Street Parking Utilization

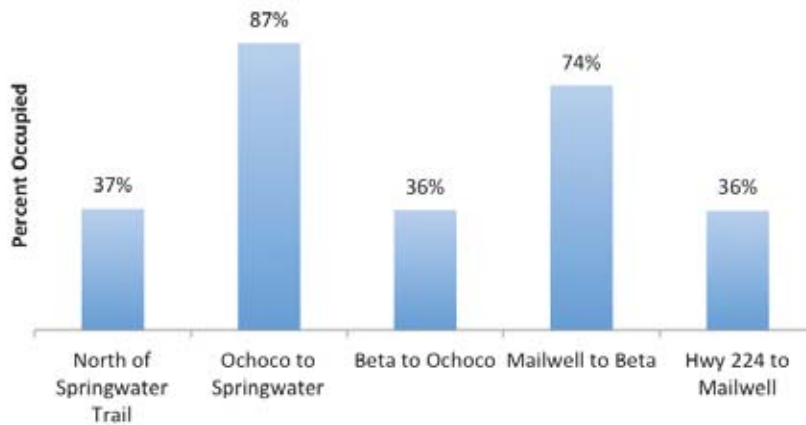


Figure 27. Existing Weekday Off-Street Parking Utilization

Analysis shows that parking demand under this Plan is forecast to significantly exceed the supply that would be provided per minimum requirements of the City’s Development Code, particularly south of Beta Street. In order to meet a target of 85% on-street occupancy, assuming off-street parking is occupied at the same rate, additional capacity beyond the minimum would be needed in these areas.

The parking demand analysis points to a potential deficit of several hundred parking spaces if the assumptions in the analysis hold. However, a number of factors could mitigate this potential deficit. First, the analysis is based on a “worst case land use scenario” and assumes a relatively significant amount of potential office development in the portion of the planning area south of Beta Street (sub-area 4), based on existing development code provisions. However, planned amendments to the City’s development code will limit the amount of office and other non-industrial uses in this area, which in turn should reduce parking demand in that area in particular. In addition, a number of parking demand management strategies would be implemented to further reduce parking needs. These strategies are described further later in this section. Finally, this plan recommends use of some portion of the existing TriMet park and ride facility for shared business/employee parking for the area if the park and ride is no longer used for that purpose by TriMet in the future. All of these measures could mitigate the parking demand estimated in this analysis. If they are not successful in doing so, additional parking may need to be developed in the Station Area to address future demand. More detailed information on this topic is found in Appendix I.

Transportation Demand Management Strategies

The redevelopment plan will require a mix of Transportation Demand Management (TDM) and parking management strategies in order to minimize parking supply needs and traffic generation. They will be essential to achieving the 30% share of non-auto trips assumed in the traffic and parking analysis conducted for this report. Improving the multimodal infrastructure connecting the Station Area to adjacent areas and the Tacoma LRT station is likely to reduce the share of trips made by motor vehicle. However, infrastructure improvements are much more effective when leveraged by TDM and parking management policies and programs. TDM and parking management can work together, as strategies that regulate, price, or restrict parking can also shift travel behavior. Parking and transportation demand management elements relevant to the Tacoma Station Area are described below.

TDM refers to various strategies that increase overall system efficiency by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, or shifting motor vehicle trips out of peak periods. Non-SOV

modes may include walking, cycling, ridesharing (HOV/carpool), and public transit. In the case of the Tacoma Station area, which has been and will continue to be a major employment area, TDM solutions will be geared primarily towards employees. Metro requires a TDM plan for Station Areas to qualify for the 30% reduction in trip generation described previously. Elements of such a TDM plan include:

- **Individualized marketing programs:** An individualized marketing program promotes a variety of alternatives to motor vehicle travel rather than focusing on just a single option. It aims to raise awareness of potential travel options in a targeted geographic area through strategies such as consistently branded information, programmed walks and bike rides, and incentives for people to try different transportation modes. The opening of the new light rail service in particular provides a uniquely powerful opportunity to raise awareness of the alternatives to driving. Research has shown that an individualized marketing program can reduce vehicle trips by 5-8%.
- **Rideshare programs:** Ridesharing reduces motor vehicle demand by taking advantage of vehicle seats that would otherwise be unoccupied. Carpooling, which relies on participants' own vehicles, and vanpooling, which uses vans supplied by employers, non-profits, or government agencies, are typical forms of ridesharing. A rideshare program will typically be administered by an employer commute trip reduction plan or an organization coordinating multiple employers. The program may use incentives such as preferential parking, awards, or cash payments. According to research, ridesharing can reduce vehicle trips to employment areas by 5-15%.
- **Employer transportation programs:** These programs, sometimes called commute trip reduction (CTR), focus on creating incentives to use alternatives to the motor vehicle as well as encouraging alternative work hours and telecommuting. A CTR program often includes strategies such as:
 - » Commuter financial incentives (such as a subsidized transit pass)
 - » Guaranteed ride home (for transit users occasionally needing to return home at a time when transit is not a viable option)
 - » Secure bicycle parking and/or end-of trip facilities (i.e., showers)
 - » Ridesharing (discussed above)

This type of program is typically administered by individual employers or building managers, but could also be administered effectively by a larger organization coordinating multiple employers frequently referred to as a Transportation Management Association or "TMA." The effectiveness of a CTR in reducing vehicle trips depends on which strategies are included. A 50% subsidized transit pass, guaranteed ride home, and end-of-trip facilities have been shown to reduce vehicle trips by approximately 10%, 2%, and 2% respectively.

These and other potential TDM strategies have the potential to limit motor vehicle traffic generation, positively affecting performance measures such as VMT and duration of congestion. Programs that depend on promoting use of transit will be most effective for employees and businesses in closer proximity to the future light rail station.

Parking Management Strategies

In addition to the TDM strategies above, the following strategies can specifically help manage parking demand:

- Shared parking to serve multiple users and destinations
- Parking regulations (time, limits, loading zones)
- Financial incentives and unbundling of parking costs

- Parking pricing (viable when demand exceeds 85% of capacity)
- Preferred parking for carpools and vanpools
- Overflow parking plans
- Bicycle parking facilities

All elements listed above are viable management strategies that can mitigate the need to devote additional valuable land area to parking. In general, a parking management approach seeks to make access and parking for short-term visitors, customers, and deliveries more convenient while promoting and incentivizing alternatives to parking for everyday users such as employees.

TDM strategies should be implemented using a phased approach. Following is a recommended phasing approach that implements specific actions beginning with those that cost the least and ending with the highest cost strategies:

- **Stage 1: Travel Options.**
 - » As early as possible, implement a low-cost “Smart Trips” individualized marketing program for employees in the Tacoma Station Area. This can result in a measurable reduction in drive-alone trips (8-13% reduction) at a very low cost.
- **Stage 2: Incentives, Transportation Management and Shared Parking.**
 - » Implement an incentive program where employers provide “Transit, Bike and Walk Bucks” to employees who use options other than driving alone on at least 60% of their work days. Transit incentives can be provided pre-tax, which reduces employer and employee taxes.
 - » Implement site or development-specific TDM requirements for new development projects.
 - » Establish mode share targets by the TMA and City, consistent with the types of development and land use in the Station Area.
 - » Evaluate and implement shared parking arrangements in the Station Area.
- **Stage 3: Address Parking Supply**
 - » Update forecasts of parking demand and supply that reflect actions undertaken in Stages 1 and 2.
 - » Increase minimum parking standards and/or construct public parking facilities, if warranted and financially feasible.

Parking Ratio Standards

While parking management strategies such as shared parking, shuttle services, pricing and parking permits may help mitigate the need for additional parking, the city also has considered revising the parking requirements for certain uses to address anticipated demand.

The city’s Zoning Code currently requires the following amount of off-street parking for office, retail and manufacturing uses (these are the uses most relevant to the Station Area):

- **General office:** Minimum requirement is 2 spaces per 1,000 square feet of floor area. Maximum allowed is 3.4 spaces per 1,000 square feet.
- **Manufacturing:** Minimum requirement is 1 space per 1,000 square feet of floor area. Maximum allowed is 2 spaces per 1,000 square feet.

-
- **General retail:** Minimum requirement is 2 spaces per 1,000 square feet (includes grocery stores, convenience stores, specialty retail and shops). Maximum allowed is 5 spaces per 1,000 square feet.

All three of the above uses have off-street parking requirements (both minimums and maximums) that are notably lower than those recommended in the Metro Regional Transportation Functional Plan (RTFP) Regional Parking Ratios Table (Table 3.08.3, including RTFP maximum standards for “transit and pedestrian accessible areas”). However, simply increasing the minimum parking requirement in the Station Area may conflict with the objective of creating a more intensified development pattern and promoting alternative modes of transportation (transit, biking and walking). An oversupply of parking also could potentially reduce the amount of land available for employment, public space or other desirable/valuable uses. At the same time, developers and economists who advised on this project note that providing an inadequate amount of parking also could make properties less marketable or viable for future redevelopment.

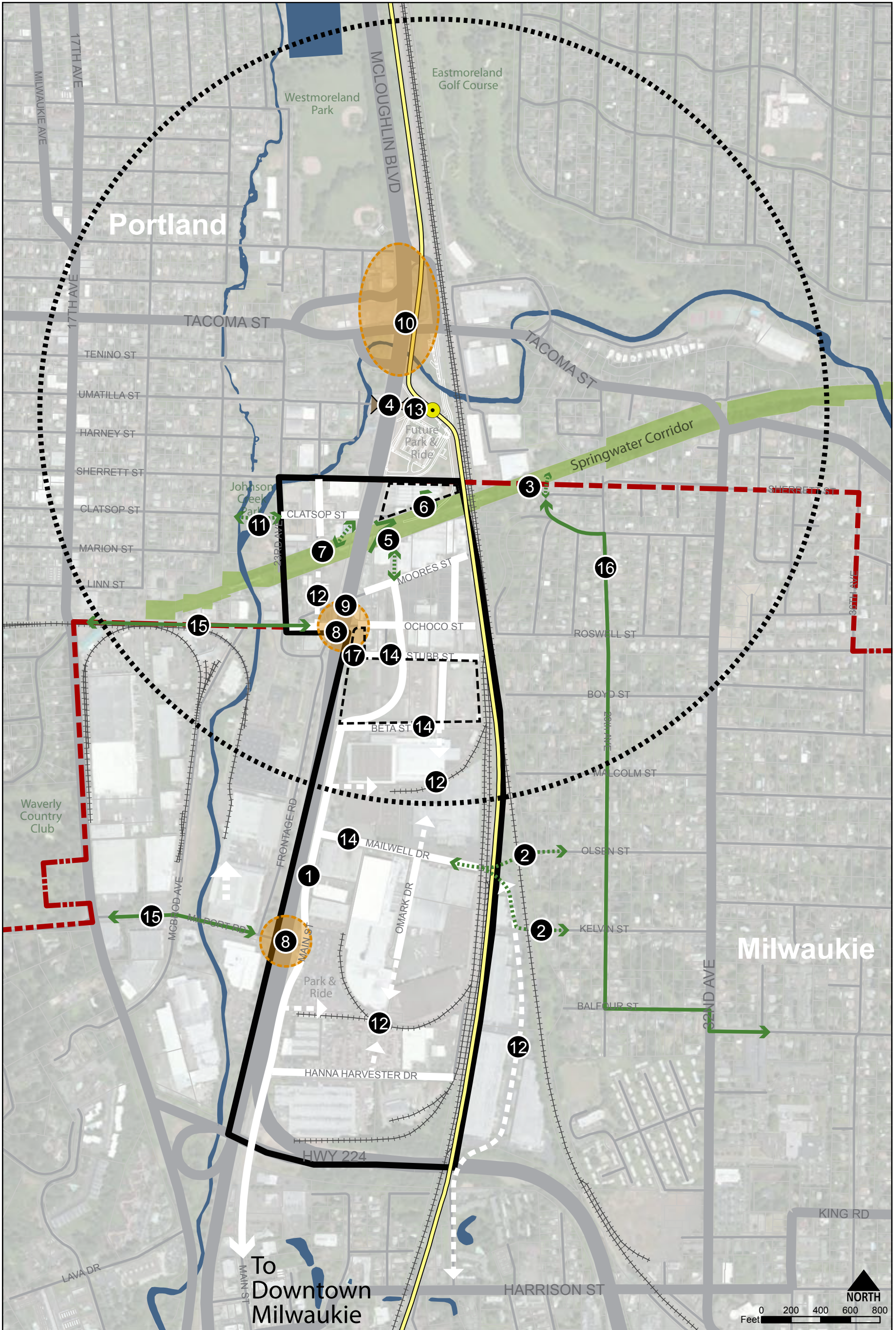
In finding the balance between parking supply and demand in the Station Area, the city evaluated the following general approaches:

- **Option 1:** Leave the existing parking requirements as they are and rely entirely on parking management strategies to address parking demand. Parking management strategies are discussed in Section 4 of this report.
- **Option 2:** Leave the existing minimum parking requirements as they are but increase the parking maximums for office, retail and manufacturing to allow the option for more parking.
- **Option 3:** Increase both minimum and maximum parking requirements for office, retail and manufacturing uses to be similar to those recommended in the RTFP. The RTFP recommends the following:
 - » **General office:** Minimum of 2.7 spaces per 1,000 square feet of gross leasable area, maximum of 4.1 spaces per 1,000 square feet
 - » **Manufacturing:** Minimum of 1.6 spaces per 1,000 square feet of gross leasable area, no maximum
 - » **Retail/commercial:** Minimum of 4.1 spaces per 1,000 square feet of gross leasable area, maximum of 6.2 spaces per 1,000 square feet

After consideration of these options and discussions with the advisory groups, the city has opted to implement Option 2 above, which is reflected in the code amendments in Appendix E. The revisions to the maximum allowable ratios are recommended to be applied only in Subarea 4 of the Station Area.

Transit Service

Establishing light rail transit service will be a significant strategy in reducing automobile trips, including allowing for workers in the area to walk or bicycle from the station to local businesses. At the same time, in combination with LRT service, some local bus service may be discontinued, leaving some gaps in local transit service. Establishing some type of shuttle service between the LRT station, the Station Area, the downtown and other adjacent neighborhoods could improve use of transit in the area and further reduce automobile trips and parking needs and is strongly recommended by community stakeholders.



Station Area Transportation Improvements
TACOMA STATION AREA PLAN

3 April 2013

- Study Area Streets
- New Street Connections
- Bike / Ped Improvements
- New Bike / Ped Connections
- Intersection Improvements
- Project Study Area
- Station Area (1/2 mile radius)
- City Boundary
- LRT Station
- LRT Alignment

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Section 4: Implementation Strategies

A variety of implementation strategies will be required to achieve the Station Area Plan, starting with updating planning and regulatory documents to support, allow, and/or require the land use and transportation recommendations contained in the plan. This includes amendments to the City’s comprehensive plan policies and Transportation System Plan to incorporate policy-level changes to support this Plan and amendments to zoning regulations to ensure that future development and redevelopment implement the desired land use and development pattern for the Tacoma Station Area. Additional or subsequent steps will include:

- Addressing current and future parking needs in the area through a comprehensive system of parking regulation and management strategies;
- Funding proposed public improvements in the area through a combination of public and private sources;
- Establishment of a “Station Community Boundary” consistent with Metro rules which will enable the area to be eligible for regional investments to implement the redevelopment plan;
- Working with property owners and prospective businesses to attract businesses with higher levels of employment;
- Working with ODOT and future property owners or developers to plan for the future use of Opportunity Site B through contacts with specific end users, possible use of a request for proposal process to identify potential target developments, use of available public funding to help finance supportive infrastructure improvements and/or assistance with more detailed site planning efforts; and
- Considering formation of a local business association to enable property owners, businesses and other stakeholders to remain engaged in the redevelopment of the Station Area over time.

Comprehensive Plan and Development Code Amendments

Comprehensive Plan Policy Updates

The City has adopted the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan. This means the plan will remain a stand-alone document that is referenced and supported in the Comprehensive Plan through the addition of some policy language. Policy language included in the Comprehensive Plan is shown below:

CHAPTER 4 - LAND USE

ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT

OBJECTIVE #15 - TACOMA STATION AREA

*To adopt and implement the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan and acknowledge the Tacoma Station Area and Subarea boundaries as shown on **Map X**.*

Planning Concepts

The Tacoma Station Area Plan establishes a future land use framework for the Tacoma Station Area that promotes the following:

- *An active Station Area employment district*
- *Multi-modal access to the Tacoma Light Rail Station and enhanced connections within the Station Area*

- *Increased employment intensity and number of high paying jobs in the area*
- *Support for existing businesses*
- *Complementing development goals in the nearby downtown area*
- *A more transit-supportive mix of employment uses in the long term*
- *A balanced approach to parking demand management*

Policies

1. *The Tacoma Station Area Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated Tacoma Station Area Overlay in the zoning code.*

2. *The Tacoma Station Area Overlay boundary includes those lands shown on Map 7.*

3. *The City will strive to increase employment densities in the Tacoma Station Area by attracting high-employment businesses and supporting existing businesses.*

4. *The City will work to increase bicycling and walking trips between the Tacoma LRT Station, the Springwater Corridor, and downtown Milwaukie.*

5. *The City will strive to improve Main Street through the Tacoma Station Area to better serve all transportation modes by the year 2035.*

6. *The City will encourage and support formation of a transportation management association (TMA) among businesses within the Tacoma Station Area to increase transit use and multiple occupant trips and to manage parking supply/demand. At the time the TMA is established, the City may wish to include the downtown area businesses as well. Additionally, the City will work to bring on-street parking into conformance with City standards to increase driver, pedestrian and cyclist safety.*

7. *The City will actively foster and support redevelopment of Opportunity Site B and the existing TriMet park and ride located in Subarea 4 consistent with the Station Area Plan.*

8. *The City supports the recommended improvements to the intersection of Highway 99E and Ochoco Street as proposed by ODOT.*

[Note: The land use designation map, Map 7 of the Comprehensive Plan, should also be amended to show the Tacoma Station Area Overlay boundary.]

Other policy language/revisions include:

ECONOMIC BASE AND INDUSTRIAL/COMMERCIAL LAND USE ELEMENT

OBJECTIVE #1 ECONOMIC DEVELOPMENT [OR #2 EMPLOYMENT OPPORTUNITY]

The City will implement the Tacoma Station Area Plan to promote economic development and employment opportunities.

OBJECTIVE #4 INDUSTRIAL LAND USE

3. Lands designated for industrial use as shown on Map 7, Land Use, should be reserved for industrial, manufacturing, distribution, and supporting land uses, except where otherwise indicated in the Tacoma Station Area Plan.

Zoning Code Amendments

Implementation of the Tacoma Station Area Plan will be done primarily through amendments to the Milwaukie Municipal Code, Title 19 Zoning as part of this plan. The amendments are focused on two areas: the Manufacturing (M) base zone and creation of a new Tacoma Station Area Overlay zone. Amendments to the M zone are discussed in the section below, followed by an overview of the Station Area Overlay zone. Generally speaking, a modified M zone will remain the base zone and the new overlay zone would apply on top of the updated M zone to those properties within the Station Area as identified in Map 1 on page 2.

Manufacturing Zone

One of the preliminary steps in this planning process was to draft recommended amendments to the city's M zone, both to address previously identified existing deficiencies and to support implementation of the Tacoma Station Area Plan. The draft amendments are provided in Appendix D. Generally, the draft amendments include the following:

- A new list of permitted use categories to replace the more specific list in the current code. The draft amendments eliminate existing language that allows “any combination of manufacturing, office, and/or commercial uses...when at least 25% of the total project involves an industrial use...”
- Retail and office uses are allowed only as accessory uses to the primary allowed uses. Language includes size limitations on retail and office space that do not exist in the current code.
- New development standards to regulate outdoor storage uses, location of parking and loading areas, external effects and mechanical equipment.
- The transition area review requirement is deleted and will be replaced by more clear and objective standards.

The most relevant of the above amendments are those that pertain to allowed uses in the M zone and the employment density standard. The current code allows up to 75% of a “project” to be non-manufacturing uses and only limits the size of retail uses in those areas that are designated “Employment” or “Industrial” areas as shown on the Comprehensive Plan Title 4 Lands Map (which does not apply in the Station Area). The adopted amendments significantly limit the amount of non-manufacturing uses allowed in the zone by requiring that retail, commercial and office uses be accessory to a primary permitted use. The amendment language also limits “retail commercial and professional service” uses to a total of 20,000 square feet per project. This change will be applied only in the Station Area.



Figure 28. Industrial development with no setback from the sidewalk and parking lot landscaping.

Station Area Overlay

As mentioned previously, amendments to the zoning code create a Station Area overlay zone to accomplish the following:

- Maintain the Manufacturing (M) designation as the base zone and describe the boundary of applicability for the overlay.
- Adopt an appropriate mix of uses for the Station Area and allow uses beyond what would be permitted by the M Zone.
- Generally support intensification of uses in the Station Area with a focus on increasing employment densities near the Tacoma Station.
- Identify four distinct subareas within the Station Area overlay boundary:
 - » **Subarea 1:** the area south of the Tacoma Station and north of Springwater Corridor
 - » **Subarea 2:** the area west of McLoughlin Boulevard and north of Ochoco Street.
 - » **Subarea 3:** the area east of McLoughlin, between Beta Street and Springwater Corridor
 - » **Subarea 4:** the area east of McLoughlin, south of Beta Street

These subareas will have different land uses and characteristics, which is reflected in the permitted use lists and development standards for each subarea. The types of uses to be permitted are generally described in Section 2 of this Plan and are listed in Appendix E, as noted below.

- Identify and reference street design cross sections that are included in the Station Area Plan.
- Apply building design standards, in appropriate subareas, to encourage new development that caters to local residents and employees while preserving the industrial character of the district. In other subareas, design standards intended to support a more pedestrian-oriented retail/commercial environment may be appropriate.

Appendix E includes code language for the Tacoma Station Overlay Zone, located in Chapter 19.400 Overlay Zones and Special Areas.

Station Community Boundary

Per Title 6 of Metro's Urban Growth Management Functional Plan, a city must take certain actions in order to be eligible for regional investment in a Station Community. Those actions include establishing a boundary for the Station Community that is consistent with Metro's land use final order for the light rail project. The final order identified the location of the light rail alignment, the Tacoma station and the adjacent park and ride. However, it did not specify or provide additional direction for defining the Station Community boundary. Station Communities typically have a mix of uses that is intended to contribute to an active, pedestrian-friendly environment that is transit supportive. An appropriate mix of uses includes commercial uses such as grocery stores and restaurants; institutional uses such as schools, hospitals and medical offices; civic uses including government offices, parks and libraries; and a mix of housing types. In Station Communities established in an industrial area, industrial employment uses are also considered appropriate.

In general terms, the Station Community boundary will consist of land within approximately a one-quarter mile radius of the Tacoma LRT station, similar to Station Communities in other parts of the region. (See Map 6 for more detail.) For the proposed boundary, the southern end of the Station Community will be Beta Street in order to include Opportunity Site B and to generally include the area with the greatest mix and intensities of proposed future land uses. The western edge of the boundary follows 21st Avenue north across Tacoma Street

to Nehalem Street, jog east and potentially encompass Westmoreland Park. The eastern edge is defined by approximately SE 29th Avenue and tapers west until it meets Beta Street at the southern end. This boundary includes a mix of uses appropriate for a Station Community, including parks; future commercial, retail and possible civic/entertainment uses on Opportunity Sites A and B; a mix of housing densities in Milwaukie and Portland; and some existing and future industrial employment uses.

A map and description of the Station Community Boundary has been adopted by resolution by the City of Milwaukie in coordination with the City of Portland as part of the adoption of the Tacoma Station Area Plan. The resolution included a map of the boundary for the entire area but indicates that the City of Milwaukie is only adopting the portion of the area within Milwaukie and noting that the boundary within the City of Portland is conceptual only. The City of Portland will need to concur with the portion of the boundary within Portland and will adopt a similar map as a follow-up to this planning process.

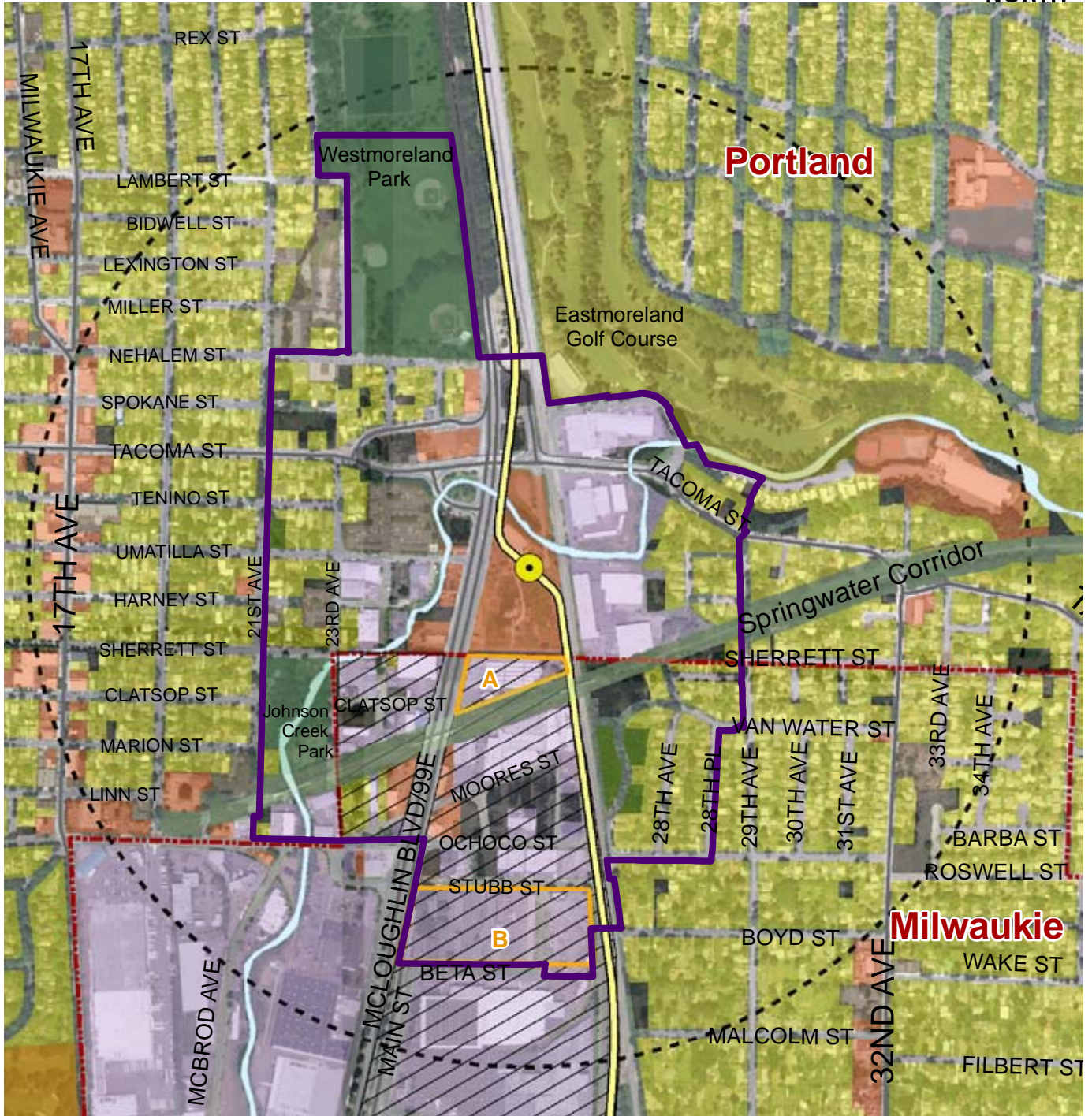
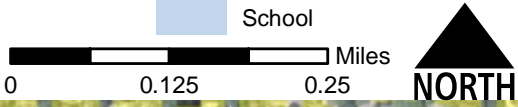
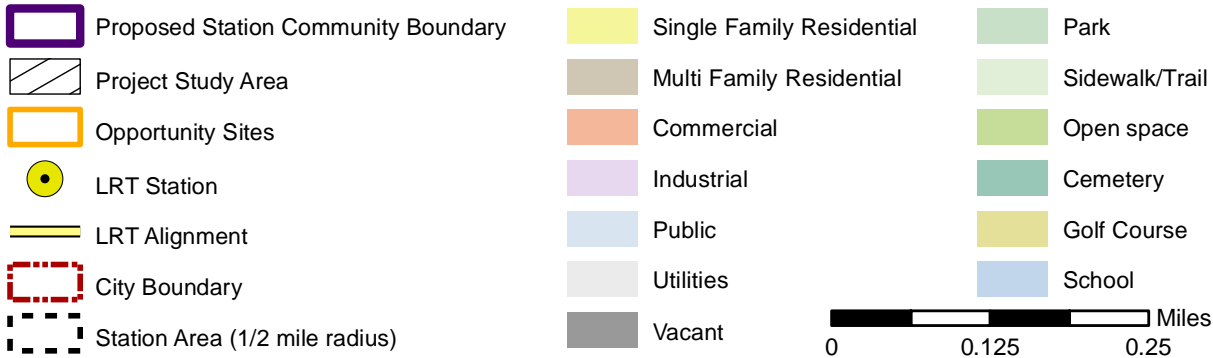
Transportation System Plan Amendments

The Milwaukie Transportation System Plan (TSP) is the city's long-term plan for transportation improvements and includes policies and projects that could be implemented through the City Capital Improvement Plan, development review, or grant funding. In order to ensure consistency between the TSP and the Station Area Plan, a number of amendments to the TSP may be needed. The city is currently working on an update to the TSP; it is not considered a full update but rather is a "clean up" of certain sections along with updates to ensure consistency with state and regional requirements. Amendments needed for the Tacoma Station Area Plan will be rolled into the current TSP update project.

The following is a summary of the types, and location, of potential amendments to the TSP.

- **Chapter 2 Goals & Policies.** Generally, the goals and policies in this section of the TSP support the Station Area Plan. However, policy language may be needed under Goal 9 Economic Vitality that specifically addresses parking management in the Tacoma Station Area, similar to Policy (f), which states: "Manage parking in downtown to support revitalization, according to the vision in the Milwaukie Downtown and Riverfront Plan. The purpose of, and priority for, on-street parking in downtown is to support the vitality of the retail core."
- **Chapter 5 Pedestrian Element.** Pedestrian improvement projects included in the Tacoma Station Area Plan will need to be added to Figure 5-1 Pedestrian Master Plan and Table 5-1 Pedestrian Master Plan Projects. Pedestrian improvement projects added to the figure and table would potentially include: Projects 1-8, 11 and 15-17.
- **Chapter 6 Bicycle Element.** Similar to Chapter 5, bicycle improvement projects included in the Station Area Plan will need to be added to Figure 6-2 Bicycle Master Plan and Table 6-2 Bicycle Master Plan Projects. Possible projects from the Station Area Plan include: Projects 1-5, 8, 11 and 15-17.
- **Chapter 8 Auto Street Network Element.** The Proposed Street Connectivity and Functional Class Change map (Figure 8-3a) and street network project list (Table 8-8) may need to be updated to indicate street connectivity improvements proposed in the Station Area Plan. Those projects may include: Projects 9, 10 and 12-14. In addition, the current TSP update project will include a new section for this chapter pertaining to Transportation Demand Management (TDM) and Transportation Systems Management and Operations (TSMO); any TDM or TSMO elements specific to the Tacoma Station Area should be included with the new section. Parking management approaches could also be included here.

Map 6: Proposed Tacoma Station Community Boundary



- **Chapter 10 Street Design Element.** This chapter contains the street design cross sections for all arterial, collector and local/neighborhood streets in Milwaukie. The cross sections developed for the Tacoma Station Area Plan may need to be added to this chapter. Alternatively, language could be added to this chapter to reference the Station Area Plan and note that it contains specific cross sections that may be different than the ones identified in this chapter. The city will need to decide which approach is more appropriate.
- **Chapter 13 Funding & Implementation Plan.** This chapter contains the Prioritized Master Plan Project List for the city (Table 13-3). This list identifies all city transportation projects and provides a brief description, project location, project type, relevant TSP chapter and cost estimate for each project. The projects are identified as high, medium or low priority. This list will need to be updated to include projects from the Tacoma Station Area Plan.
- **Transfer of Jurisdiction of Main Street.** In addition to adopting these updates to the TSP, the City will need to work with ODOT to transfer ownership of the Main Street right-of-way from ODOT to the City. The redevelopment of Main Street into a “great street” to support improved pedestrian and bicycle movement, as well continuing to support vehicles and trucks, is an important aspect of the Tacoma Station Plan. Improving access between Downtown Milwaukie and the Tacoma Station also is a key plan goal and objective. In order to achieve those goals, the City of Milwaukie and ODOT need to complete the jurisdictional transfer of Main Street. The jurisdictional transfer will allow Main Street and the ODOT site in Subarea 3 to redevelop consistent with the Tacoma Station Plan. The jurisdictional transfer agreement has been prepared and is awaiting City action to complete Relinquishment No. 6041000A and Miscellaneous C and A Agreement No. 10662. Areas to be transferred are shown in Appendix H. The jurisdictional transfer is a result of the completed Tacoma Street to 17th Avenue OR99E (Pacific Highway East) improvements.

Funding Public Improvements

Planning Level Cost Estimates

Approximate planning-level cost estimates were prepared for the transportation improvements identified in this draft Plan. These cost estimates are approximate and general in nature and are intended to provide a sense of the potential order of magnitude of transportation facility costs. They are not based on detailed facility designs and may not reflect issues specific to individual site conditions. They should be used for general planning purposes only. General assumptions related to these estimates include:

- Most costs are based on unit costs (e.g., costs per linear feet of sidewalk, road or pathway construction) which are in turn based on industry rules of thumb and experience with similar projects in a range of communities.
- Some costs were based on the costs of similar facilities built elsewhere, including in the general vicinity of the Station Area (e.g., potential pedestrian/bicycle overcrossings of McLoughlin Boulevard).
- All costs were computed in 2012 dollars; they should be further updated in future years based on changes in the cost of materials, labor and other elements.
- Costs typically include land acquisition, construction, design and contingency costs, unless otherwise noted.
- Identification of potential responsible parties does not denote a commitment to future funding. In all cases, availability of funding will depend on a variety of factors and funding is not guaranteed at this time.

Table 2 on page 52 summarizes planning level cost estimates. More detailed estimates for individual projects are found in Appendix E: Transportation Project Cost Estimate Details of this draft Plan. As shown in

the table, the total cost for all transportation improvements is about \$37 million. A number of projects have potential costs of close to \$3 million or more (projects 1, 2, 8, 12 and 14), while others are comparatively much less costly. Several are estimated to cost \$100,000 or less (projects 3, 5B, 6, 9 and 16). Approximately \$6.35 million is attributable to the construction of bicycle and pedestrian improvements, excluding bicycle/pedestrian overcrossings of McLoughlin Boulevard and project 5B (tunnel from Main Street to the LRT station). Those projects are estimated to cost an additional \$5.7 million. Improvements to Main Street which would benefit all transportation modes are estimated to cost approximately \$2.9 million. Improvements to other existing local streets are estimated at \$8.3 million. Costs to improve the intersection of McLoughlin Boulevard with Ochoco Street and Milport Road are estimated at about \$5.3 million.

Table 2. Transportation Project Cost Estimates

Project #	Project Description	Approximate Cost	Potential Funding Sources	Possible Phasing
1	Improvements to Main Street	\$2,920,000	Developer, SDCs, state/fed grants	M/L
2	Bike/ped connection from eastern neighborhoods to Station Area	\$3,990,000	Federal/State/regional grants, local funds	M/L
3	Improvements to access at Springwater Corridor to connect to west end of Sherrett Street to the trail	\$20,000	Federal/State/regional grants, local funds, developer funds	S
4	Ped overcrossings of McLoughlin Boulevard (at Umatilla Street)	\$2,240,000	Federal/State/regional grants, local funds	L
5A	Improved existing connection from Springwater Corridor to Pendleton site (long ramps from each side of trail)	\$630,000	TriMet (funded)	S
5B	Improved existing connection from Springwater Corridor to Pendleton site (widened Trail undercrossing along 99E)	\$100,000	Federal/State/regional grants, TriMet, local funds	S/M
5C	Improved existing connection from Springwater Corridor to Pendleton site (tunnel under Springwater Trail)	\$1,200,000	Federal/State/regional grants, TriMet, local funds	M/L
6	Stairs/improved connection from Springwater Corridor to LRT station	\$80,000	Federal/State/regional grants, TriMet, local funds	S/M
7	Stairs/improved connection from Springwater Corridor to McLoughlin Boulevard	\$500,000	Federal/State/regional grants, local funds	S/M
8	Ped/bike safety/crossing improvements at Ochoco St. and Milport Road with McLoughlin Boulevard (full intersection improvements are needed to accommodate this, per ODOT)	\$8,320,000	Federal/State/regional grants	M/L
9	Truck signage and intersection improvements at Ochoco Street	\$1,600,000	State grant	S/M
10	Safety improvements at Tacoma Street interchange	Already funded		
11	Bike/ped connection over Johnson Creek	\$440,000	Federal/State/regional grants, local funds	M/L
12	Additional local street connections	\$8,120,000	Developer, local funds	M/L
13	Future Portland Bike Share station and car share spaces at LRT station	\$70,000	Local funds, private sponsorships	S/M

Project #	Project Description	Approximate Cost	Potential Funding Sources	Possible Phasing
14	Local street improvements to Stubb, Beta, Ochoco, Hanna Harvester, and Mailwell	\$5,280,000	Developer, local funds	M/L
15	Improve bike/ped connections from and within neighborhood to the west along Ochoco & Milport	\$520,000	Federal/State/regional grants, local funds, developer funds	M/L
16	Connection from SE 29th Ave bike route to Springwater Corridor	\$50,000	Federal/State/regional grants, local funds	S/M
17	Bike/ped connection between McLoughlin Boulevard and west end of Stubb Street	\$20,000	Federal/State/regional grants, local funds, developer funds	M/L
	Total	\$36,760,000		

Phasing: S=Short term; M=Medium term; L=Long term

High priority projects shown in **bold**.

Funding Sources and Strategies

A variety of mechanisms will be used to pay for the cost of needed transportation improvements in the planning area as development occurs. In many cases, property owners or developers will be expected to pay for or build facilities needed to serve proposed development. For example, developers typically are required to construct local streets and on-site stormwater filtration and detention facilities, as well as a portion of the cost of trails or pathways that would help serve existing or future businesses or residents. However, facilities that serve or provide a benefit to the larger community or region typically will be financed by a combination of funds from the developer and the city, state, or federal government.

In general, available funding sources for capital improvements include the following:

- **Developer land or facility dedications.** As noted above, developers are typically required to build and pay for public facilities that are needed specifically to serve new residents and/or businesses within or adjacent to the development, including local streets and pathways.
- **Fee In Lieu of Construction.** This fee is collected when required street frontage improvements, typically associated with residential construction, are impractical to build at the time of development. These funds are limited in both how and where they can be spent.
- **Development agreements.** These agreements are typically used to help pay for improvements that are not funded through the other sources identified here. This could be a particularly appropriate way to fund a portion of the improvements identified on or adjacent to Opportunity Site B, particularly if the entire site is acquired and redeveloped by a single entity.
- **System development charges and other fees.** System development charges (SDCs) are fees assessed at the time of development (or connection to city services) that can be used to pay for the capital and planning costs associated with public facilities required to support new growth and development. The city of Milwaukie currently has an SDC for transportation. Because the Plan area is an existing area and most improvements would not add new capacity to the transportation system, most identified improvements would not be eligible for SDC funding. The one exception may be a portion of the cost of proposed improvements to Main Street. To enable the use of SDCs to pay for a portion of improvements in this area, the City also would need to update the capital improvements list associated with SDC-eligible projects.

-
- **General obligation, revenue and other bonds.** Bonds are typically purchased by local governments to pay for the capital costs of construction of public facilities. Costs are then repaid over time through increased tax rates and user fees. Milwaukie could choose to fund selected improvements through a bond measure. While most communities do not finance road improvements using bonds, some do use bond measures to finance trail improvements, particularly if they serve a broader geographic area.
 - **Full Faith and Credit Obligation.** This tool dedicates all existing revenue sources of the City for repayment (although the City may intend to use a specific revenue stream). An example would be the League of Oregon Cities Capital Access Program (LOCAP). Unlike general obligation bonds, this mechanism does not require voter approval.
 - **State and federal grants or appropriations.** A variety of state and federal grant programs can be used to help pay for the costs of infrastructure, particularly facilities that serve broader community or statewide needs. While these grants are generally competitive, they can be a promising source of funds, particularly for park and trail facilities. Specific opportunities include the following:
 - » **Metropolitan Transportation Improvement Program (MTIP).** This program identifies how all federal transportation money is to be spent in the region in two-year increments. Each time the MTIP is developed, Milwaukie competes with other jurisdictions in the region for federal “regional flexible funds” that can be used for most aspects of the local transportation system.
 - » **Congressional Appropriations.** It is possible to make federal funds available to Milwaukie through the sponsorship of a U.S. congressperson. Such appropriations are highly sought after and are not easily secured. However, Milwaukie has had some success in receiving appropriations.
 - » **Statewide Transportation Improvement Program (STIP).** This is ODOT’s project funding and scheduling document. The STIP makes funds available to cities, through a highly competitive process, for expansion, preservation, safety, and other system enhancements. The STIP programs expenditures from both State revenues and some federal programs.
 - » **Other state and federal grant programs.** A variety of additional state and federal grant programs can be used for specific types of improvements. For example state Technical Enhancement (TE) grants can be used for eligible improvements to state highway facilities. Various state grants for bicycle, pedestrian and trail improvements also may be an option for selected bicycle and pedestrian improvement projects in the Station Area. A list of specific grant programs will be provided in an appendix to a subsequent draft of this Plan.
 - **State Highway Trust Funds.** Another source of state revenue is the city’s share of the taxes and fees assessed on Oregon motorists and freight haulers is paid to the City annually on a per capita basis. The primary sources are the State motor vehicle fuel tax, a weight-mile charge on heavy trucks, and vehicle registration fees. ODOT requires that cities set aside one percent of the local share of Highway Trust Fund proceeds for the construction and maintenance of bicycle facilities.
 - **Local improvement districts.** These districts are sometimes formed to pay for the cost of facilities within a very specific geographic area. They are more typically used to pay for needed upgrades to facilities than for new facilities and require approval by a majority of residents or property owners within a given area.
 - **Serial levies/local option taxes.** Local governments sometimes use this tool to pay for facility improvements or operations. These levies may be imposed up to the less of either ten years or the life of

the asset for capital projects/assets. They require voter approval and essentially increase each resident's property tax rate.

- **Urban renewal districts and tax increment financing.** This tool uses future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Tax Increment Financing (TIF) typically occurs within designated Urban Renewal Areas (URA) that meet certain economic criteria and approved by a local governing body. This tool is generally used in areas where tax revenues are expected to increase more quickly or significantly than in other areas of the city (e.g. in downtown or other commercial or industrial areas). While this is listed as a potential tool here and the City of Milwaukie has used urban renewal funding to pay for improvements in other parts of the City (e.g. the Downtown), city staff has indicated that use of urban renewal funding in the Tacoma Station Area is relatively unlikely in the foreseeable future, in part because the planning area currently is within a city Enterprise Zone.

Implementing Transportation Demand Management

A variety of management strategies are proposed in this memo, many of which cannot be administered at the employer and/or building owner level. Therefore, coordination of businesses throughout the Station Area, and potentially beyond, will be needed.

A Transportation Management Association (TMA) is an association of businesses and other transportation system users in an area that promotes an efficient, balanced transportation system. Typically, a TMA focuses on demand management and marketing, and is able to administer programs than would be inefficient to run on a business-by-business basis. The following are TDM and parking management areas that would benefit from a Milwaukie area TMA.

- Coordination of rideshare/vanpool
- Management of travel incentives (transit/bike/rideshare)
- Coordination of guaranteed ride home program
- Development and administration of branded, individualized marketing
- Management of shuttle services
- Development of user information and maps for parking, walking, and transit access
- Overflow/event parking planning
- Ongoing parking data collection to determine potential pricing and other demand strategies as the area develops

Because a TMA tends to function better at a larger scale than the Station Area, it is recommended that the City work with business owners to form a TMA that includes both the Station Area (or portions of it) and downtown Milwaukie. Recommendations for phasing of TMA and other TDM actions are included in Section 4.

Developer and Property Owner Coordination

The following strategies are recommended to work with property and business owners and developers to implement specific development projects within the planning area.

Communication with the Development Community

Private market developers appreciate clarity and certainty in the design and permitting process. Certainty helps the developer save time, make decisions to proceed, and avoid costly surprises further along in the process. In some cases, a developer will even prefer the certainty of a clear process even if it has greater requirements and fees, over a complex and unclear process with nominally lower requirements and fees. This means that City development code, design review process, permitting process, fees etc. should be as easy to understand and navigate for the developer as possible. These are some general ways that a city can facilitate communication with the development community:

- Ensure that primary documents such as the Development Code and design guidelines are easy to use for a person moderately informed in the design or development process;
- Provide knowledgeable staff to answer questions regarding the entire process from planning to permitting;
- Create additional materials such as one page handouts that summarizes relevant code and process information, even if it is already available in longer documents;
- Assign a single contact person to facilitate the development process in the case of projects the City deems particularly important, such as a large-scale development, prominent site location, or catalyst project;
- Provide as much of this information in advance as possible. Try to provide estimates of time, requirements and fees to the extent practicable, while emphasizing that these are all preliminary estimates that may change. Avoid processes which require developers to commit extensive time and money before key requirements or public processes become apparent.

Development Incentives

A variety of incentives may be appropriate for future consideration in this area, potentially including the following:

Allowing Dense Development

The impact on viability of allowing density via increased permitted densities, density bonuses, development rights transfers or mixed use zoning will only be effective in areas where higher densities are viable from a market perspective.

Reduced Planning and Information Costs

Specific strategies can include streamlined permitting processes, reduced requirements for traffic impact analyses or other technical requirements, or reduced planning, permitting or development fees. The reduction of planning and information costs improves viability in a number of ways. Increased certainty regarding what will be approved and abbreviated approval timelines lowers the level of uncertainty associated with entitlement, which lowers holding costs and may lower the required return parameters. This can have a substantial financial impact on the development, as well as lowering the required yield to induce new development. Readily available and current information lowers predevelopment costs. More importantly, it can broaden interest in the area by lowering the “learning costs” associated with understanding the local market.

Land Assembly

By assisting in land assembly, the City can reduce the developer’s carrying costs (i.e. cost of financing land during predevelopment phase) as well as uncertainty.

Tax Abatement

Measures to reduce ongoing property taxes have a significant impact on viability. Tax abatement programs are the most commonly used of these types of measures, typically with a term of ten years on qualifying projects. One approach is to maintain the tax on the underlying land, but exempt some or all of the built structure for the specified time period. The savings on tax costs changes the operating pro forma and makes more costly development feasible.

The trade-off is that for the abatement period, the site is not generating new tax increment other than appreciation on the land.

Phased Development

Phased development, or shadow platting, is an aggressive tool to ensure that current development does not preclude future development at greater densities. It is generally applied to larger sites that have the land area to accommodate multiple phases. A common approach is to allow for future development on surface parking lots of earlier development phases.

Depending on how this is handled the cost to the developer can be low to high. If the phasing does not significantly disrupt what was planned for the current development, then costs will be low. If the phasing plan does change the current plan in significant ways, requiring redesign, the costs to the developer could be large. Phased development should be carefully designed and well-promoted to ensure property owners and developers understand it is in place and the types of requirements it brings with it.

Direct Grants/ Parking Subsidy

These types of actions have a direct impact on the bottom line, delivering a large impact but at a large cost. The present value of grants is fairly straightforward to calculate, as is removing the cost of structured parking from a project. Low interest loans provide a number of benefits. First of all, they typically reduce the equity requirement for the project, with equity carrying a relatively high cost for the development. This can be through a better debt coverage ratio associated with lower-cost funds, and/or a lower equity requirement per the terms of the debt.

Subordinated Debt

A commonly used tool for providing subsidy is subordinated or second position debt, which is a loan to the developer which is subordinate to senior lenders. This type of debt is not typically available in the market, as it is not adequately secured by real property. Nevertheless, senior lenders often accept it as a form of equity, and therefore it doesn't reduce senior loan amounts.

Subordinated debt is often provided with favorable terms and lower-than-market interest rates. It is used to reduce equity requirements for the developer, and directly impact the feasibility gap in the project. If the project is successful, the loan provides a return of principal with modest interest gains. Due to the investment and favorable terms, subordinated debt should be used on projects meeting key public goals, such as provision of affordable housing, public amenities, or a catalyst project.

The administration of a direct grant or loan program often requires access to a program such as Urban Renewal or an Improvement District to provide a large-enough dedicated source of funding.

Marketing of specific sites

Key public sites in the Station Area offer the opportunity to create catalyst projects and set development benchmarks for the area. The public ownership of these potential redevelopment sites gives greater control

over what will happen there, and the opportunity to offer developer incentives through discounting the purchase price.

Offering these sites as public/private development opportunities through a formal RFP process can ensure that development of these key sites meets the goals and intent of the Station Area Plan. Simply selling the land for development may achieve the market price, but leaves only the standard City processes such as development code requirements to guide the private development there. An RFP process can explain what the public owner is trying to achieve on the site, and make it requirement of forming the public/private partnership.

While the RFP process offers greater control, it is also important that the process not be too prescriptive on the private partner. The developer should bring expertise in the development process, including development programming, site and building design, private financing, construction, and end marketing. It is important that the public partner strike the right balance between ensuring that the goals and vision for the Station Area development are achieved, while allowing the developer flexibility to create a successful development within those parameters.

**Appendix A: Future Traffic Conditions Analysis
Memorandum**

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DRAFT MEMORANDUM

DATE: January 16, 2013

TO: Matt Hastie, AICP, Angelo Planning Group

FROM: Chris Maciejewski, P.E., PTOE, DKS Associates
Ray Delahanty, AICP, DKS Associates

**SUBJECT: Tacoma Station Area Plan
Preferred Redevelopment Scenario Trip Generation Analysis (for Task 5)**

P12071-000-005

Potential Impacts to Transportation Facilities and Capacity

In order to determine whether the preferred redevelopment scenario is likely to create more demands on the transportation system than the existing zoning, a trip generation analysis was conducted. Table 1 shows the estimated leasable square feet assumed, by land use, for the existing zoning and the preferred scenario. Note that both scenarios are broken out into subareas, and the analysis now includes an additional area to the west of McLoughlin Boulevard (Subarea 1). Subarea 3 is divided into two parts (3a and 3b) to account for the fact that the area north of Stubb Street (3a) is closer to the LRT station and can be considered a Station Area under Metro’s Urban Growth Management Functional Plan, while the part south of Stubb Street (3b) is too far from the LRT station to be considered a Station Area in that context. This distinction affects the assumptions for trip generation, as described below.

Table 1: Estimated Leasable Square Feet by Land Use and Subarea (1,000 SF)

Existing Land Use	Subarea 1	Subarea 2	Subarea 3a	Subarea 3b	Subarea 4	TOTAL
Industrial	24.8	6.0	24.0	33.5	199.3	287.6
Office	66.7	16.0	64.8	90.3	536.7	774.5
Retail	7.4	1.8	7.2	10.0	59.5	85.9
TOTAL	98.9	23.8	96.0	133.8	795.5	1148.0
Preferred Scenario						
Industrial	25.3	0	35.8	42.0	199.3	301.9
Office	25.3	11.3	40.9	48.0	536.7	662.3
Retail	10.1	21.0	20.4	24.0	59.5	135.2
TOTAL	60.7	32.3	97.1	114.0	795.5	1099.4
Residential (dwelling units)	63	0	8	11	0	82

The following ITE codes were used for estimating reasonable worst-case trip generation for each of the land uses. Trip rates reflect the p.m. peak hour of adjacent street traffic, including General Office, for which the peak hour of the trip generator coincides with the peak hour of adjacent street traffic.

- Industrial. ITE Code 110, Light Industrial, 0.97 p.m. peak hour trips per 1,000 square feet (KSF)
- Office (including Station Area). ITE Code 710, General Office, 1.49 p.m. peak hour trips per KSF
- Retail. Split between two uses. ITE Code 932, Sit-Down Restaurant, 11.15 p.m. peak hour trips per KSF; ITE Code 492, Health/Fitness Club, 3.53 p.m. peak hour trips per KSF
- Residential. ITE Code 221, Low-Rise Apartment, 0.58 p.m. peak hour trips per dwelling unit
- Subarea 2 (Pendleton Site) Retail. ITE Code 820, Shopping Center, 3.71 p.m. peak hour trips per KSF

The General Office (710) use meets the ITE guidelines for using the given fitted curve equation rather than specific trip generation rates. The equation for Code 710 was applied to the total leasable office space in the study area, and then the trips derived from the equation were allocated proportionately back to the subareas. All other land uses relied on rates per 1,000 square feet or dwelling unit. For the Sit-Down Restaurant (932) Shopping Center (820) uses, it is appropriate to apply a reduction for “pass-by” trips (trips attracting motorists who are already on the street). The pass-by reduction applied for code 932 is 43%, and for code 820 it is 34%.

Additionally, a 30% reduction from ITE rates for trips generated north of Stubb Street was included for the Preferred Scenario, given certain conditions in Metro’s Urban Growth Management Functional Plan being met for Station Areas. This resulted in an a reduction of 44 trips from Subarea 1, 19 trips from Subarea 2, and 56 trips from Subarea 3A, for total reduction of 119 trips. Final trip generation totals are shown in Table 2, below.

Table 2: Trip Generation Estimates (PM Peak Hour)

Existing Land Use	Subarea 1	Subarea 2	Subarea 3a	Subarea 3b	Subarea 4	TOTAL
Light Industrial (110)	24	6	23	33	193	279
General Office (710)	99	20	80	112	665	976
Sit-Down Restaurant (932)	24	6	23	32	189	273
Health/Fitness Club (492)	13	3	13	18	105	152
TOTAL	160	34	139	194	1152	1680
Preferred Scenario	Subarea 1	Subarea 2	Subarea 3a	Subarea 3b	Subarea 4	TOTAL
Light Industrial (110)	18	0	25	41	193	277
General Office (710)	27	10	36	60	667	800
Sit-Down Restaurant (932)	22	0	46	76	190	334
Health/Fitness Club (492)	13	0	25	42	105	185
Shopping Center (820)	0	36	0	0	0	36
Low-Rise Apartment (221)	26	0	4	6	0	36
TOTAL	106	46	136	225	1155	1668

The reasonable worst case of land uses for the Preferred Scenario generates 12 fewer trips than the existing Manufacturing zoning. The Preferred Scenario includes more retail, which typically yields high trip generation, but this is offset by new residential uses and less office than in the existing zoning, along with the 30% trip reduction.

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Appendix B: Redevelopment Scenario Evaluation Matrix

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Following is a table summarizing the results of an evaluation of three redevelopment scenarios that were prepared and evaluated during a previous phase of the Tacoma Station Area planning project. Evaluation Criteria also were developed during an earlier phase of the effort. This evaluation was used to inform and help develop a preferred plan for the Tacoma Station Area which is described in the body of the Plan.

Goal	Evaluation Measure	Scenario 1 Large civic/ entertainment use	Scenario 2 Intensive employment use	Scenario 3 Modest land use changes
Land Use	LU-1: The Plan allows existing industrial uses to continue with minimal disruption – e.g., preserves rail spurs and maintains or improves freight access, land use flexibility, and predictability in permitting. (Relative Ranking of Alternatives)	★ ★	★ ★	★ ★ ★
		<ul style="list-style-type: none"> Major events could cause traffic disruptions affecting freight operations Realignment of northern portion of Main Street would affect freight access from Ochoco Street 	<ul style="list-style-type: none"> Typical commute period traffic would have some impact on freight operations, but would be fairly predictable Represents most significant traffic impacts of all scenarios 	<ul style="list-style-type: none"> Largely maintains current industrial uses
		<ul style="list-style-type: none"> Most transportation improvements would enhance access for businesses, workers (all scenarios) 		
Land Use	LU-2: The Plan facilitates transit-supportive development, including development intensity, land use mix, and building or site design, pedestrian-orientation and connectivity. (Relative Ranking of Alternatives)	★ ★	★ ★	★
		<ul style="list-style-type: none"> People often take transit to major events; however usage would be low between events 	<ul style="list-style-type: none"> Land use mix would be supportive of transit use Potential degree of redevelopment offers highest potential to fund bike, pedestrian improvements & building and site design proposals 	<ul style="list-style-type: none"> Represents least transit supportive land use mix Limited redevelopment potential would reduce potential for funding transportation improvements
		<ul style="list-style-type: none"> Proposed transportation improvements would enhance bicycle, pedestrian connectivity (all scenarios) 		
Land Use	LU-3: The Plan allows new employment uses at densities of 45 persons per acre, consistent with Metro Functional Plan Title 6, Sections 3.07.610 – 3.07.640. (Yes/No)	✓	✓	✗
Land Use	LU-4: The Plan results in a net increase in the number of employees at buildout, based on proposed zoning, including high-paying jobs. (Relative Ranking of Alternatives)	★	★ ★ ★	★ ★
		<ul style="list-style-type: none"> Large scale civic use would introduce a moderate number of service jobs, which are typically not high-paying, while displacing some industrial jobs that typically are high-paying 	<ul style="list-style-type: none"> Focus is on office and flex uses, which are typically denser than industrial uses and include high-paying jobs 	<ul style="list-style-type: none"> Introduction of some amenities would add a limited number of new jobs, mostly in the service sector (typically not high-paying), while retaining existing industrial jobs

Goal	Evaluation Measure	Scenario 1 Large civic/ entertainment use	Scenario 2 Intensive employment use	Scenario 3 Modest land use changes
Land Use	LU-5: The Plan accommodates large-scale redevelopment, where applicable. (Relative Ranking of Alternatives)	★ ★ ★ • Large scale civic use would accommodate large-scale redevelopment, other supporting uses	★ ★ • Represents most significant level of redevelopment in terms of transition to higher intensity uses	★ • Assumes relatively minimal change in character or intensity of development
	LU-6: The Plan provides for land uses and/or other amenities that would benefit future workers and residents in the area. (Relative Ranking of Alternatives)	★ ★ ★ • Civic uses and associated commercial services and gathering would benefit workers, residents	★ ★ ★ • Commercial services, new residents, more intensive redevelopment would create market for beneficial services, amenities	★ • Continued pattern of development, employment would create fewer new services, amenities or attractions for workers, residents
	LU-7: The Plan provides for a mix of feasible uses, based on market analysis. (Relative Ranking of Alternatives)	★ ★ • Potentially feasible in long term per team market analysis • Local development experts say creating a destination in area would be challenging and could adversely impact downtown	★ ★ • Potentially feasible in long term per team market analysis • Local development experts indicate level of development very challenging and level of development may not generate funding for needed public improvements	★ ★ ★ • Most feasible based on previous and current market analyses
	LU-8: The Plan is generally supported by Station Area property owners. (Relative Ranking of Alternatives)	★ ★ • Mixture of support and concern expressed by property owners in advisory committee, public meetings	★ ★ • Mixture of support and concern expressed by property owners in advisory committee, public meetings	★ ★ ★ • Most property owners indicate area viable for continued industrial use with no plans for change in short to medium term (next 5-20 years)
	LU-9: Potential redevelopment costs are reasonable based on the professional opinion of a market analyst and feedback from property owners. (Relative Ranking of Alternatives)	★ ★ • Ratio of potential level of redevelopment to cost of improvements likely lower than for Scenario 2, but higher than for Scenario 3 • Unable to quantify further at this time; may further evaluate in subsequent tasks	★ ★ ★ • Ratio of potential level of redevelopment to cost of improvements likely to be highest of three scenarios	★ • Ratio of potential level of redevelopment to cost of improvements likely to be lowest of three scenarios

Goal	Evaluation Measure	Scenario 1 Large civic/ entertainment use	Scenario 2 Intensive employment use	Scenario 3 Modest land use changes
Transportation	<p>T-1: The Plan improves connections to and between the station, the Springwater Trail, the Ardenwald & Sellwood Moreland neighborhoods, and downtown Milwaukie. (Relative Ranking of Alternatives)</p>	★	★★★	★★
		<ul style="list-style-type: none"> Large civic/entertainment facility on Opportunity Site B will decrease connectivity through the site 	<ul style="list-style-type: none"> Redevelopment of Opportunity Site B will provide a new street connection and new bike/ped paths through the site 	<ul style="list-style-type: none"> Renovation of part of Opportunity Site B will provide new pedestrian connections on part of the site
		<ul style="list-style-type: none"> All three scenarios include the same set of new and improved connections to adjacent areas outside of Opportunity Site B 		
	<p>T-2: At Plan buildout, projected pedestrian and bicycle mode share is significantly increased through transit-supportive development and design, safe and convenient access and supportive amenities.* (Relative Ranking of Alternatives)</p>	★★★	★★★	★
		<ul style="list-style-type: none"> Increased density of office and commercial uses is expected to improve non-motor vehicle mode share somewhat 	<ul style="list-style-type: none"> Diverse mix of uses near Tacoma Station is expected to boost pedestrian and bicycle mode share the most among alternatives 	<ul style="list-style-type: none"> Minimal change in zoning does not promote an increase in the pedestrian/bicycle mode share
<p>T-3: At Plan buildout, the number of motor vehicle trips on OR 99E does not exceed the “worst case” vehicle trip projection under existing zoning and/or mitigates those increases to ensure compliance with the Oregon Transportation Planning Rule. (Yes/No)</p>	✘	✘	✘	
	<ul style="list-style-type: none"> All scenarios are estimated to increase vehicle trips compared to existing zoning Zoning ordinance amendments and small operational improvements may be used to mitigate impacts and will be explored in preparing a draft Station Area Plan. 			
<p>T-4: The duration of congestion on OR 99E, is lower than for other alternatives. (Relative Ranking of Alternatives)</p>	★★★	★★★	★★★	
	<ul style="list-style-type: none"> Under all three scenarios, OR 99E north of Ochoco Street does not exceed roadway capacity at any hour of the day 			
<p>T-5: The Plan is not predicated on ODOT making motor vehicle capacity improvements to OR 99E. (Yes/No)</p>	✓	✓	✓	
	<ul style="list-style-type: none"> Traffic mitigations can be addressed either through down-zoning in the Station Area south of Mailwell Drive, or with smaller operational improvements on 99E (not mainline capacity improvements) 			

Goal	Evaluation Measure	Scenario 1	Scenario 2	Scenario 3
		Large civic/ entertainment use	Intensive employment use	Modest land use changes
Transportation	T-6: The total vehicle miles traveled generated within the Station Area is lower than for other alternatives.* (Relative Ranking of Alternatives)	★ ★ ★ • Scenario 1 generates the fewest VMT (23,151) in the PM peak hour due to the sporadic nature of traffic generated at Opportunity Site B	★ • Scenario 2 generates the most VMT (24,693) in the PM peak hour due to the most intensive set of land uses	★ ★ • Scenario 3 generates the second most VMT (23,881) in the PM peak hour
	T-7: As applicable, the Plan (or portion of Plan) potentially complies with the definition of a Multimodal Mixed Use Area, under the Transportation Planning Rule. (Yes/No/NA)	N/A • Would not meet residential use and density requirements; MMA would not be recommended	✓ • Scenario incorporates residential use on west side of McLoughlin Boulevard which would meet MMA requirements in combination with other recommendations	N/A • Would not meet residential use and density requirements; MMA would not be recommended
	T-8: The Plan includes transportation safety improvements which can reasonably be expected to mitigate the causes of accidents described in crash history data and to address Tacoma interchange queuing per TPR 0060(10). (Yes/No)	N/A • The Plan is not expected to result in new vehicle trips on the interchange sufficient to degrade safety at the Tacoma Street interchange.	N/A	N/A
	T-9: The Plan provides for needed local street network improvements within the plan area, including improvements for parking and freight access. (Yes/No)	✓ • All scenarios propose improvements to the local street network and street cross sections, including better-defined parking areas and appropriate turning radii for freight	✓	✓
	Overall Best meets project criteria (Relative Ranking of Alternatives)	★ ★ • Average relative ranking = 2.1 • 4 pass, 1 fail, 1 N/A	★ ★ ★ • Average relative ranking = 2.6 • 5 pass, 1 fail	★ • Average relative ranking = 1.9 • 3 pass, 2 fail, 1 N/A

* This evaluation measure is part of the Sustainable Transportation Analysis & Rating Systems (STARS). The STARS rating system informs the transportation planning process by establishing clear sustainability goals and providing quantitative measurements for comparing outcomes.

Appendix C: Transportation Project Cost Estimate Details

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**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

- 1) Changes to cross section on Main Street -- assumes 64' north of Beta, 45' south of Milport.
 Distance = 4110 ft
 Width= 45 (avg) ft

Project Description:

--

	UNITS	UNIT COSTS		ESTIMATED COST
Remove Pavement	184950 SF	\$	0.33	\$ 61,034
Clear & Grub	0 SF	\$	0.05	\$ -
Remove Curb	5270 LF	\$	10.00	\$ 52,700
Remove Sidewalk	31620 SF	\$	1.50	\$ 47,430
Grading	0 SF	\$	1.25	\$ -
Pavement	114980 SF	\$	8.00	\$ 919,840
Pavement Elevated/Subgrade	0 SF	\$	150.00	\$ -
Sidewalk	66120 SF	\$	4.00	\$ 264,480
Right of Way	5200 SF	\$	20.00	\$ 104,000
Curb and gutter	5270 LF	\$	14.00	\$ 73,780
Landscaping	4110 LF	\$	12.00	\$ 49,320
Wall	0 LF	\$	120.00	\$ -
Lighting	5270 LF	\$	60.00	\$ 316,200
Full Drainage	0 LF	\$	100.00	\$ -
Drainage Modifications	5270 LF	\$	25.00	\$ 131,750
Driveway Adjustments	4 Driveways	\$	2,000.00	\$ 8,000
Roundabouts	0 EA	\$	\$500,000	\$ -
Traffic Signals	0 Unit	\$	300,000.00	\$ -
Signing and Striping	0 EA	\$	500.00	\$ -
Signing and Striping	4110 LF	\$	3.00	\$ 12,330
SUBTOTAL				\$ 2,040,864
Traffic Control			5%	\$ 102,043
Mobilization			10%	\$ 204,086
Design/Administration/Management			15%	\$ 306,130
Contingency			25%	\$ 510,216
Project Development			5%	\$ 102,043
Sales Tax			0.0%	\$ -

PROJECT COST:	\$	3,265,382
	\$	3,265,000

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
 Storm drain base cost = \$75.00/LF, assumes storm drain connections only at \$28.00/LF.
 These issues should be further resolved in project development. Assumes no ROW costs.
 Note: Costs are for constant 2005 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

DKS Associates

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**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

Project Name:		"Bike/Ped Connection from Eastern Neighborhoods"			
Project Number*:		2			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item	Comments	Quantity	Units	Unit Cost	Total
Bike/ped undercrossing		600	LF	\$4,000.00	\$2,400,000
Grading		150	SY	\$10.00	\$1,500
Excavation		150	SY	\$16.00	\$2,400
Clearing and grubbing		400	SF	\$0.50	\$200
Erosion controls	Both sides, length of project	800	LF	\$1.50	\$1,200
Catch basin		10	EA	\$1,500.00	\$15,000
Path lighting	Ped height lighting	600	LF	\$125.00	\$75,000
				Total Estimated Construction Cost	\$ 2,495,300
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 374,295
Contingency (25%)					\$ 623,825
Mobilization (10%)					\$ 249,530
Traffic Control (5%)					\$ 124,765
Project Development (5%)					\$ 124,765
				Multipliers Total	\$ 1,497,180
GRAND TOTAL ***					\$ 3,992,480

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

Milwaukie Tacoma Station Area Plan Cost Estimate Summary

Project Name:		"Improved Connection between Springwater Trail and Sherrett Street"			
Project Number*:		3			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item	Comments	Quantity	Units	Unit Cost	Total
Shared use path	12' wide asphalt	125	LF	\$108.00	\$13,500
Erosion controls	Both sides, length of project	250	LF	\$1.50	\$375
Topsoil shoulders	2' wide, each side of path	500	CF	\$1.85	\$925
Total Estimated Construction Cost					\$ 14,800
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 2,220
Contingency (25%)					\$ 3,700
Mobilization (10%)					\$ 1,480
Traffic Control (5%)					\$ 740
Project Development (5%)					\$ 740
Multipliers Total					\$ 8,880
GRAND TOTAL***					\$ 23,680

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

4) Pedestrian bridge over 99E at Umatilla Street

Project Description:

LOW

	UNITS	UNIT COSTS	ESTIMATED COST
Pedestrian bridge	1 EA	\$ 1,200,000.00	\$ 1,200,000
SUBTOTAL			\$ 1,200,000
Traffic Control			5% \$ 60,000
Mobilization			10% \$ 120,000
Design/Administration/Management			15% \$ 180,000
Contingency			25% \$ 300,000
Project Development			5% \$ 60,000
Sales Tax			0.0% \$ -

PROJECT COST:	\$ 1,920,000
	\$ 1,920,000

DKS Associates
4/4/2013 14:40

Milwaukie Tacoma Station Area Plan Cost Estimate Summary

Project Name:		"Improve Existing Connection from Springwater to Pendleton Site"			
Project Number*:		5A			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item	Comments	Quantity	Units	Unit Cost	Total
Shared use path (ramp, north side)	10' wide asphalt	550	LF	\$90.00	\$49,500
Shared use path (ramp, south side)	10' wide asphalt	550	LF	\$90.00	\$49,500
Retaining Wall		1,100	LF	\$120.00	\$132,000
Grading		1,100	SY	\$10.00	\$11,000
Erosion controls	Both sides, length of project	1,100	LF	\$1.50	\$1,650
Sedimentation controls	Hay bales	1,100	LF	\$7.15	\$7,865
Topsoil shoulders	2' wide, each side of path	2,200	CF	\$1.85	\$4,070
Path lighting	Ped height lighting	1,100	LF	\$125.00	\$137,500
		Total Estimated Construction Cost			\$ 393,085
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 58,963
Contingency (25%)					\$ 98,271
Mobilization (10%)					\$ 39,309
Traffic Control (5%)					\$ 19,654
Project Development (5%)					\$ 19,654
				Multipliers Total	\$ 235,851
GRAND TOTAL***					\$ 628,936

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

Milwaukie Tacoma Station Area Plan

Cost Estimate Summary

5B) Bike/ped connection along 99E under Springwater
 Distance = ft

Project Description:

	UNITS	UNIT COSTS	ESTIMATED COST
Remove Pavement	0 SF	\$ 0.33	\$ -
Clear & Grub	5000 SF	\$ 0.05	\$ 250
Remove Curb	0 LF	\$ 10.00	\$ -
Remove Sidewalk	2400 SF	\$ 1.50	\$ 3,600
Grading	5000 SF	\$ 1.25	\$ 6,250
Pavement	0 SF	\$ 8.00	\$ -
Pavement Elevated/Subgrade	0 SF	\$ 150.00	\$ -
Sidewalk	2400 SF	\$ 4.00	\$ 9,600
Curb and gutter	0 LF	\$ 14.00	\$ -
Landscaping	200 LF	\$ 12.00	\$ 2,400
Wall	200 LF	\$ 120.00	\$ 24,000
Lighting	50 LF	\$ 60.00	\$ 3,000
Full Drainage	0 LF	\$ 100.00	\$ -
Drainage Modifications	200 LF	\$ 25.00	\$ 5,000
Driveway Adjustments	0 Driveways	\$ 2,000.00	\$ -
Roundabouts	0 EA	\$500,000	\$ -
Traffic Signals	0 Unit	\$ 300,000.00	\$ -
Signing and Striping	2 EA	\$ 500.00	\$ 1,000
Signing and Striping	0 LF	\$ 3.00	\$ -
SUBTOTAL			\$ 55,100
Traffic Control		5%	\$ 2,755
Mobilization		10%	\$ 5,510
Design/Administration/Management		15%	\$ 8,265
Contingency		50%	\$ 27,550
Project Development		5%	\$ 2,755
Sales Tax		0.0%	\$ -
Right Of Way	0 SF	\$ 20.00	\$ -

PROJECT COST:	\$ 101,935
rounded	\$ 100,000

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
 Storm drain base cost = \$75.00/LF, assumes storm drain connections only at \$28.00/LF.
 These issues should be further resolved in project development. Assumes no ROW costs.
 Note: Costs are for constant 2005 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

Project Name:		"Bike/Ped Connection under Springwater Trail"			
Project Number*:		5C			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item					
Comments		Quantity	Units	Unit Cost	Total
Bike/ped undercrossing		175	LF	\$4,000.00	\$700,000
Grading		300	SY	\$10.00	\$3,000
Excavation		300	SY	\$16.00	\$4,800
Clearing and grubbing		400	SF	\$0.50	\$200
Erosion controls		800	LF	\$1.50	\$1,200
Catch basin		10	EA	\$1,500.00	\$15,000
Path lighting		200	LF	\$125.00	\$25,000
		Total Estimated Construction Cost			\$ 749,200
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 112,380
Contingency (25%)					\$ 187,300
Mobilization (10%)					\$ 74,920
Traffic Control (5%)					\$ 37,460
Project Development (5%)					\$ 37,460
		Multipliers Total			\$ 449,520
					GRAND TOTAL*** \$ 1,198,720

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

7) Stairway
Distance = ft

Project Description:

--

	UNITS	UNIT COSTS		ESTIMATED COST
Remove Pavement	0 SF	\$ 0.33	\$	-
Clear & Grub	0 SF	\$ 0.05	\$	-
Remove Curb	0 LF	\$ 10.00	\$	-
Remove Sidewalk	0 SF	\$ 1.50	\$	-
Grading	0 SF	\$ 1.25	\$	-
Pavement	0 SF	\$ 8.00	\$	-
Pavement Elevated/Subgrade	0 SF	\$ 150.00	\$	-
Sidewalk	0 SF	\$ 4.00	\$	-
Curb and gutter	0 LF	\$ 14.00	\$	-
Landscaping	0 LF	\$ 12.00	\$	-
Wall	0 LF	\$ 120.00	\$	-
Lighting	0 LF	\$ 60.00	\$	-
Full Drainage	0 LF	\$ 100.00	\$	-
Drainage Modifications	0 LF	\$ 25.00	\$	-
Driveway Adjustments	0 Driveways	\$ 2,000.00	\$	-
Roundabouts	0 EA	\$ 500,000	\$	-
Traffic Signals	0 Unit	\$ 300,000.00	\$	-
Signing and Striping	0 EA	\$ 500.00	\$	-
Signing and Striping	0 LF	\$ 3.00	\$	-
SUBTOTAL			\$	-
Traffic Control			5%	\$ -
Mobilization			10%	\$ -
Design/Administration/Management			15%	\$ -
Contingency			25%	\$ -
Project Development			5%	\$ -
Sales Tax			0.0%	\$ -
Right Of Way	0 SF	\$ 20.00	\$	-

PROJECT COST:		\$ 500,000
rounded		\$ 500,000

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = \$75.00/LF, assumes storm drain connections only at \$28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

DKS Associates
2/7/2013 10:29

**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

8) Intersection improvements @ Ochoco/McLoughlin & Milport/McLoughlin

Project Description:

LOW				HIGH			
	UNITS	UNIT COSTS	ESTIMATED COST		UNIT COSTS	ESTIMATED COST	
Add SBLT @ Ochoco	1 EA	\$ 2,400,000.00	\$ 2,400,000		\$ 4,200,000.00	\$ 4,200,000	
Flatten NW corner @ Ochoco	1 EA	\$ 1,600,000.00	\$ 1,600,000		\$ 1,700,000.00	\$ 1,700,000	
Both modifications @ Ochoco	1 EA	\$ 3,400,000.00	\$ 3,400,000		\$ 5,200,000.00	\$ 5,200,000	
Remove Pavement	0 SF	\$ 0.33	\$ -		\$ 0.33	\$ -	
Clear & Grub	0 SF	\$ 0.05	\$ -		\$ 0.05	\$ -	
Remove Curb	0 LF	\$ 10.00	\$ -		\$ 10.00	\$ -	
Remove Sidewalk	0 SF	\$ 1.50	\$ -		\$ 1.50	\$ -	
Grading	0 SF	\$ 1.25	\$ -		\$ 1.25	\$ -	
Pavement	0 SF	\$ 8.00	\$ -		\$ 8.00	\$ -	
Pavement Elevated/Subgrade	0 SF	\$ 150.00	\$ -		\$ 150.00	\$ -	
Sidewalk	0 SF	\$ 4.00	\$ -		\$ 4.00	\$ -	
Curb and gutter	0 LF	\$ 14.00	\$ -		\$ 14.00	\$ -	
Landscaping	0 LF	\$ 12.00	\$ -		\$ 12.00	\$ -	
Wall	0 LF	\$ 120.00	\$ -		\$ 120.00	\$ -	
Lighting	0 LF	\$ 60.00	\$ -		\$ 60.00	\$ -	
Full Drainage	0 LF	\$ 100.00	\$ -		\$ 100.00	\$ -	
Drainage Modifications	0 LF	\$ 25.00	\$ -		\$ 25.00	\$ -	
Driveway Adjustments	0 Driveways	\$ 2,000.00	\$ -		\$ 2,000.00	\$ -	
Roundabouts	0 EA	\$ 500,000	\$ -		\$ 500,000	\$ -	
Traffic Signals	0 Unit	\$ 300,000.00	\$ -		\$ 300,000.00	\$ -	
Signing and Striping	0 EA	\$ 500.00	\$ -		\$ 500.00	\$ -	
Signing and Striping	0 LF	\$ 3.00	\$ -		\$ 3.00	\$ -	
SUBTOTAL			\$ 3,400,000			\$ 5,200,000	
Traffic Control		5%	\$ 170,000		5%	\$ 260,000	
Mobilization		10%	\$ 340,000		10%	\$ 520,000	
Design/Administration/Management		15%	\$ 510,000		15%	\$ 780,000	
Contingency		25%	\$ 850,000		25%	\$ 1,300,000	
Project Development		5%	\$ 170,000		5%	\$ 260,000	
Sales Tax		0.0%	\$ -		0.0%	\$ -	
Right Of Way	0 SF	\$ 20.00	\$ -		\$ 20.00	\$ -	
PROJECT COST:			\$ 5,440,000			\$ 8,320,000	
			\$ 5,440,000	rounded		\$ 8,320,000	

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = \$75.00/LF, assumes storm drain connections only at \$28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

9) Truck signage and intersection improvements @ Ochoco/McLoughlin

Project Description:

	ESTIMATED COST (Low)	ESTIMATED COST (High)
Cantilever Sign North of Springwater Bridge	\$ 295,000	\$ 325,000
Cantilever Sign North of Springwater Bridge and Improvements	\$ 390,000	\$ 430,000
Cantilever Sign North of Springwater Bridge and Improvements	\$ 1,450,000	\$ 1,600,000
PROJECT COST:	\$ 2,135,000	\$ 2,355,000

Source: Oregon Department of Transportation Region 1

**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

Project Name:		"New Bike/Ped Connection over Johnson Creek"			
Project Number*:		11			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item	Comments	Quantity	Units	Unit Cost	Total
Bike/ped overcrossing	Bridge over Johnson Creek	75	LF	\$3,500.00	\$262,500
Shared use path	12' wide asphalt (south of creek)	100	LF	\$108.00	\$10,800
Clearing and grubbing		100	SF	\$0.50	\$50
Topsoil shoulders	2' wide, each side of path	200	CF	\$1.85	\$370
Total Estimated Construction Cost					\$ 273,720
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 41,058
Contingency (25%)					\$ 68,430
Mobilization (10%)					\$ 27,372
Traffic Control (5%)					\$ 13,686
Project Development (5%)					\$ 13,686
Multipliers Total					\$ 164,232
GRAND TOTAL***					\$ 437,952

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

Milwaukie Tacoma Station Area Plan Cost Estimate Summary

12) Local street connections
Distance = ft

Project Description:

	UNITS	UNIT COSTS	ESTIMATED COST
Remove Pavement	180000 SF	\$ 0.33	\$ 59,400
Clear & Grub	0 SF	\$ 0.05	\$ -
Remove Curb	0 LF	\$ 10.00	\$ -
Remove Sidewalk	0 SF	\$ 1.50	\$ -
Grading	180000 SF	\$ 1.25	\$ 225,000
Pavement	126000 SF	\$ 8.00	\$ 1,008,000
Pavement Elevated/Subgrade	0 SF	\$ 150.00	\$ -
Sidewalk	43200 SF	\$ 4.00	\$ 172,800
Curb and gutter	7200 LF	\$ 14.00	\$ 100,800
Landscaping	7200 LF	\$ 12.00	\$ 86,400
Wall	0 LF	\$ 120.00	\$ -
Lighting	7200 LF	\$ 60.00	\$ 432,000
Full Drainage	7200 LF	\$ 100.00	\$ 720,000
Drainage Modifications	0 LF	\$ 25.00	\$ -
Driveway Adjustments	4 Driveways	\$ 2,000.00	\$ 8,000
Roundabouts	0 EA	\$500,000	\$ -
Traffic Signals	0 Unit	\$ 300,000.00	\$ -
Signing and Striping	5 EA	\$ 500.00	\$ 2,500
Signing and Striping	3600 LF	\$ 3.00	\$ 10,800
SUBTOTAL			\$ 2,825,700
Traffic Control		5%	\$ 141,285
Mobilization		10%	\$ 282,570
Design/Administration/Management		15%	\$ 423,855
Contingency		25%	\$ 706,425
Project Development		5%	\$ 141,285
Sales Tax		0.0%	\$ -
Right Of Way	180000 SF	\$ 20.00	\$ 3,600,000

PROJECT COST:	\$ 8,121,120
rounded	\$ 8,120,000

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
Storm drain base cost = \$75.00/LF, assumes storm drain connections only at \$28.00/LF.
These issues should be further resolved in project development. Assumes no ROW costs.
Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

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Milwaukie Tacoma Station Area Plan Cost Estimate Summary

Project Name:		"Future Bike Share Station and Car Share Spaces"			
Project Number*:		13			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item	Comments	Quantity	Units	Unit Cost	Total
Bike share station	6 bikes, 11 docks	1	EA	\$45,000.00	\$45,000
Car share parking stalls signage	Assumes 4 car share parking spaces	4	EA	\$300.00	\$1,200
		Total Estimated Construction Cost			\$ 46,200
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 6,930
Contingency (25%)					\$ 11,550
Mobilization (10%)					\$ 4,620
Traffic Control (5%)					\$ -
Project Development (5%)					\$ 2,310
				Multipliers Total	\$ 25,410
GRAND TOTAL***					\$ 71,610

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

Milwaukie Tacoma Station Area Plan

Cost Estimate Summary

14) Changes in cross-section for local streets
 Distance = ft

Project Description:

	UNITS	UNIT COSTS	ESTIMATED COST
Remove Pavement	255250 SF	\$ 0.33	\$ 84,233
Clear & Grub	255250 SF	\$ 0.05	\$ 12,763
Remove Curb	8900 LF	\$ 10.00	\$ 89,000
Remove Sidewalk	255250 SF	\$ 1.50	\$ 382,875
Grading	0 SF	\$ 1.25	\$ -
Pavement	178675 SF	\$ 8.00	\$ 1,429,400
Pavement Elevated/Subgrade	0 SF	\$ 150.00	\$ -
Sidewalk	51050 SF	\$ 4.00	\$ 204,200
Curb and gutter	8900 LF	\$ 14.00	\$ 124,600
Landscaping	8900 LF	\$ 12.00	\$ 106,800
Wall	0 LF	\$ 120.00	\$ -
Lighting	8900 LF	\$ 60.00	\$ 534,000
Full Drainage	0 LF	\$ 100.00	\$ -
Drainage Modifications	8900 LF	\$ 25.00	\$ 222,500
Driveway Adjustments	40 Driveways	\$ 2,000.00	\$ 80,000
Roundabouts	0 EA	\$500,000	\$ -
Traffic Signals	0 Unit	\$ 300,000.00	\$ -
Signing and Striping	0 EA	\$ 500.00	\$ -
Signing and Striping	8900 LF	\$ 3.00	\$ 26,700
SUBTOTAL			\$ 3,297,070
Traffic Control		5%	\$ 164,854
Mobilization		10%	\$ 329,707
Design/Administration/Management		15%	\$ 494,561
Contingency		25%	\$ 824,268
Project Development		5%	\$ 164,854
Sales Tax		0.0%	\$ -
Right Of Way	0 SF	\$ 20.00	\$ -

PROJECT COST:	\$ 5,275,312
rounded	\$ 5,275,000

Notes: High contingencies are due to uncertainty regarding storm drainage/utility needs.
 Storm drain base cost = \$75.00/LF, assumes storm drain connections only at \$28.00/LF.
 These issues should be further resolved in project development. Assumes no ROW costs.
 Note: Costs are for constant 2012 dollars; annual adjustments are necessary to address inflation to get to year of construction project estimates (presently 3 to 4 % per year is adequate)

DKS Associates
 2/7/2013 10:29

**Milwaukie Tacoma Station Area Plan
Cost Estimate Summary**

Project Name:		"Improve Bike/Ped Connections along Ochoco Street and Milport Road"			
Project Number*:		15			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item					
Comments		Quantity	Units	Unit Cost	Total
Concrete curb and gutter	North side of Ochoco	800	LF	\$30.00	\$24,000
Sidewalk	North side of Ochoco (6' wide)	800	LF	\$48.00	\$38,400
Storm sewer pipe	North side of Ochoco	800	LF	\$50.00	\$40,000
Storm manhole	North side of Ochoco	2	EA	\$2,500.00	\$5,000
Catch basin	North side of Ochoco	2	EA	\$1,500.00	\$3,000
Concrete curb and gutter	South side of Milport	1,200	LF	\$30.00	\$36,000
Sidewalk	South side of Milport	1,200	LF	\$48.00	\$57,600
Storm sewer pipe	South side of Milport (6' wide)	1,200	LF	\$50.00	\$60,000
Storm manhole	South side of Milport	4	EA	\$2,500.00	\$10,000
Catch basin	South side of Milport	4	EA	\$1,500.00	\$6,000
Curb ramp	South side of Milport	4	EA	\$2,500.00	\$10,000
Prefabricated bridge	South side of Milport (over Johnson Cr.)	1	EA	\$35,000.00	\$35,000
				Total Estimated Construction Cost	\$ 325,000
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 48,750
Contingency (25%)					\$ 81,250
Mobilization (10%)					\$ 32,500
Traffic Control (5%)					\$ 16,250
Project Development (5%)					\$ 16,250
				Multipliers Total	\$ 195,000
				GRAND TOTAL***	\$ 520,000

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

Milwaukie Tacoma Station Area Plan Cost Estimate Summary

Project Name:		"Connection from SE 29th Ave. to Springwater Corridor"			
Project Number*:		16			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item					
Comments		Quantity	Units	Unit Cost	Total
Regulatory signs		22	EA	\$300.00	\$6,600
Pavement markings		45	EA	\$200.00	\$9,000
Turn stop signs		8	EA	\$150.00	\$1,200
Speed humps		6	EA	\$2,000.00	\$12,000
					\$0
<i>Note: Improvements apply to segments of Van Water, 29th, and Balfour between Sherrett and 32nd</i>					\$0
<i>Note: corridor is 4,500' long</i>					\$0
Total Estimated Construction Cost					\$ 28,800
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 4,320
Contingency (25%)					\$ 7,200
Mobilization (10%)					\$ 2,880
Traffic Control (5%)					\$ 1,440
Project Development (5%)					\$ 1,440
Multipliers Total					\$ 17,280
GRAND TOTAL ***					\$ 46,080

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

Milwaukie Tacoma Station Area Plan Cost Estimate Summary

Project Name:		"Bike/Ped Connection between McLoughlin Boulevard and Stubb Street"			
Project Number*:		17			
Date		12/28/2012			
Prepared by:		Alta Planning + Design			
Item	Comments	Quantity	Units	Unit Cost	Total
Shared use path	12' wide asphalt	80	LF	\$108.00	\$8,640
Curb ramp	Connection to Stubb Street	1	EA	\$2,500.00	\$2,500
Total Estimated Construction Cost					\$ 11,140
Multipliers (expressed as a proportion of the construction cost)**					
Design/Administration (15%)					\$ 1,671
Contingency (50%)					\$ 5,570
Mobilization (10%)					\$ 1,114
Traffic Control (5%)					\$ -
Project Development (5%)					\$ 557
Multipliers Total					\$ 8,912
GRAND TOTAL***					\$ 20,052

* Project numbers gleaned from the TSAP Redevelopment Scenarios Evaluation Report, pages 20-22.

** Note: "Zero" values indicate non-applicable multipliers.

*** Construction cost plus multipliers.

Appendix D: Draft Amendments to Manufacturing (M) Zone

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MEMORANDUM

DATE: April 3, 2013

TO: Milwaukie Tacoma Station Area Plan Project Management Team

FROM: Matt Hastie, Angelo Planning Group
Serah Breakstone, Angelo Planning Group

SUBJECT: **Tacoma Station Area Plan**
DRAFT Manufacturing Zone Revisions

The purpose of this memorandum is to recommend revisions to Milwaukie’s Manufacturing (M) zone in order to address existing deficiencies and support implementation of the Tacoma Station Area Plan (Plan). Land within the Plan study area is currently zoned for manufacturing uses under Section 19.309 of the city’s zoning code. Land use analyses¹ conducted for the study area in 2002 and 2011 concluded that manufacturing uses, including flexible industrial space and office uses, remain the most appropriate uses for the study area. However, the city has identified several issues with its existing manufacturing zone that make it difficult to implement and present barriers to efficiently regulating and developing the area. Those issues are described in a 2009 code audit² and are briefly summarized below:

- The M zone lists uses that are permitted, permitted conditionally, or prohibited. Clear definitions or descriptions of those uses are not provided which makes it difficult for staff to determine if a use is allowed or to make a “similar use” determination for those uses that are not listed.
- The M zone lacks clear and objective development standards intended to preserve the zone primarily for industrial uses.
- The zone requires that combined uses provide at least ten employees per net acre on every site, but the code lacks guidance for calculating employment density and monitoring or enforcing the standard.

¹ *Land Use Analysis for Milwaukie’s North Industrial Area*, Hobson Ferrarini Associates, November 2002 and *SE McLoughlin Best Use Study*, Kidder Mathews, July 2011.

² *Milwaukie Code Evaluation Report*, Angelo Planning Group, July 2009.

- Size limitations for retail space currently only apply to areas within the Title 4 “Employment Area” boundary, which is limited in its scope.

Recommended amendments to the Manufacturing zone are presented in Attachment A of this memorandum and are intended to address the issues described above. Those recommended amendments are summarized below:

- The amendments define general categories of land uses that are allowed outright or conditionally. Examples of uses for each category are also provided. Some of the recommended categories include uses that are not allowed under the current code; city staff will need to carefully review the list to ensure it is suitable.
- Retail, professional service and office uses are allowed only where they are accessory to the primary uses permitted in the Manufacturing zone. The recommended amendments would limit the size of individual retail and office spaces.
- Recommended amendments include new development standards to regulate outdoor storage uses, location of parking and loading areas, external effects, and mechanical equipment. In addition, a reference to the supplemental development standards in Chapter 19.500 is included.
- The transition area review requirement is deleted and will be replaced by more clear and objective standards.

The Tacoma Station Area Plan project will evaluate additional code amendments needed to promote an active station area community and encourage redevelopment, consistent with the goals and objectives of the Plan. The draft M zone code presented with this memo is intended to be a reasonable baseline that could apply to the entire M zone area, and from which the city may develop additional policies to implement the Plan redevelopment scenarios.

The recommended code amendments in Attachment A are shown in underline for new text and ~~strike through~~ for deleted text.

Attachment A
Recommended Code Amendments

Municipal Code Title 19 Zoning

CHAPTER 19.300 BASE ZONES

19.309 MANUFACTURING ZONE M

Statement of Purpose. The purpose of this manufacturing zone is to promote clean, employee-intensive industries which may also include related accessory uses, such as commercial and office uses, which serve the industrial area.

19.309.1 Permitted Uses Use Categories

The categories of land uses that are permitted in the Manufacturing Zone are listed in Table 19.309.1. Permitted uses are designated with a “P”. A “C” in this table indicates a use that may be authorized as a conditional use in conformance with Chapter 19.905. An “L” indicates a use that is permitted outright with certain limitations as described in Section 19.309.X. Uses not listed in the table are prohibited.

All uses must comply with the land use district standards of this section and all other applicable requirements of the Zoning Code. If it is unclear whether a proposed use is allowed under the use categories, the applicant may submit a Director Determination application per 19.903 to resolve the issue.

NEW TABLE

Use Category	Status
<p>A. <u>Construction: Contractors and Related Businesses. This category comprises businesses whose primary activity is performing specific building or other construction related work, on or off site.</u></p> <p><u>Examples of contractors are residential and nonresidential building construction, utility/civil engineering construction, specialty trade contractors, and moving companies. Any associated office use on site must be accessory to the primary construction business consistent with Subsection (G) in this section.</u></p>	P
<p>B. <u>Manufacturing. Manufacturing comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of components parts.</u></p> <p><u>Examples of manufacturing include alternative energy development, biosciences, food and beverage processing, software and electronics production, printing, fabrication of metal products, products made from manufactured glass, products made from rubber, plastic or resin, converted paper and cardboard products, and microchip fabrication. Manufacturing may also include high tech and research and development companies.</u></p>	P
<p>C. <u>Wholesale Trade. Wholesale Trade comprises establishments engaged in selling / and or distributing merchandise to retailers; to industrial, commercial, or professional business users; or to other wholesalers, generally without transformation, and rendering services incidental to the sale of merchandise. Wholesalers sell or distribute merchandise</u></p>	P

<p><u>exclusively to other businesses, not the general public, and normally operate from a warehouse or office and are not intended for walk-in traffic. Associated retail is only allowed as an accessory use in conformance with subsection (G) in this table and other applicable standards in this chapter.</u></p>	
<p>D. <u>Warehousing and Storage.</u> These industries are primarily engaged in operating warehousing and storage facilities for general merchandise, refrigerated goods, and other products and materials that have been manufactured and are generally being stored in anticipation for delivery to final customer. This category can include transportation and distribution uses with loading docks, temporary outdoor storage and fleet parking. Mini-storage facilities (generally used by many individual customers to store personal property) are not considered industrial warehousing and storage and are not permitted in the Manufacturing district.</p>	<p>P</p>
<p>E. <u>Trade schools.</u> Establishments whose primarily purpose are to provide training to meet industrial needs and often lead to job-specific certification.</p> <p><u>Examples of this use category are electronic equipment repair training, truck driving school, welding school, training for repair of industrial machinery and other industrial skills.</u></p>	<p>P</p>
<p>F. <u>Accessory Uses and Structures.</u> Accessory uses and structures are defined as those that are incidental and subordinate to the main use of property and located on the same lot as the main use, including accessory parking.</p>	<p>P</p>
<p>G. <u>Limited Uses.</u> This category includes uses that are primarily intended to support and serve other allowed uses in the Manufacturing Zone. Limited uses are divided into two sub-categories. See Section 19.309.5 for applicable limitations on these uses</p> <p>(1) <u>Administration and support in office buildings.</u> This category includes uses in office-type buildings that are accessory to an industrial use; establishments which administer, oversee, and manage companies; which manage financial assets and securities; research and design; laboratories and testing facilities; provide document preparation and other industrial support services; including corporate offices, company business offices, call centers, and other office type uses that primarily serve other industries and do not generate a significant number of daily customer visits.</p> <p>(2) <u>Retail commercial and professional services.</u> The sales of goods and materials and of professional services.</p> <p><u>Examples of retail commercial uses include restaurants, mini-marts, factory outlet stores and office supplies.</u></p> <p><u>Examples of professional services that cater to employees and</u></p>	<p>L</p>

<p><u>customers include bank branches, day cares, dry cleaning and health clubs.</u></p>	
<p>H. <u>Exclusive Heavy Industrial Uses. Uses exclusive to the HI category include sites which are primarily rock crushing facilities; natural resource extraction; aggregate storage and distribution facilities; and concrete and/or asphalt batch plants. See Section 19.309.4.A.</u></p>	<p><u>C</u></p>
<p>I. <u>Waste Management. Businesses that provide garbage and recycling hauling, including fleet parking and maintenance.</u></p>	<p><u>P</u></p>
<p>J. <u>Repair and Service. Firms involved in repair and servicing of industrial, business or consumer electronic equipment, machinery and related equipment, products, or by-products.</u></p> <p><u>Examples include welding shops; machine shops; tool, electric motor, industrial instruments repair; sales, repair or storage of heavy machinery, metal and building materials; heavy truck servicing and repair; tire retreading or recapping; exterminators including chemical mixing or storage and fleet storage and maintenance; janitorial and building maintenance services that include storage of materials and fleet storage and maintenance; fuel oil distributors; solid fuel yards; and large scale laundry, dry-cleaning and carpet cleaning plants. Few customers, particularly not general public daily customers, come to the site. Auto service and repair shops for personal vehicles are not included in this category and are not allowed in the M zone.</u></p>	<p><u>P</u></p>
<p>K. <u>High-Impact Commercial Use. A high impact commercial use is a use that generates substantial traffic, noise, light, irregular hours, or other potential impact on the community.</u></p> <p><u>Examples include, but are not limited to: drinking establishments, commercial recreation, adult entertainment businesses, theaters, hotels, and motels. See Section 19.309.4.B.</u></p>	<p><u>C</u></p>

Permitted uses are limited to industrial uses meeting the following criteria:

- ~~A. Any combination of manufacturing, office, and/or commercial uses are allowed when at least 25% of the total project involves an industrial use as described under Subsection 19.309.1.B. The combined uses shall provide at least 10 employees per net acre.~~
- ~~B. A use which involves the collection and assembly of durable goods, warehousing of goods, transshipment of goods from other sources, and/or the assembly of goods from products which have been processed elsewhere, general manufacturing, and production.~~
- ~~C. Commercial and office uses which are accessory to the industrial use(s). Such uses may include gymnasium, health club, secretarial services, sandwich deli, small restaurant, and retail/wholesale commercial use and showroom.~~

- ~~D. May produce small amounts of noise, dust, vibration, or glare, but may not produce off-site impacts that create a nuisance, as defined by DEQ or the City Noise Ordinance.~~
- ~~E. Has access to a collector or arterial street.~~
- ~~F. A permitted use may require outside storage areas. These storage areas shall be screened with a sight-obscuring fence or dense plantings from any adjoining residential uses or public streets.~~
- ~~G. Warehouse use which is accessory to an industrial use.~~

19.309.2 Preexisting Uses and Developments

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped “employment” or “industrial” area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to May 6, 1999, and would be impacted by ~~amendments prohibiting retail uses in excess of 60,000 sq ft, the size limitations on retail uses in Section 19.309.5,~~ are considered to be approved uses and structures for the purposes of this section. If such a preexisting use or development is damaged or destroyed by fire, earthquake, or other natural force, then the use will retain its preexisting status under this provision, so long as it is substantially reestablished within 3 years of the date of the loss.

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped “industrial” area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to March 17, 2009, may continue and expand to add up to 20% more floor area and 10% more land area than exists on the above-stated date. This expansion requires a conditional use review.

19.309.3 Specific Prohibited Uses

- A. Any use which has a primary function of storing, utilizing, or manufacturing explosive materials or other hazardous material as defined by the Uniform Fire Code, Article 80;
- B. New residential ~~construction~~, churches, public schools~~s~~;
- ~~C. Retail uses greater than 60,000 sq ft gross floor area per building or business are prohibited on all lots included in mapped “Employment” or “Industrial” areas as shown on Milwaukie Comprehensive Plan Title 4 Lands Map, April 6, 1999.~~
- ~~D. All lots included in mapped “Industrial” areas, as shown on Milwaukie Comprehensive Plan Title 4 Lands Map, April 6, 1999, carry the following additional restrictions:~~
 - ~~1. Individual retail trade uses greater than 5,000 sq ft gross floor area per building or business are prohibited.~~
 - ~~2. Multiple retail trade uses that occupy more than 20,000 sq ft gross floor area are prohibited, whether in a single building or in multiple buildings within the same project.~~
 - ~~3. Facilities whose primary purpose is to provide training to meet industrial needs are exempted from this prohibition.~~

19.309.4 Standards for Conditional Uses

The following standards apply to those uses listed as conditional (C) in Table 19.309.1.

A. ~~Natural Resource Extraction~~ Exclusive Heavy Industrial Uses

1. Open pit and gravel excavating or processing shall not be permitted nearer than 50 ft to the boundary of an adjoining property line, unless written consent of the owner of such property is first obtained. Excavating or processing shall not be permitted closer than 30 ft to the right-of-way line of an existing platted street or an existing public utility right-of-way.
2. An open pit or sand and gravel operation shall be enclosed by a fence suitable to prevent unauthorized access.
3. A rock crusher, washer, or sorter shall not be located nearer than 500 ft to a residential or commercial zone. Surface mining equipment and necessary access roads shall be constructed, maintained, and operated in such a manner as to eliminate, as far as is practicable, noise, vibration, or dust which is injurious or substantially annoying to persons living in the vicinity.

B. High-Impact Commercial Uses

When considering a high-impact commercial use, the Commission shall consider the following:

1. Nearness to dwellings, churches, hospitals, or other uses which require a quiet environment;
2. Building entrances, lighting, exterior signs, and other features which could generate or be conducive to noise or other disturbance for adjoining uses;
3. Parking vehicles and pedestrian access and circulation could contribute to noise or attract habitual assembly or unruly persons;
4. Hours of operation;
5. In addition to consideration of the above with respect to building and site design, the Planning Commission may attach conditions or standards of performance and impact, and methods for monitoring and evaluating these, to ensure that such establishments do not become unduly or unnecessarily disruptive.
6. In addition, when considering an adult entertainment business, the following criteria shall be used:
 - a. The proposed location of an adult entertainment business shall not be within 500 ft of an existing or previously approved adult entertainment business or within 500 ft of either a public park, a church, a day-care center, a primary, elementary, junior high, or high school, or any residentially zoned property.
 - ~~b. both of which distances~~ Distances shall be measured in a straight line, without regard to intervening structures, between the closest structural wall of the adult entertainment business and either the closest property line of the impacted applicable property or the closest structural wall of any pre-existing or previously approved adult entertainment business.

19.309.5 Standards for Limited Uses

The following standards apply to those uses listed as limited (L) in Table 19.309.1.

- A. Administration and support in office buildings. Only administrative and support offices which are related to the operation of a manufacturing use on the property are permitted in the Manufacturing zone. No greater than 20% of the floor area of a building may be used for administrative office space.
- B. Retail commercial and professional services. In order to ensure that these uses are limited in size and scale and do not dominate land intended for manufacturing uses, the following standards apply. See Figure 19.309-1 for an illustration of the size limitations.
 - 1. The total gross leasable square footage of an individual retail or professional service use shall not exceed 5,000 square feet or 40% of the floor area of an individual building, whichever is less.
 - 2. Multiple retail or professional service uses shall not exceed 20,000 cumulative gross leasable square feet within the same development project. For the purposes of this section, a development project is defined as:
 - a. A single building with 50,000 square feet or more of gross floor area.
 - b. Multiple buildings, each with less than 50,000 square feet of gross floor area, that share common development features (such as access, parking, or utilities), whether or not the buildings are located on the same or a different parcel or lot.
 - 3. Retail and professional services uses shall not be permitted in a stand-alone building. They must be included within a building whose primary purpose is for an allowed manufacturing use. The retail commercial or professional service use is not required to be related to the primary manufacturing use. Food carts are permitted as a stand-alone use.

Figure 19.309-1 Size Limitations for Retail and Professional Service Uses



19.309.5 Site Development Requirements

19.309.6 Development Standards for All Uses

The following development standards apply to all uses in the Manufacturing district.

A. Setbacks

Front: 20 ft

Side: None*

Corner side yard: 10 ft

Rear: None*

* Except when abutting a residential district, in which case the setback shall match the abutting property.

B. Height. 45 ft

C. Parking and loading. See Chapter 19.600.

D. Landscaping

15% landscaping of the site is required. The required landscape area shall comply with the following:

1. Permitted landscape materials include trees, shrubs, ground cover plants, non-plant ground covers, and outdoor hardscape features. A variety of trees, shrubbery, and ground cover is encouraged. Street trees are required along

~~street frontages and within parking lots to help delineate entrances, provide shade, and permeable areas for storm water runoff. A bond or a financial guarantee of performance will be required.~~

- ~~2. No more than 20% of the required landscape area shall be covered in mulch or bark dust. Mulch or bark dust under the canopy of trees or shrubs is excluded from this limit.~~
- ~~3. Hardscape features (i.e., patios, decks, plazas, and similar) may cover up to 10% of the required landscape area.~~
- ~~4. Trees shall have a minimum diameter or caliper 4 feet above grade of two inches or greater at time of planting.~~
- ~~5. Shrubs shall be planted from 5 gallon containers or larger.~~
- ~~6. All landscaped area that is not planted with trees and shrubs, or covered with non-plant material (bark dust or mulch), shall have ground cover plants that are sized and spaced as follows: a minimum of one plant per 12 inches on center in triangular spacing, or other planting pattern that is designed to achieve 75% coverage of the area not covered by shrubs and tree canopy.~~

~~E. Site access. 1 curb cut (45 ft maximum) per 150 ft of street frontage.~~

~~F. Transition Area~~

~~Industrial development adjacent to and within 120 ft of areas zoned for residential uses is subject to Type I or II review per Section 19.906 Development Review. The following characteristics will be considered:~~

- ~~1. Noise~~
- ~~2. Lighting~~
- ~~3. Hours of operation~~
- ~~4. Delivery and shipping~~
- ~~5. Height of structure~~
- ~~6. Distance to residential zone boundary~~

~~The review authority may attach conditions to reduce any potentially adverse impacts to residential properties.~~

~~GE. Transportation requirements and standards. As specified in Chapter 19.700.~~

~~F. Outdoor uses shall be screened as follows:~~

- ~~1. All outdoor storage areas shall be screened from adjacent properties by a six-foot high sight-obscuring fence or wall or by the use of vegetation. Vegetation used to screen outdoor storage areas shall be of such species, number, and spacing to provide the required screening within one (1) year after planting.~~
- ~~2. All screened or walled outdoor use and storage areas which abut a public street shall be set back a minimum of 25 feet from the property line(s). Within that setback area trees and evergreen shrubs shall be planted. The plants shall be of such a variety and arranged to allow only minimum gaps between foliage of mature trees and plants within four years of planting.~~

~~G. Parking, loading and unloading areas shall be located as follows:~~

1. Parking, loading and unloading areas shall not be located within a required setback.
2. No loading or unloading facilities shall be located adjacent to lands designated for residential uses or a residential community service if there is an alternative location of adequate size on the subject site.

H. External effects. The potential external effects of manufacturing uses shall be minimized as follows:

1. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building.
2. Potential nuisances such as noise, odor, electrical disturbances and other public health nuisances are subject to Title 8 of Milwaukie's Municipal Code.
3. Roof mounted mechanical equipment such as ventilators and ducts for buildings located adjacent to residential districts, arterial streets or transit streets shall be contained within a completely enclosed structure that may include louvers, latticework, or other similar features.

J. Chapter 19.500, Supplementary Development Regulations contains additional standards that may apply.

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Appendix E: Draft Tacoma Station Area Overlay Zone

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[NOTE: THE LANGUAGE IN THE OVERLAY ASSUMES THAT THE RECOMMENDED AMENDMENTS TO THE M ZONE, AS DESCRIBED IN APPENDIX F, ARE ADOPTED.]

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

19.406 TACOMA STATION AREA OVERLAY ZONE

19.406.1 Purpose. This overlay zone implements the Tacoma Station Area Plan and will help ensure that future development in the Station Area is consistent with the vision established in the Plan. The overlay zone is intended to facilitate the following:

- *A mix of employment and other appropriate uses with employment densities that support light rail transit, particularly in close proximity to the Tacoma light rail station*
- *Support for existing businesses*
- *An appropriate amount of parking for employees and visitors*
- *Attractive building designs and public facilities*
- *A simple and timely review process for new development*

19.406.2 Applicability. The standards and requirements in this section apply to all properties within the Tacoma Station Area Overlay Zone boundary as shown on Figure X.

19.406.3 General Provisions. The following provisions apply to all development within the Tacoma Station Area Overlay:

A. *Consistency with base zone.* The Manufacturing zone is the base zone for the overlay and all requirements of the base zone apply in the overlay unless otherwise noted in this section. Where conflicts occur between this section and other sections of the code, the standards and requirements of this section shall supersede.

B. *Off-site impacts.* In order to ensure greater compatibility between manufacturing and non-manufacturing uses in the Tacoma Station Area, the following off-site impact standards apply in Subareas 1-3.

1. *Applicability.* The off-site impact standards in this section apply to all new machinery, equipment and facilities associated with manufacturing uses. Machinery, equipment or facilities that were at the site and in compliance with existing regulations at the effective date of these regulations are not subject to these off-site impact standards.
2. *Noise.* The City's noise control standards and requirements in Chapter 8.08 apply.
3. *Vibration.* Continuous, frequent or repetitive vibrations that exceed 0.002g peak are prohibited. Generally, this means that a person of normal sensitivities should not be able to feel any vibrations.
 - (a) Temporary vibrations from construction activities or vehicles leaving the site are exempt.
 - (b) Vibrations lasting less than 5 minutes per day are exempt.

(c) Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.

4. Odor. Continuous, frequent or repetitive odors are prohibited. The odor threshold is the point at which an odor may just be detected. An odor detected for less than 15 minutes per day is exempt.

5. Illumination. Machinery, equipment and facilities may not directly or indirectly cause illumination on other properties in excess of 0.5 foot candles of light.

6. Measurements for compliance with these standards may be made from the property line or within the property of the affected site. Measurements may be made at ground level or at habitable levels of buildings.

7. An applicant must provide documentation certified by a registered engineer or architect, as appropriate, to ensure the proposed activity can achieve compliance with these standards.

C. *Additional standards.* In addition to the standards of the base zone and the overlay zone, the following chapters of code contain requirements and standards that may apply:

1. Chapter 19.500 Supplementary Development Regulations
2. Chapter 19.600 Off-Street Parking and Loading
3. Chapter 19.700 Public Facility Improvements
4. Chapter 19.800 Nonconforming Uses and Development

D. *Street design.* New or improved streets within the Station Area shall be constructed consistent with the street design cross-sections established in the Tacoma Station Area Plan, which can be found in Chapter X of the Transportation System Plan (TSP). Transition area standards to ensure compatibility with such a broad mix of allowed uses. The existing transition area standards in Section 19.504.6 may be sufficient to address transitions in the overlay zone. If not, some clear and objective standards could be added here to strengthen or expand on the existing standards.

E. *Review process.* All new or expanded/modified development within the overlay shall be processed through a Type I or Type II Development Review, consistent with Chapter 19.906. Review process. All new or expanded/modified development in the overlay will be processed through Type I or Type II Development Review consistent with Chapter 19.906.

19.406.4 Overlay Subareas. The Tacoma Station Area Overlay has been divided into four subareas to further refine the design and appropriate mix of uses for the different districts within the Station Area. Subarea boundaries are shown on Figure X. The intent of the subareas is to recognize that the Station Area is not anticipated to develop uniformly in the future. Lands closest to the future Tacoma light rail station are expected to support a different mix of uses and design standards than lands further from the station. The transportation network, existing and planned, also establishes a distinction between the varying transportation demands associated with anticipated land uses within the overlay subareas. As such, street design cross sections for the Tacoma Station Area, found in Chapter X of the TSP, may vary by subarea. The following sections define the four subareas and provide specific requirements and standards for each.

19.406.5 Subarea 1: North of Springwater

A. *Subarea boundary.* Subarea 1 is located north of Springwater Corridor and south of the Tacoma light rail station, as shown in Figure X.

B. *Subarea characteristics.* Due to its proximity to the Tacoma light rail station, Subarea 1 is intended to develop a mix of land uses, including retail commercial and limited residential uses that cater to light rail users. Subarea 1 is anticipated to develop as an active “Station Area community” supported by convenient access to light rail.

C. *Permitted uses.* Permitted uses in Subarea 1 are the same as those permitted in the base M zone, with the following exceptions:

1. Professional service and office uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential in a stand-alone building and second-story residential (above a ground floor commercial or office use) is permitted outright.

D. *Limited and prohibited uses.* The following uses are not allowed or are allowed with limitations:

1. Retail uses are permitted in a stand-alone building (do not need to be accessory to a manufacturing use). Retail uses shall not exceed 60,000 square feet per building or development project.
2. Warehousing and storage uses, as defined in 19.309.1.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Section 19.406.3B are allowed.

E. *Development standards for non-manufacturing uses.* In addition to the standards in the base M zone, non-manufacturing uses shall comply with the standards below.

1. Density. The density standards below apply to residential developments only:
2. Floor-area-ratio: Minimum of 0.5:1 and maximum of 3:1
3. Building height: Minimum of 25 feet and maximum of 65 feet
4. Minimum setbacks:
 - (a) (Front: 0 feet [City is evaluating this standard and may revise.]
 - (b) Side and rear: 0 feet or 10 feet if abutting a residential zone
5. Parking location. No surface parking shall be located within a front setback.
6. Signage. At least one pedestrian-oriented sign shall be provided along the building façade that faces the street. Pedestrian-oriented signs may be attached to the building, an awning, a kiosk, hanging, or otherwise so long as it is displayed at a height no greater than 10 feet above the sidewalk and faces the street. All signs must comply with Title 14 Signs of the Milwaukie Municipal Code.

7. Stand-alone multifamily residential development shall comply with section 19.505.3 Design Standards for Multifamily Housing. In addition, the ground floor of stand-alone multifamily buildings shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground floor space from residential to retail in the future.

F. *Design standards for all new construction and major exterior alterations.* In addition to the standards in the base M zone, both manufacturing and non-manufacturing uses shall comply with the standards below. Exterior maintenance and repair and minor exterior alterations are not subject to these standards. Stand-alone multifamily buildings are not subject to these standards. Subsection (G) below defines exterior maintenance and repair and major/minor exterior alterations.

1. Ground floor windows and doors. Long expanses of blank walls facing the street or other public area have negative impacts on the streetscape and the pedestrian environment. To minimize these effects, the standards of this section are intended to enhance street safety and provide a comfortable walking environment by providing ground-level features of interest to pedestrians. All exterior walls facing the street or sidewalk must meet the following standards:

(a) 50% of the ground-floor street wall area must consist of openings; i.e., windows or glazed doors. The ground-floor street wall area is defined as the area up to the finished ceiling height of the space fronting the street or 15 ft above finished grade, whichever is less. See Figure 19.406-1. Percent window coverage is defined as the total ground floor window area divided by the total ground floor street wall area.

(b) Ground floor windows shall be distributed along the wall area such that there are no lengths of window-less wall greater than 20 feet.

(c) Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazing are not permitted.

(d) Ground-floor windows shall allow views into storefronts, working areas, or lobbies. No more than 50% of the window area may be covered by interior furnishings including but not limited to curtains, shades, signs, or shelves. Signs are limited to a maximum coverage of 20% of the window area.

2. Design Standards for Windows. The following standards are applicable to building windows facing streets, courtyards, and/or public squares.

(a) Windows shall be “punched” openings recessed a minimum of 2 in from the wall surface.

(b) Window height shall be equal to or greater than window width.

(c) The following windows are prohibited:

(i) Reflective, tinted, or opaque glazing;

(ii) Simulated divisions (internal or applied synthetic materials);

(iii) Exposed, unpainted metal frame windows.

(iv)

3. Building orientation. All buildings shall have at least one primary building entrance (i.e., dwelling entrance, customer entrance, a tenant entrance, lobby entrance, or breezeway/courtyard entrance) facing an adjoining street (i.e., within 45 degrees of the street property line). If the building entrance is turned more than 45 degrees from the street (i.e., front door is on a side elevation), the primary entrance shall not be more than 40 feet from a street sidewalk, except to provide pedestrian amenities. In all cases, a walkway shall connect the primary entrance to the sidewalk. See Figure 19.406-2 for illustration.

4. Weather protection. All building entrances shall include an awning, canopy, recess or some other form of shelter to provide weather protection and shade for users.

5. Design Standards for Walls. The following standards are applicable to the exterior walls of buildings facing streets, courtyards, and/or public squares.

(a) Exterior wall-mounted mechanical equipment is prohibited.

(b) The following wall materials are prohibited at the street level of the building:

(i) EIFS or other synthetic stucco panels;

(ii) Splitface or other masonry block.

(iii) Plywood paneling;

(iv) Brick with dimensions larger than 4 by 8 by 2 in;

(v) Vinyl or metal cladding;

(vi) Composite wood fiberboard or composite cement-based siding;

6. Design Standards for Roofs. The following standards are applicable to building roofs.

(a) Flat roofs shall include a cornice with no less than 6 in depth (relief) and a height of no less than 12 in.

(b) Mansard or decorative roofs on buildings less than 3 stories are prohibited.

G. Definitions for design standards applicability.

1. Exterior maintenance and repair includes refurbishing, painting, and weatherproofing of deteriorated materials, and in-kind restoration or replacement of damaged materials. Exterior maintenance and repair does not include replacement of materials due to obsolescence or when associated with minor or major exterior renovation, as defined below. Exterior maintenance and repair does not include the placement of signs.

2. Minor exterior alterations include the exterior alterations of any portion of a structure that do not fall within the definitions of “exterior maintenance and repair” or “major exterior alterations.” Minor exterior alterations include, but are not limited to, the application or installation of finish building treatments, including windows and other glazing, doors, lintels, copings, vertical and horizontal projections including awnings, and exterior sheathing and wall materials. Minor exterior alteration does not include the placement of signs.

3. Additions not exceeding 250 sq ft may be considered a minor exterior alteration only when the additional floor area is designed and used for utility, HVAC, other mechanical equipment, ADA upgrades, or egress required by applicable fire safety or building codes.

4. Major exterior alterations include any of the following:

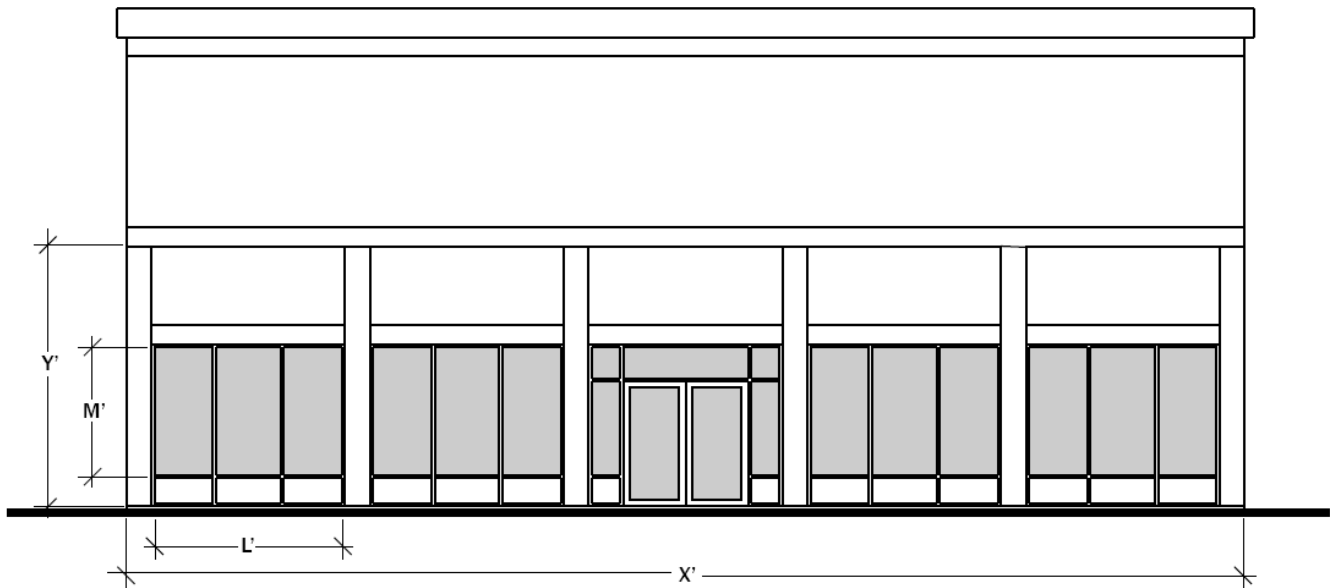
(a) Alterations that do not fall within the definitions of “exterior maintenance and repair” or “minor exterior alterations”;

(b) Demolition or replacement of more than 25% of the surface area of any exterior wall or roof;

(c) Floor area additions that exceed 250 sq ft or do not meet the limited purposes as defined under the minor exterior alteration (ADA upgrades, etc.).

5. The design standards in subsection (F) above are applicable to major exterior alterations as follows: Major exterior alterations involving a wall(s) shall comply with the design standards for walls and the design standards for windows for that wall(s). Major exterior alterations involving a roof shall comply with the design standards for roofs.

Figure 19.406-1 Ground Floor Windows and Doors



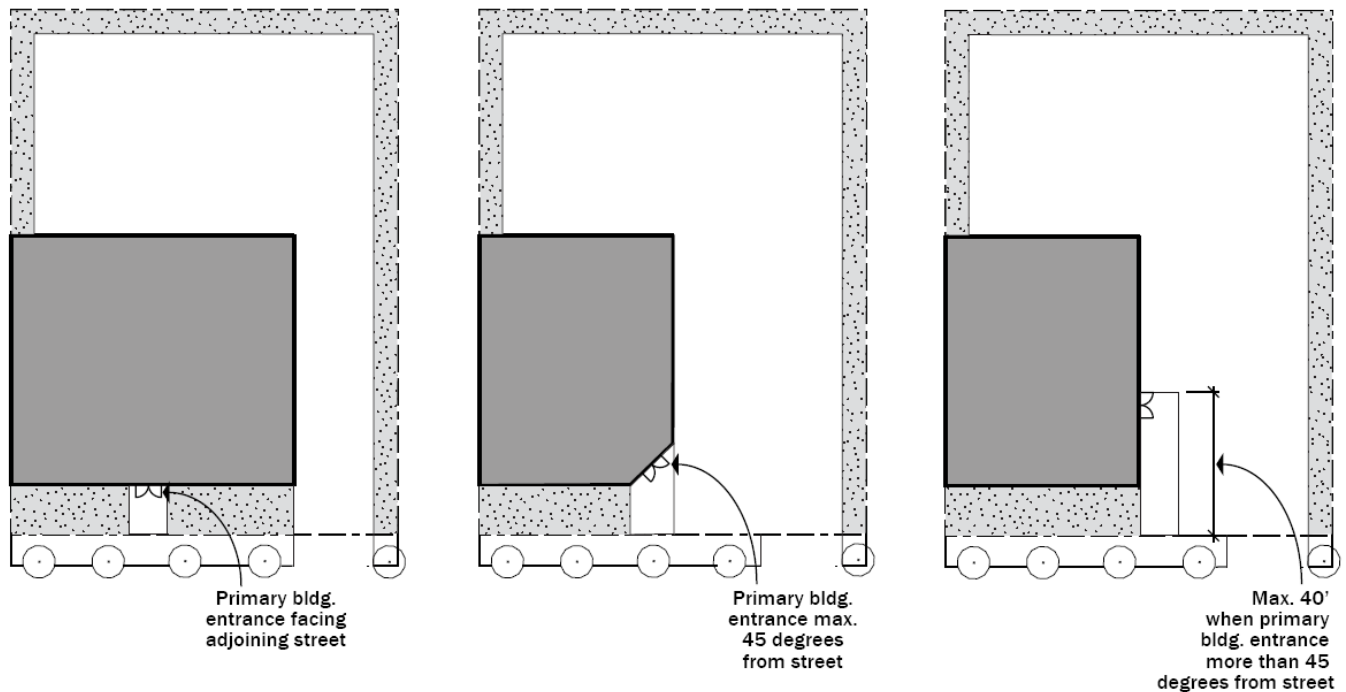
Ground Floor Windows and Doors Area Calculation:

*Single window area = L*M*

*Total window area (TWA) = (L*M) * (number of window bays, including transparent doors)*

*Total ground floor street wall area = X*Y*

Figure 19.406-2 Building Entrances



19.406.6 Subarea 2: West of McLoughlin.

A. *Subarea boundary.* Subarea 2 is the area of land north of Ochoco Street, surrounding the Springwater Corridor west of McLoughlin Blvd, as shown in Figure X.

B. *Subarea characteristics.* This subarea is intended to develop with a mix of employment and residential uses, including live/work units that can be compatible with surrounding manufacturing uses.

C. *Permitted uses in Subarea 2 are the same as those permitted in the base M zone, with the following exceptions:*

1. Professional service and office uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential in a stand-alone building and second-story residential (above a ground floor commercial or office use) is permitted outright.
3. Rowhouse development is permitted and can include live/work style units with ground-floor work space or commercial space.

D. *Limited and prohibited uses.* The following uses are not allowed or are allowed with limitations:

1. Retail uses are permitted in a stand-alone building (do not need to be accessory to a manufacturing use). Retail uses shall not exceed 30,000 square feet per building or development project.
2. Warehousing and storage uses, as defined in 19.309.1.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.

3. Only those manufacturing uses that comply with the off-site impact standards in Section 19.406.3B are allowed.

E. *Development and design standards.* The development and design standards for Subarea I in Sections 19.406.5(E-G) also apply to Subarea 2, with the following addition:

1. Rowhouse development in Subarea II shall comply with Section 19.505.5 Standards for Rowhouses.

19.406.7 Subarea 3: Mixed Employment.

A. *Subarea boundary.* Subarea 3 is the area between Beta Street and Springwater Corridor, east of McLoughlin Blvd., as shown in Figure X.

B. *Subarea characteristics.* Subarea 3 is intended to develop as a relatively intense mixed employment district including office, light manufacturing, research and development, and other general employment uses, along with supporting retail/commercial uses. Subarea 3 is also appropriate for larger scale civic or institutional uses.

C. *Permitted uses.* Permitted uses in Subarea 3 are the same as those permitted in the base M zone, with the following exceptions:

1. Professional service uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential in a stand-alone building and second-story residential (above a ground floor commercial or office use) is permitted outright. Deed restrictions will apply to multifamily development in order to reduce potential conflicts between residential uses and surrounding manufacturing uses.

D. *Limited and prohibited uses.* The following uses are not allowed or are allowed with limitations:

1. Retail uses are permitted in a stand-alone building (do not need to be accessory to a manufacturing use). Retail uses shall not exceed 30,000 square feet per building or development project. Development standards for manufacturing uses will be the standards of the base zone plus additional standards similar to those in the Business Industrial zone (Section 19.310.6).
2. Warehousing and storage uses, as defined in 19.309.1.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Section 19.406.3B are allowed.

E. *Development and design standards.* The development and design standards for Subarea 1 in Sections 19.406.5(E-G) apply to Subarea 3, with the following additions:

1. All development with frontage along Main Street shall have a front setback of 10 feet.

19.406.8 Subarea 4: Manufacturing.

A. *Subarea boundary.* Subarea 4 is comprised of the area south of Beta Street and north of Highway 224, as shown on Figure X.

B. *Subarea characteristics.* This subarea is intended to continue to develop as a manufacturing district with some flexibility for non-manufacturing uses to occur at higher levels than would be allowed in the base M zone.

C. *Permitted uses.* Permitted uses in Subarea 4 are the same as those permitted in the base M zone, with the following exceptions:

1. Retail commercial and professional service uses may be permitted in a stand-alone building (they do not need to be included with a manufacturing use). The size limitations of the base M zone, Section 19.309.5(B1-2) still apply.

D. *Limited and prohibited uses.* The following uses are not allowed or are allowed with limitations:

1. Warehousing and storage uses, as defined in 19.309.1.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.

E. *Parking requirements.* In Subarea 4, the following parking requirements apply and supersede any conflicting requirements found in Table 19.605.1 or other sections of the code.

1. For general office uses:

- (a) Minimum number of parking spaces: 2 per 1,000 square feet of gross floor area
- (b) Maximum number of parking spaces: 4.1 per 1,000 square feet of gross floor area

2. For retail commercial uses:

- (a) Minimum number of parking spaces: 2 per 1,000 square feet of gross floor area
- (b) Maximum number of parking spaces: 6.2 per 1,000 square feet of gross floor area

3. For manufacturing uses:

- (a) (a) Minimum number of parking spaces: 1 per 1,000 square feet of gross floor area
- (b) (b) Maximum number of parking spaces: none

4. The minimum and maximum parking requirements in this section may be modified consistent with Section 19.605.2 Quantity Modifications and Required Parking Determinations.

- (a)

F. *Development and design standards.* In addition to the development standards in the base M zone, the design standards in Sections 19.406.5(F-G) apply to developments that have frontage on Main Street in Subarea 4, with the following changes:

1. All development with frontage along Main Street shall have a front setback of 10 feet.
2. The ground floor window coverage requirement in Section 19.406.5.F(1a) is reduced to 30% in this subarea.

Appendix F: Conceptual Designs for Main Street and Springwater Corridor Undercrossing

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Conceptual Design Project 1. Main Street Plan

This project is described elsewhere in the Station Area Plan as a set of proposed improvements to Main Street through the length of the planning area. Cross-sections further illustrating the design of Main Street are included in Appendix A. They are referenced in the text below and in the maps on the following pages. This additional design work included a more detailed look at how a new Main Street might vary along its length, including intersection geometry and crosswalk locations.

The following maps compare existing and proposed designs for SE Main Street. The designs shown generally correspond to the cross-sections for different segments of the street as shown in the appendix. However, the illustrations on these sheets show more detail in transition areas and at intersections, and they show how on-street parking might be allocated along the street. The dimension of all elements in these illustrations is to scale.

Sheet 1: From Highway 224 to Milport Road

The preferred cross-section shown in Appendix A, Figure A-1 allows for either a 13-foot multi-use path or a 9-foot path with a 4-foot planted buffer for Main Street south of Milport Road. The conceptual design shown on Sheet 1 shows an option with a 4-foot planted buffer with street trees and a 9-foot multi-use path. Additional design elements in this section of Main Street include a marked crossing for the multi-use path at SE Hanna Harvester Drive and driveway cuts where needed for existing uses.

The 39-foot cross-section shown in Figure A-1 and assumed in the conceptual design works with the existing constraints of structures along the east side of Main Street. As redevelopment occurs south of Milport Road, however, additional right-of-way should be obtained to allow an increase in the right-of-way to 45 feet in order to match the cross-section north of Milport Road.

Sheet 2: From Milport Road to Beta Street

This sheet illustrates the preferred cross-section (Appendix A, Figure A-2) for Main Street north of Milport Road and south of Beta Street. This segment of Main Street includes a 12-foot multi-use path with a 7-foot buffer that includes either landscaping or on-street parking. The conceptual design shown gives an example of how landscaping and parking could be allocated along the segment. The illustration also shows two new crosswalks: one where the multi-use path crosses SE Mailwell Drive, and one at the north end of the segment, where a walkway connects Main Street to the sidewalk on McLoughlin Boulevard.

The proposed Main Street cross-section impacts off-street parking in a few areas. At the properties adjacent to Mailwell Drive, head-in parking directly from Main Street (both north and south of Mailwell Drive) would no longer be possible with the new cross-section in place, as long curb cuts are not part of the design. Also, off-street parking at the lot south and east of Main Street where it bends toward Beta would need to be reconfigured. The multi-use path would travel along space currently dedicated to angled parking along the north side of the lot, and space for vehicles to maneuver into angled parking against the existing building would be lost on the west side of the lot.

Finally, this sheet illustrates how the cross-section shown in A-2 could transition at the bend in the road to meet the next proposed cross-section (A-3) north of Beta Street, which includes 14-foot travel lanes as well as sidewalks and buffers on the west side of the street.

Sheet 3: From Beta Street to Ochoco Street

This sheet shows a conceptual design for the cross-section north of Beta Street (Appendix A, Figure A-3), assuming a total of 64 feet of right-of-way. This wider right-of-way allows 14-foot travel lanes to accommodate truck movements through Main Street's curves, as well as sidewalks on the west side of the street. The cross-section allows for 7 feet of either on-street parking or landscaping on each side as well. The conceptual design layout shows an example of how the landscaping and parking might be allocated along this segment of Main Street. The design includes marked pedestrian crossings at all legs for all intersections.

DRAFT

Existing Alignment

Match Line Previous Sheet (2)



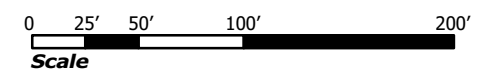
Match Line Next Sheet (3)

Proposed Alignment

Match Line Previous Sheet (2)



Match Line Next Sheet (3)

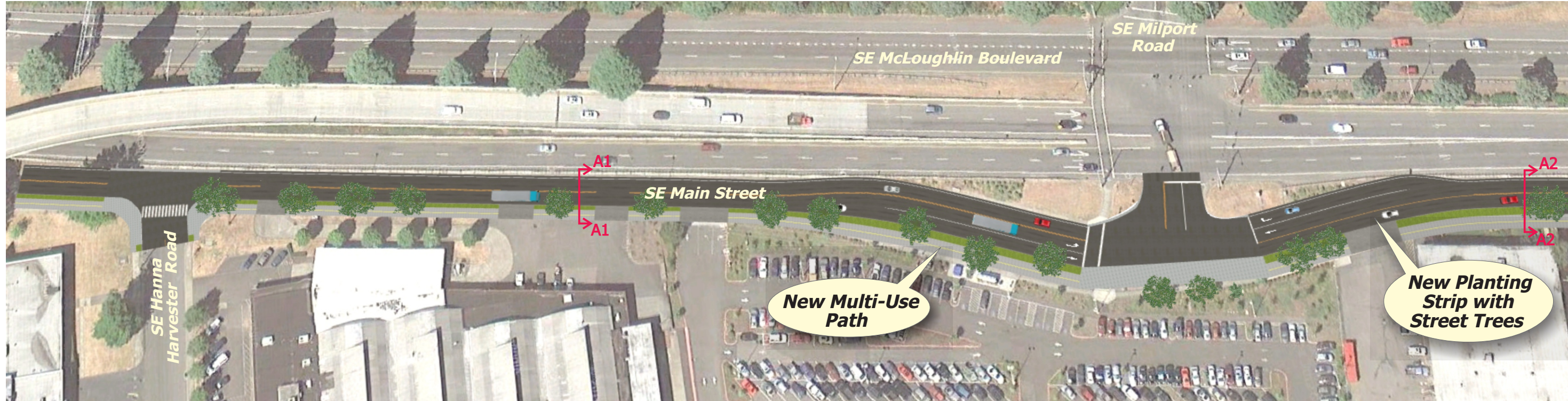


Existing Alignment

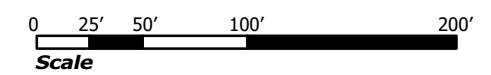


Match Line Next Sheet (2)

Proposed Alignment



Match Line Next Sheet (2)



Existing Alignment

Match Line Previous Sheet (2)



Proposed Alignment

Match Line Previous Sheet (2)



Conceptual Design Project 2. Pedestrian and Bicycle Undercrossing – Main Street to Opportunity Site A

Project #2 shows describes the potential pedestrian crossing under the Springwater Trail to better determine how it would interface with the planned bicycle and pedestrian connections to Tacoma Station.

[Will insert upon completion]

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Appendix G: Conceptual Design for Ochoco/OR 99E Intersection Improvements

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Conceptual Design Project 3. SE McLoughlin Boulevard / SE Ochoco Street intersection

ODOT Region 1 developed several different concepts to improve the SE McLoughlin Boulevard / SE Ochoco Street intersection with the following goals:

- Improve access for all modes to the area; and in particular the area south of the Tacoma Station.
- Enhance the delineation of the 'indirect left' from SE McLoughlin Boulevard to SE Ochoco Street eastbound.

Existing Conditions: Vehicles traveling southbound on SE McLoughlin Boulevard with the destination to go eastbound on SE Ochoco Street uses the right-turn lane at the signalized intersection that directs vehicles to travel through the intersection onto a 'jug-handle' connection with SE Ochoco Street. Vehicles then travel on SE Ochoco Street through the SE McLoughlin Boulevard signal to access the eastside of the roadway. This type of design is referred as an 'indirect left.'

Preferred Solution: ODOT Region 1 considered various different concepts of modifying the SE McLoughlin Boulevard / SE Ochoco Street intersection including flattening the turning radius on the northeast corner of the intersection. Figures A and B show the preferred solution to address the mixed transportation mode needs in this area. The preferred solution is broken into two projects for phasing purposes.

Indirect Left and Left-Turn Lane Comparison: The 'indirect left' have the following operational and safety benefits in comparison with a left-turn lane from SE McLoughlin Boulevard southbound to eastbound SE Ochoco Street:

- Reduction in the number of signal phases to an intersection reducing delay for all vehicles, bicycles, and pedestrians using the signal;
- The distance across SE McLoughlin Boulevard is shorter for pedestrians;
- The shorter distance for pedestrians to cross SE McLoughlin Boulevard allows the signal timing to have less delay on SE McLoughlin Boulevard through movement;
- Reduction in the risk of turning crashes on SE McLoughlin Boulevard;
- Reduction in the risk of rear-end crashes on SE McLoughlin Boulevard from the signal allowing more green time to the through movement on SE McLoughlin Boulevard; and
- Prevention of a scenario of a vehicle queue overflowing the left-turn lane causing the risk of a speed differential rear-end or sideswipe crashes.

Figure A adds sidewalk on the north side of the 'jug-handle' connector road. It also reduces the crossing distance for pedestrians at the connector road intersection with SE Ochoco Street. The southwest corner of the intersection in this Figure is designed for trucks with 33-foot trailers, but can accommodate trucks with 53-foot trailers. The southwest corner of the intersection is designed for trucks with 53-foot trailers.

Figure A: Indirect Left Pedestrian Enhancements Conceptual Designs

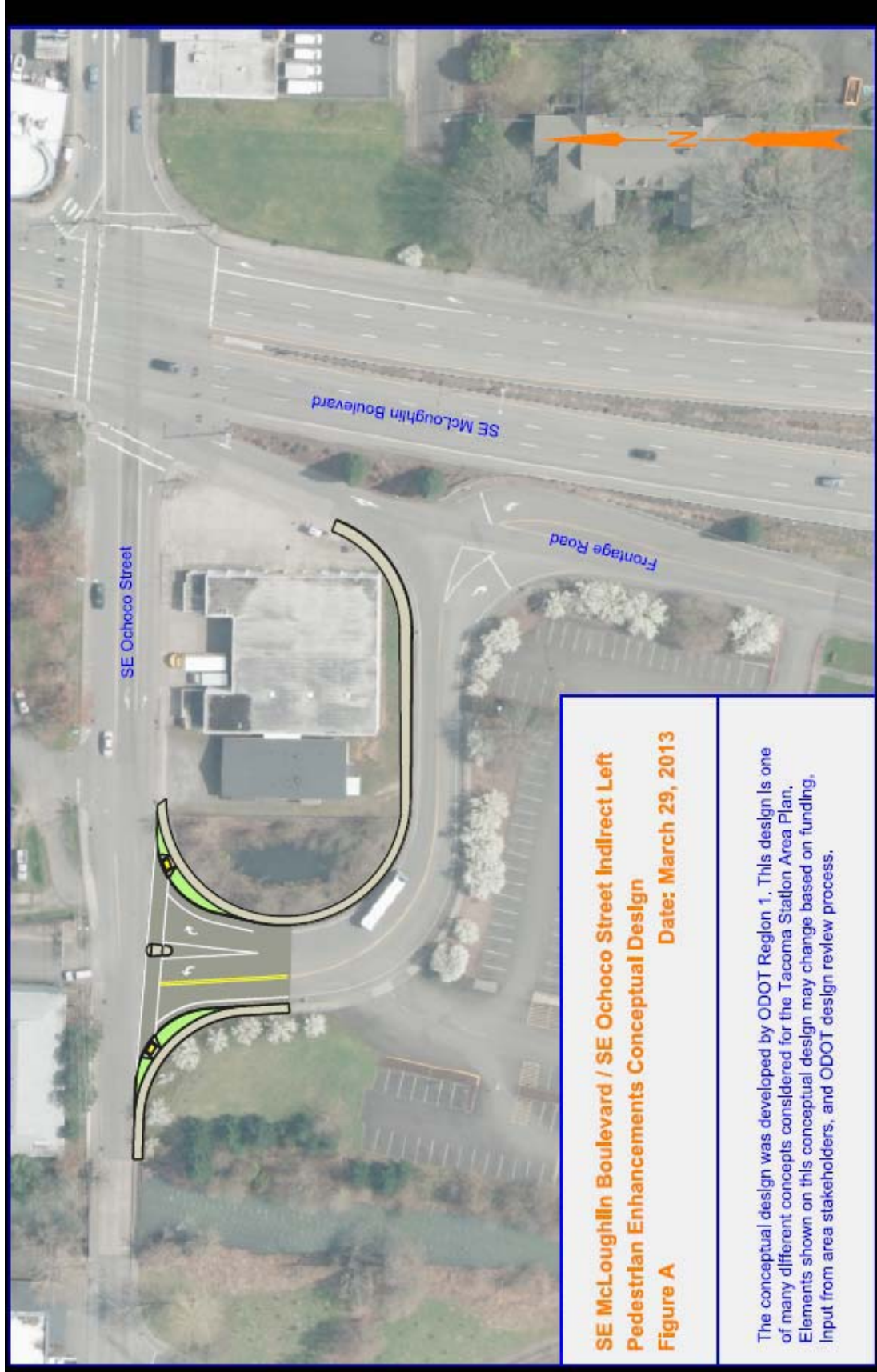


Figure B. Indirect Left Pedestrian and Delineation Enhancements Conceptual Design

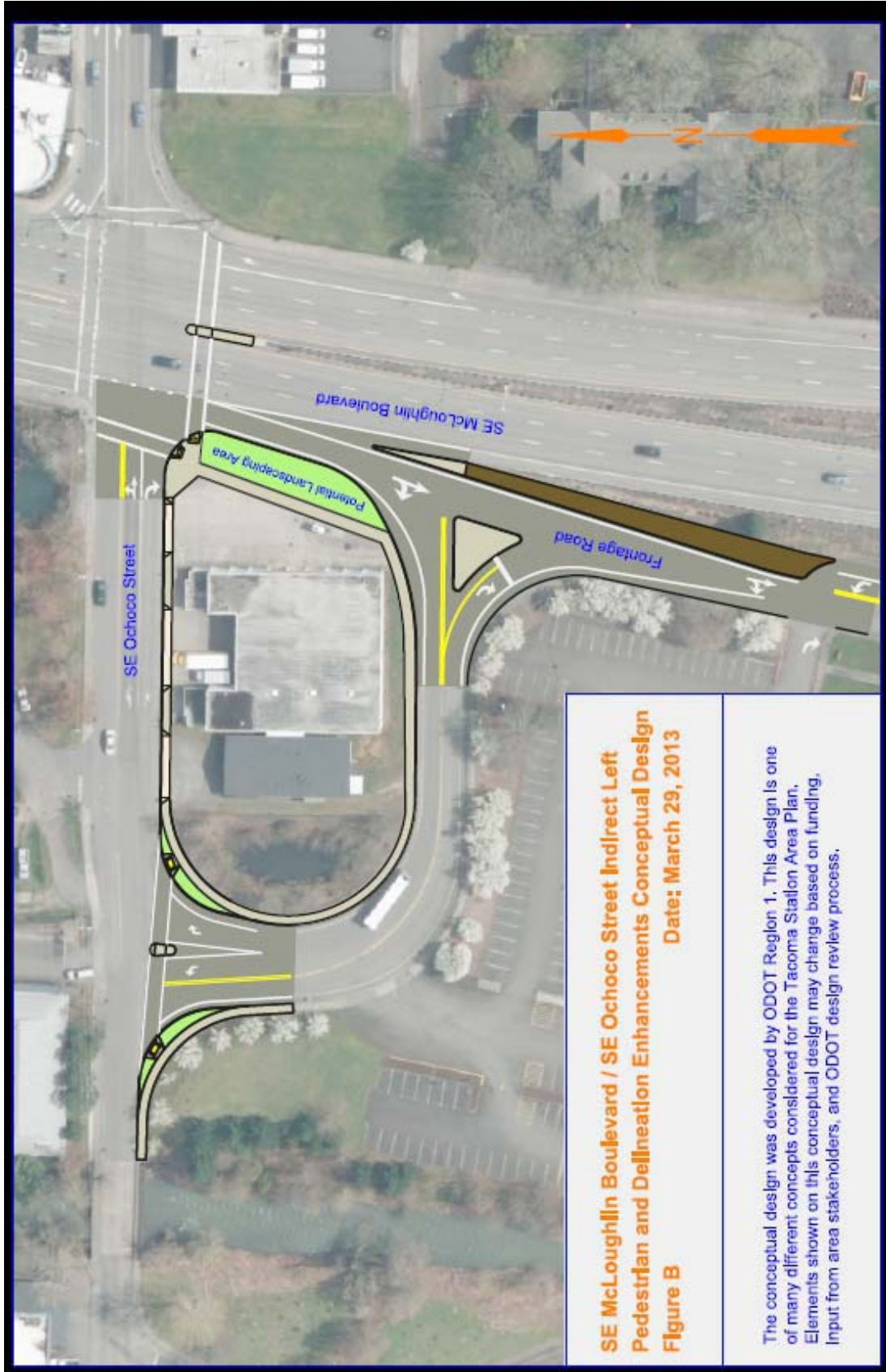


Figure B uses the same concept as Figure A, but also enhances the delineation of the ‘indirect left.’ This concept places access to the ‘indirect left’ after the intersection instead as a fifth-leg to the intersection. It allows the opportunity to place a marked crosswalk across the south leg of the SE McLoughlin Boulevard intersection. This concept requires a new traffic signal to be installed at the SE McLoughlin Boulevard intersection and working with TriMet to relocate the bus stop to a different location in the ‘indirect left’ path. Signs will be placed throughout the ‘indirect left’ to guide vehicles to their destinations.

Figure B removes the left-turn movement from northbound direction of the frontage road to the westerly-north direction of the ‘jug-handle’ connector since the proposed concept creates design challenges of keeping this movement. Traffic volumes for this left-turn movement have very low number of vehicles in an hour. Vehicles with the destination to SE McLoughlin Boulevard or SE Ochoco Street from the frontage road can reach these destinations via the frontage road connection with SE Milport Road. If this concept develops into a project, the project team should collect input from businesses on the frontage road to determine if the removal of the left-turn movement is a viable option.

Other Recommended Improvements

Other recommended improvements to improve area operations include:

- A cantilever sign north of the Springwater Bridge structure informing vehicles of the ‘indirect left’ at the SE McLoughlin Boulevard intersection;
- Additional sidewalk ramps on the north side of SE Ochoco Street from the ‘jug-handle’ connection; and
- Improvements and modifications to the sidewalk ramps to/from the frontage road sidewalk in the area of ‘jug-handle’ connector road.

Preferred Solution Project Cost Estimates: Table 1 shows planning level cost estimates in 2013 dollars. These cost estimates will need more refinement as a project develops. Installation of a new traffic signal is the highest cost item in these estimates followed by the cantilever sign.

Improvement Concept	Order of Magnitude Costs
Cantilever Sign North of Springwater Bridge	\$295,000 to \$325,000
Cantilever Sign North of Springwater Bridge and Improvements Shown in Figure A	\$390,000 to \$430,000
Cantilever Sign North of Springwater Bridge and Improvements Shown in Figure B	\$1.45 to \$1.60 million





Preferred Solution Implementation: No funding is identified for the identified for the SE McLoughlin Boulevard / SE Ochoco Street intersection improvements. It is possible that the improvements can be carried out incrementally as described above or that portions or all of the phased improvements will be a condition of area redevelopment. The improvements in Figures A and B reduce impervious surface removing the need for new stormwater facilities.

Alternative Analysis

Left-Turn Alternative: A panel of developers organized by the plan project team requested ODOT to examine adding a protected signal phase left-turn lane from SE McLoughlin Boulevard southbound to eastbound SE Ochoco Street to replace the 'jug-handle' configuration that exists today. Interest from the panel in adding a signalized left-turn lane includes having more direct access to the area; and specifically, the area south of the Tacoma Station transit station and to help change the character of McLoughlin from an expressway to a more traditional downtown treatment. ODOT concluded that the current 'jug-handle' configuration operates safer and reduces delay for all transportation than an addition of a left-turn lane to the signal. The cost estimate to reconfigure the intersection with left-turn lane is \$2.4 to 4.8 million and has been provided in the plan project list as background only. The reconfiguration to a left-turn lane is not supported by ODOT in the short to mid-term. Should area redevelopment occur beyond the forecast conditions, ODOT is willing to re-examine and discuss the trade-offs. The "Indirect Left and Left-Turn Lane Comparison" below provides more information on the findings.

Appendix H: Main Street Jurisdictional Transfer Order Map

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-  ROADWAY MAINTAINED BY STATE
-  PROPOSED STATE R/W
-  ROADWAY MAINTAINED BY CITY
-  PROPOSED CITY R/W

Unit 1



Tacoma - 17th Ave.

Unit 2

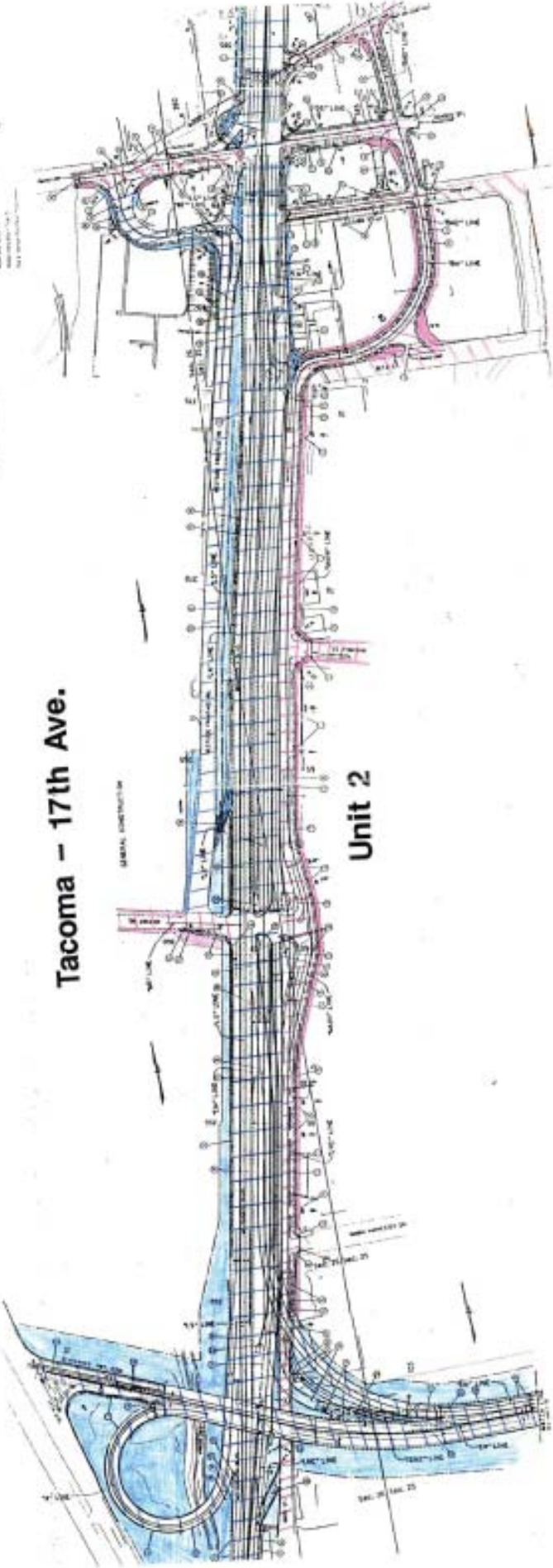


Exhibit 'B'

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Appendix I: Station Area Parking Supply & Demand Analysis

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Parking Demand and Management

This section provides a brief summary of key issues and findings regarding parking demand and management for the Preferred Redevelopment Scenario.

Projected Parking Demand and Supply

Parking demand was estimated for the Preferred Redevelopment Scenario using the leasable square footage assumptions for each land use and typical parking demand profiles for each land use, with a 30% reduction in demand assumed for areas north of Beta Street. Minimum required off-street parking supply was calculated based on the same leasable square footage assumptions by land use and the requirements specified in the city code. On-street parking is included in the supply as well.

Analysis shows that parking demand under the Preferred Redevelopment Scenario is forecast to significantly exceed the supply provided under the city code, particularly south of Beta Street. In order to meet a target of 85% on-street occupancy, assuming off-street parking is occupied at the same rate, additional capacity beyond the minimum is needed in these areas. Table 1, below, shows the results of this supply and demand analysis.

Table 1: Preferred Redevelopment Scenario Supply vs. Demand

	Supply provided on street and in code	Demand	Additional supply needed to meet 85% occupancy target
Subarea 1	179	140	0
Subarea 2	86	61	0
Subarea 3A	186	152	0
Subarea 3B	263	306	97
Subarea 4	1,515	1,997	834
TOTAL	2,229	2,656	931

The imbalance between parking capacity and parking demand highlights the importance of demand-oriented strategies (discussed in the Redevelopment Scenarios Evaluation Report) and shared parking among different land uses. This is true particularly north of Beta Street, where the proposed mix of uses includes residential and significant retail. South of Beta Street (Subarea 4), however, the imbalance between supply and demand means additional strategies need to be considered:

- Repurposing the existing TriMet park-and-ride lot to provide more parking capacity
- Changing the code for the Manufacturing zone to increase the proportion of industrial use required
- Changing the code to increase the parking minimums for office and retail uses

To illustrate how these strategies might work, two alternative parking scenarios were developed: one that relies on additional capacity from the TriMet lot, and one that makes more substantial code changes that eliminate the need for the TriMet lot.

Alternative Parking Scenario 1

This scenario combines all three strategies in order to balance supply with demand. It assumes the following changes from the baseline scenario analyzed above:

- The TriMet lot (329 spaces) is repurposed as general parking for the surrounding land uses.
- The Manufacturing zone code is modified (or an overlay zone created) that requires **50%** industrial use rather than the current 25%.
- The parking code is modified to require a minimum of **2.5** spaces per 1,000 square feet for office uses (rather than the current 2) and **3.5** spaces per 1,000 square feet for retail uses (rather than the current 2.5).

Industrial uses tend to generate the least parking demand out of all of the allowed Manufacturing zone uses. Also, the city code's parking minimums for industrial uses are generally in line with likely demand. Therefore, increasing the proportion of industrial use and increasing parking minimums for other uses helps balance supply with demand.

Alternative Parking Scenario 2

This scenario avoids using the TriMet property for parking, making it a candidate redevelopment site instead. It assumes the following changes from the baseline scenario analyzed above:

- The Manufacturing zone code is modified (or an overlay zone created) that requires **75%** industrial use rather than the current 25%.
- The parking code is modified to require a minimum of **3** spaces per 1,000 square feet for office uses (rather than the current 2) and **4** spaces per 1,000 square feet for retail uses (rather than the current 2.5).

To avoid the need for the TriMet lot's additional capacity, more substantial changes to the code are needed. The proportion of industrial use south of Beta Street must be increased further, and the parking minimums for other uses are increased as well.

Table 2 shows how the supply and demand for parking south of Beta Street (Subarea 4) differ between the two alternatives.

Table 2: Alternative Parking Scenario Supply vs. Demand

	Demand	Supply provided on street, in TriMet lot, and in code	Supply needed to meet 85% occupancy target
Baseline	1,997	1,515	2,349
Alternative Scenario 1	1,509	1,816	1,775
Alternative Scenario 2	1,053	1,273	1,239

While both alternatives address both supply (parking minimums and potential TriMet lot use) and demand (reduced parking intensity from land use), they arrive at significantly different supply and demand totals. A more aggressive change to the land uses allowed south of Beta Street, as in Alternative 2, reduces both supply and demand significantly below baseline conditions. A less aggressive change to the land use mix reduces demand more modestly, and still requires more capacity (1,816 spaces vs. 1,515) than is provided under baseline conditions.

Other combinations of zone change, parking minimum change, and TriMet lot use are possible. Deciding which combination of strategies is most desirable will require further assessment of market conditions for the TriMet lot, as well as the desirability of the code changes described above.

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Underline/Strikeout Amendments**Comprehensive Plan****CHAPTER 4 - LAND USE****ECONOMIC BASE AND INDUSTRIAL/ COMMERCIAL LAND USE ELEMENT**OBJECTIVE #1 ECONOMIC DEVELOPMENTPolicies

11. The City will implement the Tacoma Station Area Plan to promote economic development and employment opportunities.

OBJECTIVE #4 INDUSTRIAL LAND USEPolicies

3. Lands designated for industrial use as shown on Map 7, Land Use, should be reserved for industrial, manufacturing, distribution, and supporting land uses, except where otherwise indicated in the Tacoma Station Area Plan.

OBJECTIVE #15 TACOMA STATION AREA

To adopt and implement the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan and acknowledge the Tacoma station area boundary as shown on Map 7.

Planning Concepts

The Tacoma Station Area Plan establishes a future land use framework for the Tacoma station area that promotes the following:

- An active station area employment district
- Multimodal access to the Tacoma light rail station and enhanced connections within the station area
- Increased employment intensity and number of high-paying jobs in the area
- Support for existing businesses
- Complementing development goals in the nearby downtown area
- A more transit-supportive mix of employment uses in the long term
- A balanced approach to parking demand management

Policies

1. The Tacoma Station Area Plan is hereby adopted as an ancillary document to the Comprehensive Plan and will be implemented through these policies and associated Tacoma Station Area Overlay Zone in the Zoning Ordinance.
2. The Tacoma Station Area Overlay Zone boundary includes those lands shown on Map 7.

Proposed Comp. Plan Amendment

3. The City will strive to increase employment densities in the Tacoma station area by attracting high-employment businesses and supporting existing businesses.
4. The City will work to increase bicycling and walking trips between the Tacoma light rail station, the Springwater Corridor, and downtown Milwaukie.
5. The City will strive to improve Main St through the Tacoma station area to better serve all transportation modes by the year 2035.
6. The City will encourage and support formation of a transportation management association (TMA) among businesses within the Tacoma station area to increase transit use and multiple occupant trips and to manage parking supply/demand. At the time the TMA is established, the City may wish to include the downtown area businesses as well. Additionally, the City will work to bring on-street parking into conformance with City standards to increase driver, pedestrian, and cyclist safety.
7. The City will actively foster and support redevelopment of Opportunity Site B and the existing TriMet park-and-ride located in Subarea 4 consistent with the Tacoma Station Area Plan.
8. The City supports the recommended improvements to the intersection of Highway 99E and Ochoco St as proposed by ODOT, as described in Appendix G of the Tacoma Station Area Plan.

Clean Copy Amendments**Comprehensive Plan****CHAPTER 4 - LAND USE****ECONOMIC BASE AND INDUSTRIAL/COMMERCIAL LAND USE ELEMENT**OBJECTIVE #1 ECONOMIC DEVELOPMENTPolicies

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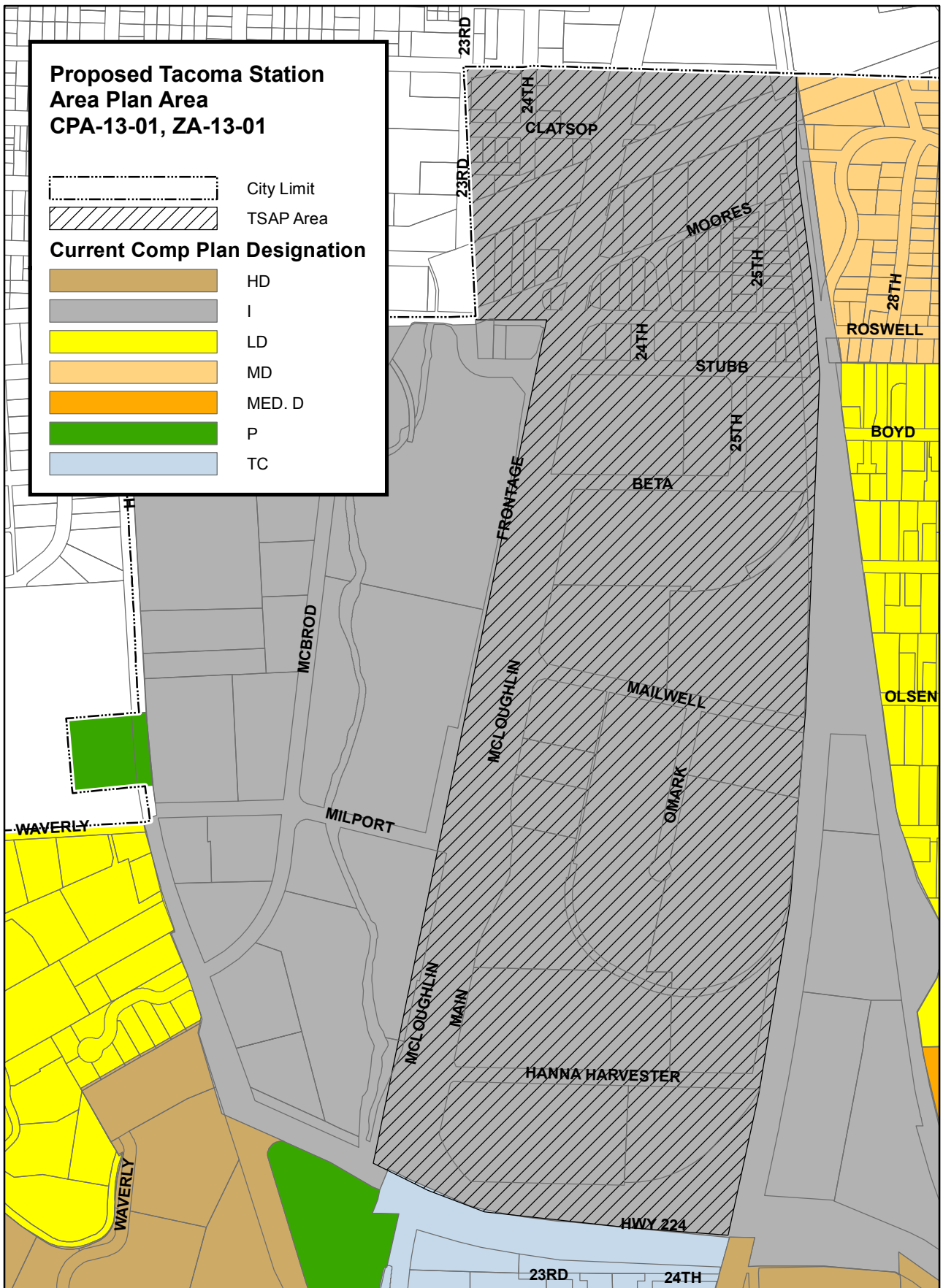
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Exhibit E: Comprehensive Plan Map Amendments



Underline/Strikeout Amendments

Zoning Ordinance

CHAPTER 19.300 BASE ZONES

19.309 MANUFACTURING ZONE M

19.309.1 Purpose

~~Statement of Purpose. The purpose of this manufacturing zone.~~ The M Zone is intended to promote clean, employee-intensive industries which may also include related accessory uses, such as commercial and office uses, which serve the industrial area.

19.309.42 Permitted Uses

Permitted uses are limited to industrial uses meeting the following criteria:

- A. Any combination of manufacturing, office, and/or commercial uses are allowed when at least 25% of the total project involves an industrial use as described under Subsection 19.309.42.B. ~~The combined uses shall provide at least 10 employees per net acre.~~
- B. A use which involves the collection and assembly of durable goods, warehousing of goods, transshipment of goods from other sources, and/or the assembly of goods from products which have been processed elsewhere, general manufacturing, and production.
- C. Commercial and office uses which are accessory to the industrial use(s). Such uses may include gymnasium, health club, secretarial services, sandwich deli, small restaurant, and retail/wholesale commercial use and showroom.
- D. May produce small amounts of noise, dust, vibration, or glare, but may not produce off-site impacts that create a nuisance, as defined by DEQ or the City Noise Ordinance.
- ~~E. Has access to a collector or arterial street.~~
- ~~F.~~ E. A permitted use may require outside storage areas. These storage areas shall be screened with a sight-obscuring fence or dense plantings from any adjoining residential uses or public streets.
- ~~G.~~ F. Warehouse use which is accessory to an industrial use.
- G. The following uses are allowed outright and do not need to be part of a project involving an industrial use as described under Subsection 19.309.2.B

1. Construction: Contractors and Related Businesses

This category comprises businesses whose primary activity is performing specific building or other construction-related work, on- or off-site. Examples include: residential and nonresidential building construction, utility/civil engineering construction, specialty trade contractors, and moving companies. Any associated on-site office use must be accessory to the primary construction business.

2. Repair and Service

This category comprises firms involved in repair and servicing of industrial, business, or consumer electronic equipment, machinery, and related equipment, products, or by-products. Examples include: welding shops; machine shops; tool, electric motor, and

industrial instrument repair; sales, repair, or storage of heavy machinery, metal, and building materials; heavy truck servicing and repair; tire retreading or recapping; exterminators, including chemical mixing or storage and fleet storage and maintenance; janitorial and building maintenance services that include storage of materials and fleet storage and maintenance; fuel oil distributors; solid fuel yards; and large-scale laundry, dry-cleaning, and carpet cleaning plants. Few customers come to the site, particularly not general public daily customers. Auto service and repair shops for personal vehicles are not included in this category and are not allowed in the M Zone.

3. Trade Schools

This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification. Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training.

19.309.23 Preexisting Uses and Developments

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "employment" or "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to May 6, 1999, and would be impacted by amendments prohibiting retail uses in excess of 60,000 sq ft, are considered to be approved uses and structures for the purposes of this section. If such a preexisting use or development is damaged or destroyed by fire, earthquake, or other natural force, then the use will retain its preexisting status under this provision, so long as it is substantially reestablished within 3 years of the date of the loss.

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to March 17, 2009, may continue and expand to add up to 20% more floor area and 10% more land area than exists on the above-stated date. This expansion requires a conditional use review.

19.309.34 Specific Prohibited Uses

- A. Any use which has a primary function of storing, utilizing, or manufacturing explosive materials or other hazardous material as defined by the ~~Uniform Fire Code, Article 80~~ Oregon Fire Code, Chapter 27.
- B. ~~New residential construction, churches, religious institutions, or~~ public schools.
- C. Retail uses greater than 60,000 sq ft gross floor area per building or business are prohibited on all lots included in mapped "Employment" or "Industrial" areas as shown on Milwaukie Comprehensive Plan Title 4 Lands Map, April 6, 1999.
- D. All lots included in mapped "Industrial" areas, as shown on Milwaukie Comprehensive Plan Title 4 Lands Map, April 6, 1999, carry the following additional restrictions:
 - 1. Individual retail trade uses greater than 5,000 sq ft gross floor area per building or business are prohibited.
 - 2. Multiple retail trade uses that occupy more than 20,000 sq ft gross floor area are prohibited, whether in a single building or in multiple buildings within the same project.
 - 3. Facilities whose primary purpose is to provide training to meet industrial needs are exempted from this prohibition.

19.309.45 Standards for Conditional Uses

A. Natural Resource Extraction

1. Open pit and gravel excavating or processing shall not be permitted nearer than 50 ft to the boundary of an adjoining property line, unless written consent of the owner of such property is first obtained. Excavating or processing shall not be permitted closer than 30 ft to the right-of-way line of an existing platted street or an existing public utility right-of-way.
2. An open pit or sand and gravel operation shall be enclosed by a fence suitable to prevent unauthorized access.
3. A rock crusher, washer, or sorter shall not be located nearer than 500 ft to a residential or commercial zone. Surface mining equipment and necessary access roads shall be constructed, maintained, and operated in such a manner as to eliminate, as far as is practicable, noise, vibration, or dust which is injurious or substantially annoying to persons living in the vicinity.

B. High-Impact Commercial Uses

When considering a high-impact commercial use, the Commission shall consider the following:

1. Nearness to dwellings, churches, hospitals, or other uses which require a quiet environment.
2. Building entrances, lighting, exterior signs, and other features which could generate or be conducive to noise or other disturbance for adjoining uses.
3. Parking vehicles and pedestrian access and circulation could contribute to noise or attract habitual assembly or unruly persons.
4. Hours of operation.
5. In addition to consideration of the above with respect to building and site design, the Planning Commission may attach conditions or standards of performance and impact, and methods for monitoring and evaluating these, to ensure that such establishments do not become unduly or unnecessarily disruptive.
6. In addition, when considering an adult entertainment business, the following criteria shall be used:
 - a. The proposed location of an adult entertainment business shall not be within 500 ft of an existing or previously approved adult entertainment business or within 500 ft of either a public park, a church, a day-care center, a primary, elementary, junior high, or high school, or any residentially zoned property;
 - b. ~~both of which distances~~ Distances shall be measured in a straight line, without regard to intervening structures, between the closest structural wall of the adult entertainment business and either the closest property line of the ~~impacted~~ applicable property or the closest structural wall of any preexisting or previously approved adult entertainment business.

19.309.56 Site Development Requirements Development Standards for All Uses

The following development standards apply to all uses in the M Zone.

A. Setbacks (Minimum)

Proposed Code Amendment

Front: 20 ft

Side: None*

Corner side yard: 10 ft

Rear: None*

* Except when abutting a residential district, in which case the setback shall match the abutting property.

B. Height (Maximum)

45 ft

C. Parking and Loading

See Chapter 19.600.

D. Landscaping

15% landscaping of the site is required. A variety of trees, shrubbery, and ground cover is encouraged. Street trees are required along street frontages and within parking lots to help delineate entrances, provide shade, and permeable areas for storm water runoff. A bond or a financial guarantee of performance will be required.

~~E. Site access. 1 curb cut (45 ft maximum) per 150 ft of street frontage.~~

E. Site access

1 curb cut (45 ft maximum) per 150 ft of street frontage.

F. Transition Area

Industrial development adjacent to and within 120 ft of areas zoned for residential uses is subject to Type I or II review per Section 19.906 Development Review. The following characteristics will be considered:

1. Noise
2. Lighting
3. Hours of operation
4. Delivery and shipping
5. Height of structure
6. Distance to residential zone boundary

The review authority may attach conditions to reduce any potentially adverse impacts to residential properties.

~~G. Transportation Requirements and Standards~~ Public Facility Improvements

As specified in Chapter 19.700.

H. Additional Standards

Chapter 19.500 Supplementary Development Regulations contains additional standards that may apply.

19.312 TACOMA STATION AREA MANUFACTURING ZONE M-TSA

19.312.1 Purpose

The M-TSA Zone is intended to support the goals and policies of the Tacoma Station Area Plan and retain the area as a viable industrial zone as the uses allowed by the Tacoma Station Area Overlay Zone become established. The primary uses in the zone are intended to be uses involved in production, manufacturing, processing, and transportation of goods. Some specific uses not involving goods, which are appropriate for industrial areas due to their use characteristics, are also allowed. Office uses are intended to be subordinate and accessory to the industrial uses, and commercial uses are intended to be incidental uses that are minor in relation to the industrial uses on a site.

19.312.2 Use Categories

The categories of land uses that are permitted in the M-TSA Zone are listed in Table 19.312.2. Permitted uses are designated with a "P." A "C" in this table indicates a use that may be authorized as a conditional use in conformance with Chapter 19.905. An "L" indicates a use that is permitted outright with certain limitations as described in Subsection 19.312.6. Uses not listed in the table are not allowed.

All uses must comply with the land use district standards of this section and all other applicable requirements of the Zoning Ordinance. If it is unclear whether a proposed use is allowed under the use categories, the applicant may submit a Director determination application per Subsection 19.903 to resolve the issue.

Table 19.312.2 M-TSA Zone Uses	
Use Category	Status
A. Construction: Contractors and Related Businesses	
This category comprises businesses whose primary activity is performing specific building or other construction-related work, on- or off-site. Examples include: residential and nonresidential building construction, utility/civil engineering construction, specialty trade contractors, and moving companies. Any associated on-site office use must be accessory to the primary construction business consistent with Subsection 19.312.2.G.1.	P
B. Manufacturing	
This category comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts. Examples include: alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies.	P
C. Wholesale Trade	
This category comprises establishments engaged in selling and/or distributing merchandise to retailers; to industrial, commercial, or professional business users; or to other wholesalers, generally without transformation, and rendering services incidental to the sale of merchandise. Wholesalers sell or distribute merchandise exclusively to other businesses, not the general public, and normally operate from a warehouse or office and are not intended for walk-in traffic. Associated retail is only allowed as an accessory use in conformance with Subsection 19.312.2.G.2 and other applicable standards in this section.	P

Table 19.312.2 CONTINUED	
M-TSA Zone Uses	
Use Category	Status
<u>D. Warehousing and Storage</u>	
<u>This category comprises industries that are primarily engaged in operating warehousing and storage facilities for general merchandise, refrigerated goods, and other products and materials that have been manufactured and are generally being stored in anticipation of delivery to final customer. Examples include: transportation and distribution uses with loading docks, temporary outdoor storage, and fleet parking. Ministorage facilities (generally used by many individual customers to store personal property) are not considered industrial warehousing and storage and are not permitted in the M-TSA Zone.</u>	<u>P</u>
<u>E. Trade Schools</u>	
<u>This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification. Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training.</u>	<u>P</u>
<u>F. Accessory Uses and Structures</u>	
<u>This category comprises uses and structures defined as incidental and subordinate to the main use of a property and located on the same lot as the main use, including accessory parking.</u>	<u>P</u>
<u>G. Limited Uses</u>	
<u>This category comprises uses that are primarily intended to support and serve other allowed uses in the M-TSA Zone. Limited uses are divided into two subcategories. See Subsection 19.312.6 for applicable limitations on these uses.</u>	<u>L</u>
<ol style="list-style-type: none"> 1. <u>Administration and Support in Office Buildings</u> <u>This subcategory comprises uses in office-type buildings that are accessory to industrial uses. They administer, oversee, and manage companies; manage financial assets and securities; do research and design; do laboratory testing; and/or provide document preparation and other industrial support services. Examples include: corporate offices, company business offices, call centers, and other office-type uses that primarily serve other industries and do not generate a significant number of daily customer visits.</u> 2. <u>Retail Commercial and Professional Services</u> <u>This subcategory comprises the sale of goods, materials, and professional services. Examples of retail commercial uses include: restaurants, minimarts, factory outlet stores, and office supply stores. Examples of professional services that cater to employees and customers include: bank branches, day-care centers, dry cleaners, and health clubs.</u> 	
<u>H. Exclusive Heavy Industrial Uses</u>	
<u>This category comprises uses exclusive to heavy industrial. Examples include: rock crushing facilities; natural resource extraction facilities; aggregate storage and distribution facilities; and concrete and/or asphalt batch plants. See Subsection 19.312.5.A.</u>	<u>C</u>
<u>I. Waste Management</u>	
<u>This category comprises businesses that provide garbage and recycling hauling, including fleet parking and maintenance. Storage of waste or recycling materials collected by a waste management business for any period of time is not permitted.</u>	<u>P</u>

Table 19.312.2 CONTINUED	
M-TSA Zone Uses	
Use Category	Status
J. Repair and Service	
This category comprises firms involved in repair and servicing of industrial, business, or consumer electronic equipment, machinery, and related equipment, products, or by-products. Examples include: welding shops; machine shops; tool, electric motor, and industrial instrument repair; sales, repair, or storage of heavy machinery, metal, and building materials; heavy truck servicing and repair; tire retreading or recapping; exterminators, including chemical mixing or storage and fleet storage and maintenance; janitorial and building maintenance services that include storage of materials and fleet storage and maintenance; fuel oil distributors; solid fuel yards; and large-scale laundry, dry-cleaning, and carpet cleaning plants. Few customers come to the site, particularly not general public daily customers. Auto service and repair shops for personal vehicles are not included in this category and are not allowed in the M-TSA Zone.	<u>P</u>
K. High-Impact Commercial Use	
This category comprises uses that generate substantial traffic, noise, light, irregular hours, or other potential impact on the community. Examples include, but are not limited to: drinking establishments, commercial recreation, adult entertainment businesses, theaters, hotels, and motels. See Subsection 19.312.5.B	<u>C</u>

P = Permitted.

L = Limited.

C = Conditional use.

19.312.3 Preexisting Uses and Developments

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "employment" or "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to May 6, 1999, and would be impacted by the size limitations on retail uses in Subsection 19.312.6, are considered to be approved uses and structures for the purposes of this section. If such a preexisting use or development is damaged or destroyed by fire, earthquake, or other natural force, then the use will retain its preexisting status under this provision, so long as it is substantially reestablished within 3 years of the date of the loss.

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to March 17, 2009, may continue and expand to add up to 20% more floor area and 10% more land area than exists on the above-stated date. This expansion requires a conditional use review.

19.312.4 Specific Prohibited Uses

- A. Any use which has a primary function of storing, utilizing, or manufacturing explosive materials or other hazardous material as defined by the Oregon Fire Code, Chapter 27.
- B. New residential, religious institutions, or public schools.

19.312.5 Standards for Conditional Uses

The following standards apply to those uses listed as conditional (C) in Table 19.312.2.

A. Exclusive Heavy Industrial Uses

- 1. Open pit and gravel excavating or processing shall not be permitted nearer than 50 ft to the boundary of an adjoining property line, unless written consent of the owner of

Proposed Code Amendment

such property is first obtained. Excavating or processing shall not be permitted closer than 30 ft to the right-of-way line of an existing platted street or an existing public utility right-of-way.

2. An open pit or sand and gravel operation shall be enclosed by a fence suitable to prevent unauthorized access.
3. A rock crusher, washer, or sorter shall not be located nearer than 500 ft to a residential or commercial zone. Surface mining equipment and necessary access roads shall be constructed, maintained, and operated in such a manner as to eliminate, as far as is practicable, noise, vibration, or dust which is injurious or substantially annoying to persons living in the vicinity.

B. High-Impact Commercial Uses

When considering a high-impact commercial use, the Commission shall consider the following:

1. Nearness to dwellings, churches, hospitals, or other uses which require a quiet environment.
2. Building entrances, lighting, exterior signs, and other features which could generate or be conducive to noise or other disturbance for adjoining uses.
3. Parking vehicles and pedestrian access and circulation could contribute to noise or attract habitual assembly or unruly persons.
4. Hours of operation.
5. In addition to consideration of the above with respect to building and site design, the Planning Commission may attach conditions or standards of performance and impact, and methods for monitoring and evaluating these, to ensure that such establishments do not become unduly or unnecessarily disruptive.
6. In addition, when considering an adult entertainment business, the following criteria shall be used:
 - a. The proposed location of an adult entertainment business shall not be within 500 ft of an existing or previously approved adult entertainment business or within 500 ft of either a public park, a church, a day-care center, a primary, elementary, junior high, or high school, or any residentially zoned property.
 - b. Distances shall be measured in a straight line, without regard to intervening structures, between the closest structural wall of the adult entertainment business and either the closest property line of the applicable property or the closest structural wall of any preexisting or previously approved adult entertainment business.

19.312.6 Standards for Limited Uses

The following standards apply to those uses listed as limited (L) in Table 19.312.2.

A. Administration and Support in Office Buildings

Only administrative and support offices which are related to the operation of a manufacturing use on the property are permitted in the M-TSA Zone. No greater than 20% of the floor area of a building may be used for administrative office space.

B. Retail Commercial and Professional Services

In order to ensure that these uses are limited in size and scale and do not dominate land intended for manufacturing uses, the following standards apply. See Figure 19.312.6.B for an illustration of the size limitations.

1. The total gross leasable square footage of an individual retail or professional service use shall not exceed 5,000 sq ft or 40% of the floor area of an individual building, whichever is less.
2. Multiple retail or professional service uses shall not exceed 20,000 cumulative gross leasable sq ft within the same development project. For the purposes of this section, a development project is defined as:
 - a. A single building with 50,000 sq ft or more of gross floor area.
 - b. Multiple buildings, each with less than 50,000 sq ft of gross floor area, that share common development features (such as access, parking, or utilities), whether or not the buildings are located on the same or a different parcel or lot.
3. Retail and professional services uses shall not be permitted in a stand-alone building. They must be included within a building whose primary purpose is for an allowed manufacturing use. The retail commercial or professional service use is not required to be related to the primary manufacturing use. Food carts are permitted as a stand-alone use.

Figure 19.312.6.B
Size Limitations for Retail and Professional Service Uses



19.312.7 Development Standards for All Uses

The following development standards apply to all uses in the M-TSA Zone.

A. Setbacks (Minimum)

Front: 20 ft

Side: None*

Corner side yard: 10 ft

Rear: None*

* Except when abutting a residential district, in which case the setback shall match the abutting property.

B. Height (Maximum)

45 ft

C. Parking and Loading

See Chapter 19.600.

D. Landscaping

15% landscaping of the site is required. The required landscape area shall comply with the following:

1. Permitted landscape materials include trees, shrubs, ground cover plants, nonplant ground covers, and outdoor hardscape features.
2. No more than 20% of the required landscape area shall be covered in mulch or barkdust. Mulch or barkdust under the canopy of trees or shrubs is excluded from this limit.
3. Hardscape features (i.e., patios, decks, plazas, and similar) may cover up to 10% of the required landscape area.
4. Trees shall have a minimum 2-in caliper at time of planting, measured at 4 ft above grade.
5. Shrubs shall be planted from 5-gallon containers or larger.
6. All landscaped area that is not planted with trees and shrubs, or covered with nonplant material (barkdust or mulch), shall have ground cover plants that are sized and spaced as follows: a minimum of 1 plant per 12 in on center in triangular spacing, or other planting pattern that is designed to achieve 75% coverage of the area not covered by shrubs and tree canopy.
7. All plantings shall be maintained on an ongoing basis and shall be replaced if vegetation is diseased, dying, or dead.

E. Public Facility Improvements

As specified in Chapter 19.700.

F. Screening of Outdoor Uses

Outdoor uses shall be screened as follows:

1. All outdoor storage areas shall be screened from adjacent properties by a 6-ft-high sight-obscuring fence or wall or by the use of vegetation. Vegetation used to screen

outdoor storage areas shall be of such species, number, and spacing to provide the required screening within 1 year after planting.

2. All screened or walled outdoor use and storage areas which abut a public street shall be set back a minimum of 25 ft from the property line(s). Within that setback area trees and evergreen shrubs shall be planted. The plants shall be of such a variety and arranged to allow only minimum gaps between foliage of mature trees and plants within 4 years of planting.
3. All plantings used to screen outdoor uses shall be maintained on an ongoing basis and shall be replaced if vegetation is diseased, dying, or dead.

G. Parking, Loading, and Unloading Areas

Parking, loading, and unloading areas shall be located as follows:

1. Parking, loading, and unloading areas shall not be located within required setbacks.
2. No loading or unloading facilities shall be located adjacent to lands designated for residential uses, or residential community services, if there are alternative locations of adequate size on the subject site.

H. External effects

The potential external effects of manufacturing uses shall be minimized as follows:

1. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building.
2. Potential nuisances such as noise, odor, electrical disturbances and other public health nuisances are subject to Title 8 Health and Safety.
3. Roof-mounted mechanical equipment, such as ventilators and ducts, for buildings located adjacent to residential districts, arterial streets, or transit streets, shall be contained within a completely enclosed structure that may include louvers, latticework, or other similar features. This screening requirement does not apply to roof-mounted solar energy systems or wind energy systems.

I. Additional Standards

Chapter 19.500 Supplementary Development Regulations contains additional standards that may apply.

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

19.406 TACOMA STATION AREA OVERLAY ZONE

19.406.1 Purpose

This overlay zone implements the Tacoma Station Area Plan and will help ensure that future development in the station area is consistent with the vision established in the plan. The overlay zone is intended to facilitate the following:

- A. A mix of employment and other appropriate uses with employment densities that support light rail transit, particularly in close proximity to the Tacoma light rail station.
- B. Support for existing businesses.
- C. An appropriate amount of parking for employees and visitors.
- D. Attractive building designs and public facilities.
- E. A simple and timely review process for new development.

19.406.2 Applicability

The standards and requirements in this section apply to all properties within the Tacoma Station Area Overlay Zone as shown on the Zoning Map.

19.406.3 General Provisions

The following provisions apply to all development within the Tacoma Station Area Overlay Zone.

A. Consistency with Base Zone

The M-TSA Zone is the base zone for the properties within the Tacoma Station Area Overlay Zone and all requirements of the base zone apply unless otherwise noted in this section. Where conflicts occur between this section and other sections of the code, the standards and requirements of this section shall supersede.

B. Off-Site Impacts

In order to ensure greater compatibility between manufacturing and nonmanufacturing uses in the Tacoma station area, the following off-site impact standards apply in Subareas 1-3.

1. Applicability

The off-site impact standards in this section apply to all new machinery, equipment, and facilities associated with manufacturing uses. Machinery, equipment, or facilities that were at the site and in compliance with existing regulations as of _____, the effective date of Ordinance # _____, are not subject to these off-site impact standards.

2. Noise

The City's noise control standards and requirements in Chapter 8.08 apply.

3. Vibration

Continuous, frequent, or repetitive vibrations that exceed 0.002g peak are prohibited. Generally, this means that a person of normal sensitivities should not be able to feel any vibrations.

- a. Temporary vibrations from construction activities or vehicles leaving the site are exempt.

- b. Vibrations lasting less than 5 minutes per day are exempt.
- c. Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.

4. Odor

Continuous, frequent, or repetitive odors are prohibited. The odor threshold is the point at which an odor may just be detected. An odor detected for less than 15 minutes per day is exempt.

5. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0.5 footcandles of light.

6. Measurements

Measurements for compliance with these standards may be made from the property line or within the property of the affected site. Measurements may be made at ground level or at habitable levels of buildings.

7. Documentation

An applicant must provide documentation certified by a registered engineer or architect, as appropriate, to ensure that the proposed activity can achieve compliance with these standards.

C. Additional Standards

In addition to the standards of the base zone and the overlay zone, the following chapters contain requirements and standards that may apply:

- 1. Chapter 19.500 Supplementary Development Regulations
- 2. Chapter 19.600 Off-Street Parking and Loading
- 3. Chapter 19.700 Public Facility Improvements
- 4. Chapter 19.800 Nonconforming Uses and Development

D. Street Design

New or improved streets within the station area shall be constructed consistent with the street design cross sections established in the Public Works Standards.

E. Review Process

All new or expanded/modified development in the overlay zone will be processed through Type I or Type II Development Review consistent with Section 19.906.

19.406.4 Tacoma Station Area Overlay Zone Subareas

The Tacoma Station Area Overlay Zone has been divided into four subareas to further refine the design and appropriate mix of uses within the station area. Subarea boundaries are shown on the Zoning Map. The intent of the subareas is to recognize that the station area is not anticipated to develop uniformly in the future. Lands closest to the future Tacoma light rail station are expected to support a different mix of uses and design standards than lands further from the station. The transportation network, existing and planned, also establishes a distinction between the varying transportation demands associated with anticipated land uses within the subareas. As such, street design cross sections for the Tacoma station area, found in the Public

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Works Standards, may vary by subarea. The following subsections define the four subareas and provide specific requirements and standards for each.

19.406.5 Subarea 1: North of Springwater

A. Subarea Boundary

Subarea 1 is located north of the Springwater Corridor and south of the Tacoma light rail station, as shown on the Zoning Map.

B. Subarea Characteristics

Due to its proximity to the Tacoma light rail station, Subarea 1 is intended to develop a mix of land uses, including retail commercial and limited residential uses that cater to light rail users. Subarea 1 is anticipated to develop as an active "station area community" supported by convenient access to light rail.

C. Permitted Uses

Permitted uses in Subarea 1 are the same as those permitted in the base M-TSA Zone, with the following exceptions:

1. Professional service and office uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential is permitted outright in a stand-alone building or in stories above a ground-floor commercial or office use.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations.

1. Retail uses are permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). Retail uses shall not exceed 60,000 sq ft per building or development project.
2. Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Subsection 19.406.3.B are allowed.

E. Development Standards for Nonmanufacturing Uses

In addition to the standards in the base M-TSA Zone, nonmanufacturing uses shall comply with the standards below.

1. Density

The density standards below apply to developments that include residential uses.

a. Minimum Density

There is no minimum residential density standard.

b. Maximum Density

The maximum residential density is 32.0 dwelling units per acre.

2. Floor Area Ratio

Minimum of 0.5:1 and maximum of 3:1.

3. Building Height

Minimum of 25 ft and maximum of 65 ft.

4. Minimum Setbacks

a. Front

(1) Buildings that are 2 stories or less than 25 ft high with a front setback along Main St have no minimum setback requirement.

(2) Buildings that are more than 2 stories and at least 25 ft high with a front setback along Main St have a minimum 5-ft setback.

(3) Front yard setbacks along any other street have a minimum 10-ft setback.

b. Side and rear

(1) Side and rear lot lines abutting a residential zone have a minimum 10-ft setback.

(2) Side and rear lot lines not abutting a residential zone have no required setback.

5. Parking Location

No surface parking shall be located within a front setback. No loading area shall be located between the front of a building and a front lot line, regardless of required setbacks.

6. Signage

At least 1 pedestrian-oriented sign shall be provided along the building façade that faces the street. Pedestrian-oriented signs may be attached to the building, an awning, a kiosk, hanging, or otherwise so long as they are displayed no higher than 10 ft above the sidewalk and face the street. All signs must comply with Title 14 Signs.

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 Design Standards for Multifamily Housing. In addition, the ground floor of stand-alone multifamily buildings shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

F. Design Standards for All New Construction and Major Exterior Alterations

In addition to the standards in the base M-TSA Zone, both manufacturing and nonmanufacturing uses shall comply with the standards below. Exterior maintenance and repair, and minor exterior alterations, are not subject to these standards. Stand-alone multifamily buildings are not subject to these standards. Subsection 19.406.5.G below defines exterior maintenance and repair and major/minor exterior alterations.

1. Ground-Floor Windows and Doors

Long expanses of blank walls facing the street or other public area have negative impacts on the streetscape and the pedestrian environment. To minimize these effects, the standards of this section are intended to enhance street safety and provide a comfortable walking environment by providing ground-level features of interest to pedestrians. All exterior walls facing the street or sidewalk must meet the following standards:

- a. 50% of the ground-floor street wall area must consist of openings; i.e., windows or glazed doors. The ground-floor street wall area is defined as the area up to the finished ceiling height of the space fronting the street or 15 ft above finished grade, whichever is less. See Figure 19.406.5.F.1.a. Window coverage is defined as the total ground-floor window area divided by the total ground-floor street wall area.
- b. Ground-floor windows shall be distributed along the wall area such that there are no lengths of windowless wall greater than 20 ft.
- c. Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazing are not permitted.
- d. Ground-floor windows shall allow views into storefronts, working areas, or lobbies. No more than 50% of the window area may be covered by interior furnishings including but not limited to curtains, shades, signs, or shelves. Signs are limited to a maximum coverage of 20% of the window area.

2. Windows

The following standards are applicable to building windows facing streets, courtyards, and/or public squares.

- a. Windows shall be "punched" openings recessed a minimum of 2 in from the wall surface.
- b. Window height shall be equal to or greater than window width.
- c. The following windows are prohibited.
 - (1) Reflective, tinted, or opaque glazing.
 - (2) Simulated divisions (internal or applied synthetic materials).
 - (3) Exposed, unpainted metal frame windows.

3. Building Orientation

All buildings shall have at least one primary building entrance (e.g., dwelling entrance, customer entrance, tenant entrance, lobby entrance, or breezeway/courtyard entrance) facing an adjoining street (i.e., within 45 degrees of the street property line). If the building entrance is turned more than 45 degrees from the street (e.g., front door is on a side wall), the primary entrance shall not be more than 40 ft from a street sidewalk, except to provide pedestrian amenities. In all cases, a walkway shall connect the primary entrance to the sidewalk. See Figure 19.406.5.F.3 for illustration.

4. Weather Protection

All building entrances shall include an awning, canopy, recess, or some other form of shelter to provide weather protection and shade for users.

5. Design Standards for Walls

The following standards are applicable to the exterior walls of buildings facing streets, courtyards, and/or public squares.

- a. Exterior wall-mounted mechanical equipment is prohibited.
- b. The following wall materials are prohibited at the street level of the building.
 - (1) EIFS or other synthetic stucco panels.
 - (2) Splitface or other masonry block.

- (3) Plywood paneling.
- (4) Brick with dimensions larger than 4 x 8 x 2 in.
- (5) Vinyl or metal cladding.
- (6) Composite wood fiberboard or composite cement-based siding.

6. Design Standards for Roofs

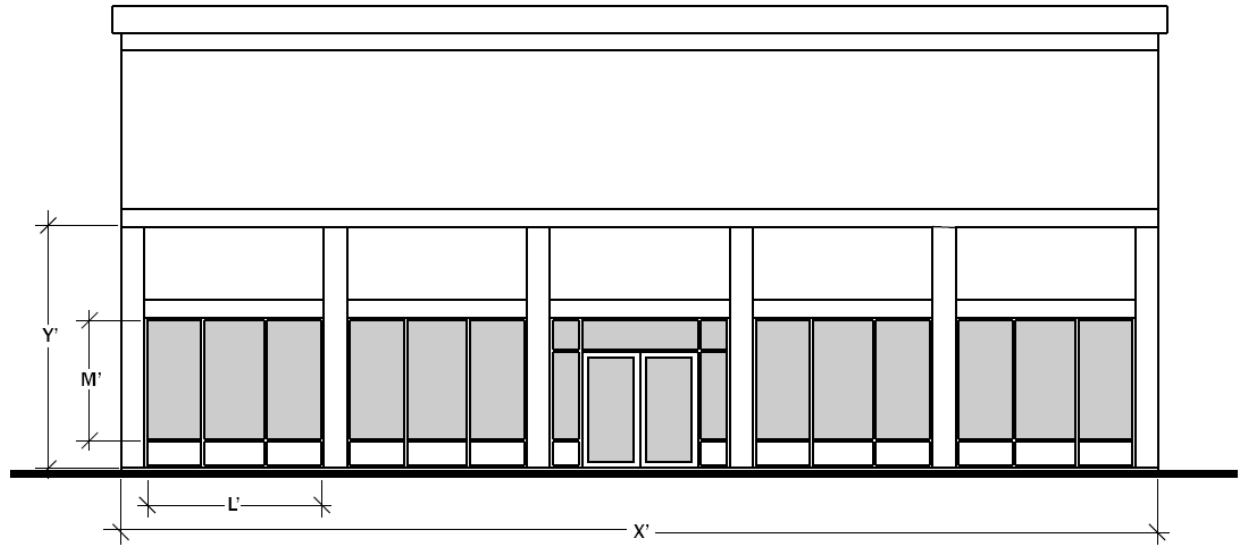
The following standards are applicable to building roofs.

- a. Flat roofs shall include a cornice with no less than 6 in depth (relief) and a height of no less than 12 in.
- b. Mansard or decorative roofs on buildings less than 3 stories are prohibited.

G. Definitions for Applicability of Design Standards

- 1. Exterior maintenance and repair includes refurbishing, painting, and weatherproofing of deteriorated materials, as well as in-kind restoration or replacement of damaged materials. Exterior maintenance and repair does not include replacement of materials due to obsolescence or when associated with minor or major exterior renovation, as defined below. Exterior maintenance and repair does not include the placement of signs.
- 2. Minor exterior alterations include the exterior alterations of any portion of a structure that do not fall within the definitions of "exterior maintenance and repair" or "major exterior alterations." Minor exterior alterations include, but are not limited to, the application or installation of finish building treatments, including windows and other glazing, doors, lintels, copings, vertical and horizontal projections (including awnings), and exterior sheathing and wall materials. Minor exterior alteration does not include the placement of signs.
- 3. Additions not exceeding 250 sq ft may be considered minor exterior alterations only when the additional floor area is designed and used for utility, HVAC, other mechanical equipment, ADA upgrades, or egress required by applicable fire safety or building codes.
- 4. Major exterior alterations include any of the following:
 - a. Alterations that do not fall within the definitions of "exterior maintenance and repair" or "minor exterior alterations."
 - b. Demolition or replacement of more than 25% of the surface area of any exterior wall or roof.
 - c. Floor area additions that exceed 250 sq ft or do not meet the limited purposes as defined under the minor exterior alteration (ADA upgrades, etc.).
- 5. The design standards in Subsection 19.406.5.F above are applicable to major exterior alterations as follows:
 - a. Major exterior alterations involving a wall(s) shall comply with the design standards for walls and the design standards for windows for that wall(s).
 - b. Major exterior alterations involving a roof shall comply with the design standards for roofs.

Figure 19.406.5.F.1.a
Ground-Floor Windows and Doors



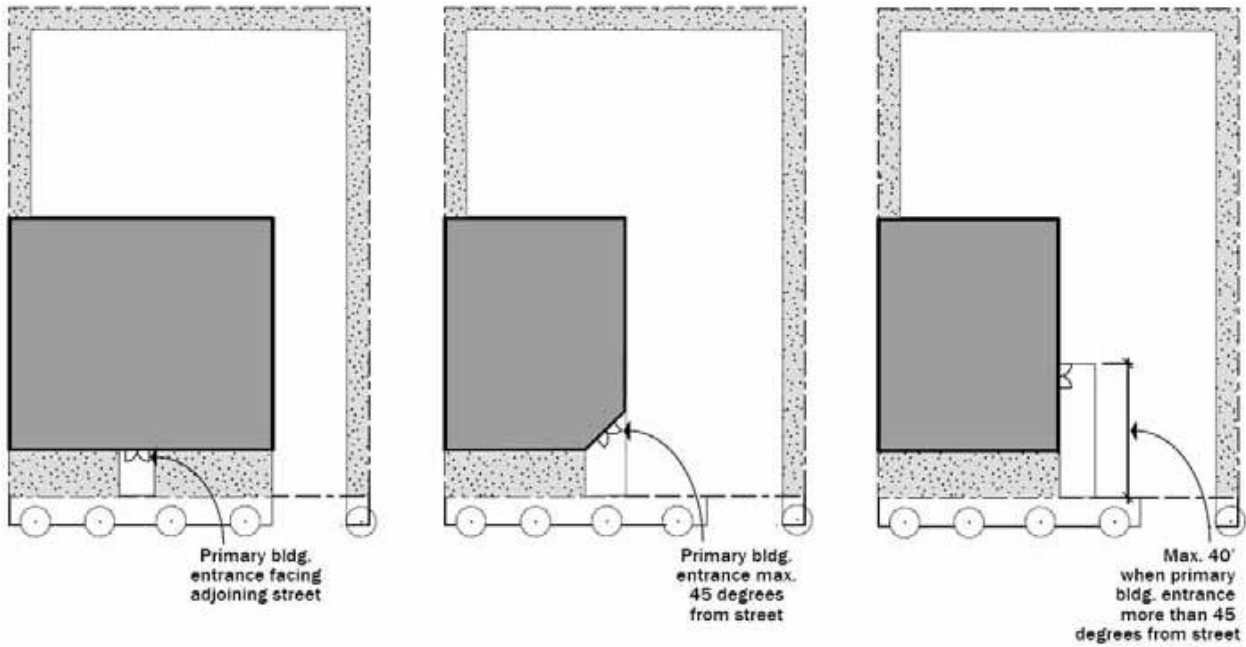
Area Calculation for Ground-Floor Windows and Doors:

Single window area = $L \times M$

Total window area (TWA) = $(L \times M) \times$ (number of window bays, including transparent doors)

Total ground-floor street wall area = $X \times Y$

Figure 19.406.5.F.3
Building Entrances



19.406.6 Subarea 2: West of McLoughlin

A. Subarea Boundary

Subarea 2 is located north of Ochoco St, surrounding the Springwater Corridor west of McLoughlin Blvd, as shown on the Zoning Map.

B. Subarea Characteristics

This subarea is intended to develop with a mix of employment and residential uses, including live/work units that can be compatible with surrounding manufacturing uses.

C. Permitted Uses

Permitted uses in Subarea 2 are the same as those permitted in the base M-TSA Zone, with the following exceptions:

1. Professional service and office uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential is permitted outright in a stand-alone building or in stories above a ground-floor commercial or office use.
3. Rowhouse development is permitted and can include live/work style units with groundfloor work space or commercial space.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations.

1. Retail uses are permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). Retail uses shall not exceed 20,000 sq ft per building or development project.
2. Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Subsection 19.406.3.B are allowed.

E. Conditional Use

A retail use of up to 30,000 sq ft may be permitted subject to conditional use approval, per Section 19.905.

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 Standards for Rowhouses.

19.406.7 Subarea 3: Mixed Employment

A. Subarea Boundary

Subarea 3 is located between Beta St and Springwater Corridor, east of McLoughlin Blvd, as shown on the Zoning Map.

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B. Subarea Characteristics

Subarea 3 is intended to develop as a relatively intense mixed employment district including office, light manufacturing, research and development, and other general employment uses, along with supporting retail/commercial uses. Subarea 3 is also appropriate for larger-scale civic or institutional uses.

C. Permitted Uses

Permitted uses in Subarea 3 are the same as those permitted in the base M-TSA Zone, with the following exceptions:

1. Professional service uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential is permitted outright in a stand-alone building or in stories above a ground-floor commercial or office use. Deed restrictions will apply to multifamily development in order to reduce potential conflicts between residential uses and surrounding manufacturing uses.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations.

1. Retail uses are permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). Retail uses shall not exceed 20,000 sq ft per building or development project. Development standards for manufacturing uses will be the standards of the base zone plus additional standards similar to those in the Business Industrial Zone Subsection 19.310.6.
2. Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Subsection 19.406.3.B are allowed.

E. Conditional Uses

1. Recreation and entertainment uses are allowed in Subarea 3 subject to conditional use approval, per Section 19.905. In permitting this use, the Planning Commission shall evaluate the following approval criteria:
 - a. The recreation and entertainment use is not inconsistent with the land use and urban design recommendations for Subarea 3 as described in the Tacoma Station Area Plan.
 - b. The recreation and entertainment use would establish a facility that is of benefit to the Milwaukie community and that is unique enough to attract visitors and users from elsewhere in the region.
 - c. The layout of the site and its structures feature high-quality design and materials. The site shall be designed in a manner that encourages transit use through location of building entrances, building orientation, and connections to public rights-of-way that connect to the Tacoma Light Rail Station.
2. A retail use of up to 30,000 sq ft may be permitted subject to conditional use approval, per Section 19.905.

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 3, with the following addition: All development with frontage along Main St shall have a 10-ft front setback.

19.406.8 Subarea 4: Manufacturing

A. Subarea Boundary

Subarea 4 is located south of Beta St and north of Highway 224, as shown on the Zoning Map.

B. Subarea Characteristics

This subarea is intended to continue to develop as a manufacturing district with some flexibility for nonmanufacturing uses to occur at higher levels than would be allowed in the base M-TSA Zone.

C. Permitted Uses

Permitted uses in Subarea 4 are the same as those permitted in the base M-TSA Zone, with the following exceptions: Retail commercial and professional service uses may be permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). The size limitations of the base M-TSA Zone Subsections 19.312.6.B.1-2 still apply.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations: Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.

E. Parking Requirements

In Subarea 4, the following parking requirements apply and supersede any conflicting requirements found in Table 19.605.1 or other sections of the code.

1. General Office Uses

- a. Minimum number of parking spaces: 2 per 1,000 sq ft of gross floor area
- b. Maximum number of parking spaces: 4.1 per 1,000 sq ft of gross floor area

2. Retail Commercial Uses

- a. Minimum number of parking spaces: 2 per 1,000 sq ft of gross floor area
- b. Maximum number of parking spaces: 6.2 per 1,000 sq ft of gross floor area

3. Manufacturing Uses

- a. Minimum number of parking spaces: 1 per 1,000 sq ft of gross floor area
- b. Maximum number of parking spaces: none

4. The minimum and maximum parking requirements in Subsection 19.406.8.E may be modified consistent with Section 19.605.2 Quantity Modifications and Required Parking Determinations.

F. Development and Design Standards

In addition to the development standards in the base M-TSA Zone, the design standards in Subsections 19.406.5.F-G also apply to developments that have frontage on Main St in Subarea 4, with the following exceptions:

1. All development with frontage along Main St shall have a 10-ft front setback.
2. The ground-floor window coverage requirement in Subsection 19.406.5.F.1.a is reduced to 30% in this subarea.

Clean Copy Amendments

Zoning Ordinance

CHAPTER 19.300 BASE ZONES

19.309 MANUFACTURING ZONE M

19.309.1 Purpose

The M Zone is intended to promote clean, employee-intensive industries which may also include related accessory uses, such as commercial and office uses, which serve the industrial area.

19.309.2 Permitted Uses

Permitted uses are limited to industrial uses meeting the following criteria:

- A. Any combination of manufacturing, office, and/or commercial uses are allowed when at least 25% of the total project involves an industrial use as described under Subsection 19.309.2.B.
- B. A use which involves the collection and assembly of durable goods, warehousing of goods, transshipment of goods from other sources, and/or the assembly of goods from products which have been processed elsewhere, general manufacturing, and production.
- C. Commercial and office uses which are accessory to the industrial use(s). Such uses may include gymnasium, health club, secretarial services, sandwich deli, small restaurant, and retail/wholesale commercial use and showroom.
- D. May produce small amounts of noise, dust, vibration, or glare, but may not produce off-site impacts that create a nuisance, as defined by DEQ or the City Noise Ordinance.
- E. A permitted use may require outside storage areas. These storage areas shall be screened with a sight-obscuring fence or dense plantings from any adjoining residential uses or public streets.
- F. Warehouse use which is accessory to an industrial use.
- G. The following uses are allowed outright and do not need to be part of a project involving an industrial use as described under Subsection 19.309.2.B

1. Construction: Contractors and Related Businesses

This category comprises businesses whose primary activity is performing specific building or other construction-related work, on- or off-site. Examples include: residential and nonresidential building construction, utility/civil engineering construction, specialty trade contractors, and moving companies. Any associated on-site office use must be accessory to the primary construction business.

2. Repair and Service

This category comprises firms involved in repair and servicing of industrial, business, or consumer electronic equipment, machinery, and related equipment, products, or by-products. Examples include: welding shops; machine shops; tool, electric motor, and industrial instrument repair; sales, repair, or storage of heavy machinery, metal, and building materials; heavy truck servicing and repair; tire retreading or recapping;

exterminators, including chemical mixing or storage and fleet storage and maintenance; janitorial and building maintenance services that include storage of materials and fleet storage and maintenance; fuel oil distributors; solid fuel yards; and large-scale laundry, dry-cleaning, and carpet cleaning plants. Few customers come to the site, particularly not general public daily customers. Auto service and repair shops for personal vehicles are not included in this category and are not allowed in the M Zone.

3. Trade Schools

This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification. Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training.

19.309.3 Preexisting Uses and Developments

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "employment" or "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to May 6, 1999, and would be impacted by amendments prohibiting retail uses in excess of 60,000 sq ft, are considered to be approved uses and structures for the purposes of this section. If such a preexisting use or development is damaged or destroyed by fire, earthquake, or other natural force, then the use will retain its preexisting status under this provision, so long as it is substantially reestablished within 3 years of the date of the loss.

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to March 17, 2009, may continue and expand to add up to 20% more floor area and 10% more land area than exists on the above-stated date. This expansion requires a conditional use review.

19.309.4 Specific Prohibited Uses

- A. Any use which has a primary function of storing, utilizing, or manufacturing explosive materials or other hazardous material as defined by the Oregon Fire Code, Chapter 27.
- B. New residential, religious institutions, or public schools.
- C. Retail uses greater than 60,000 sq ft gross floor area per building or business are prohibited on all lots included in mapped "Employment" or "Industrial" areas as shown on Milwaukie Comprehensive Plan Title 4 Lands Map, April 6, 1999.
- D. All lots included in mapped "Industrial" areas, as shown on Milwaukie Comprehensive Plan Title 4 Lands Map, April 6, 1999, carry the following additional restrictions:
 1. Individual retail trade uses greater than 5,000 sq ft gross floor area per building or business are prohibited.
 2. Multiple retail trade uses that occupy more than 20,000 sq ft gross floor area are prohibited, whether in a single building or in multiple buildings within the same project.
 3. Facilities whose primary purpose is to provide training to meet industrial needs are exempted from this prohibition.

19.309.45 Standards for Conditional Uses

- A. Natural Resource Extraction

1. Open pit and gravel excavating or processing shall not be permitted nearer than 50 ft to the boundary of an adjoining property line, unless written consent of the owner of such property is first obtained. Excavating or processing shall not be permitted closer than 30 ft to the right-of-way line of an existing platted street or an existing public utility right-of-way.
2. An open pit or sand and gravel operation shall be enclosed by a fence suitable to prevent unauthorized access.
3. A rock crusher, washer, or sorter shall not be located nearer than 500 ft to a residential or commercial zone. Surface mining equipment and necessary access roads shall be constructed, maintained, and operated in such a manner as to eliminate, as far as is practicable, noise, vibration, or dust which is injurious or substantially annoying to persons living in the vicinity.

B. High-Impact Commercial Uses

When considering a high-impact commercial use, the Commission shall consider the following:

1. Nearness to dwellings, churches, hospitals, or other uses which require a quiet environment.
2. Building entrances, lighting, exterior signs, and other features which could generate or be conducive to noise or other disturbance for adjoining uses.
3. Parking vehicles and pedestrian access and circulation could contribute to noise or attract habitual assembly or unruly persons.
4. Hours of operation.
5. In addition to consideration of the above with respect to building and site design, the Planning Commission may attach conditions or standards of performance and impact, and methods for monitoring and evaluating these, to ensure that such establishments do not become unduly or unnecessarily disruptive.
6. In addition, when considering an adult entertainment business, the following criteria shall be used:
 - a. The proposed location of an adult entertainment business shall not be within 500 ft of an existing or previously approved adult entertainment business or within 500 ft of either a public park, a church, a day-care center, a primary, elementary, junior high, or high school, or any residentially zoned property.
 - b. Distances shall be measured in a straight line, without regard to intervening structures, between the closest structural wall of the adult entertainment business and either the closest property line of the applicable property or the closest structural wall of any preexisting or previously approved adult entertainment business.

19.309.6 Development Standards for All Uses

The following development standards apply to all uses in the M Zone.

A. Setbacks (Minimum)

Front: 20 ft

Side: None*

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Corner side yard: 10 ft

Rear: None*

* Except when abutting a residential district, in which case the setback shall match the abutting property.

B. Height (Maximum)

45 ft

C. Parking and Loading

See Chapter 19.600.

D. Landscaping

15% landscaping of the site is required. A variety of trees, shrubbery, and ground cover is encouraged. Street trees are required along street frontages and within parking lots to help delineate entrances, provide shade, and permeable areas for storm water runoff. A bond or a financial guarantee of performance will be required.

E. Site access

1 curb cut (45 ft maximum) per 150 ft of street frontage.

F. Transition Area

Industrial development adjacent to and within 120 ft of areas zoned for residential uses is subject to Type I or II review per Section 19.906 Development Review. The following characteristics will be considered:

1. Noise
2. Lighting
3. Hours of operation
4. Delivery and shipping
5. Height of structure
6. Distance to residential zone boundary

The review authority may attach conditions to reduce any potentially adverse impacts to residential properties.

G. Public Facility Improvements

As specified in Chapter 19.700.

H. Additional Standards

Chapter 19.500 Supplementary Development Regulations contains additional standards that may apply.

19.312 TACOMA STATION AREA MANUFACTURING ZONE M-TSA

19.312.1 Purpose

The M-TSA Zone is intended to support the goals and policies of the Tacoma Station Area Plan and retain the area as a viable industrial zone as the uses allowed by the Tacoma Station Area Overlay Zone become established. The primary uses in the zone are intended to be uses involved in production, manufacturing, processing, and transportation of goods. Some specific uses not involving goods, which are appropriate for industrial areas due to their use characteristics, are also allowed. Office uses are intended to be subordinate and accessory to the industrial uses, and commercial uses are intended to be incidental uses that are minor in relation to the industrial uses on a site.

19.312.2 Use Categories

The categories of land uses that are permitted in the M-TSA Zone are listed in Table 19.312.2. Permitted uses are designated with a "P." A "C" in this table indicates a use that may be authorized as a conditional use in conformance with Chapter 19.905. An "L" indicates a use that is permitted outright with certain limitations as described in Subsection 19.312.6. Uses not listed in the table are not allowed.

All uses must comply with the land use district standards of this section and all other applicable requirements of the Zoning Ordinance. If it is unclear whether a proposed use is allowed under the use categories, the applicant may submit a Director determination application per Subsection 19.903 to resolve the issue.

Table 19.312.2 M-TSA Zone Uses	
Use Category	Status
A. Construction: Contractors and Related Businesses	
This category comprises businesses whose primary activity is performing specific building or other construction-related work, on- or off-site. Examples include: residential and nonresidential building construction, utility/civil engineering construction, specialty trade contractors, and moving companies. Any associated on-site office use must be accessory to the primary construction business consistent with Subsection 19.312.2.G.1.	P
B. Manufacturing	
This category comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products, including the assembly of component parts. Examples include: alternative energy development; biosciences; food and beverage processing; software and electronics production; printing; fabrication of metal products; products made from manufactured glass; products made from rubber, plastic, or resin; converted paper and cardboard products; and microchip fabrication. Manufacturing may also include high-tech and research and development companies.	P
C. Wholesale Trade	
This category comprises establishments engaged in selling and/or distributing merchandise to retailers; to industrial, commercial, or professional business users; or to other wholesalers, generally without transformation, and rendering services incidental to the sale of merchandise. Wholesalers sell or distribute merchandise exclusively to other businesses, not the general public, and normally operate from a warehouse or office and are not intended for walk-in traffic. Associated retail is only allowed as an accessory use in conformance with Subsection 19.312.2.G.2 and other applicable standards in this section.	P

Table 19.312.2 CONTINUED M-TSA Zone Uses	
Use Category	Status
D. Warehousing and Storage	
This category comprises industries that are primarily engaged in operating warehousing and storage facilities for general merchandise, refrigerated goods, and other products and materials that have been manufactured and are generally being stored in anticipation of delivery to final customer. Examples include: transportation and distribution uses with loading docks, temporary outdoor storage, and fleet parking. Ministorage facilities (generally used by many individual customers to store personal property) are not considered industrial warehousing and storage and are not permitted in the M-TSA Zone.	P
E. Trade Schools	
This category comprises establishments whose primary purpose is to provide training for industrial needs and job-specific certification. Examples include: electronic equipment repair training, truck-driving school, welding school, training for repair of industrial machinery, and other industrial skills training.	P
F. Accessory Uses and Structures	
This category comprises uses and structures defined as incidental and subordinate to the main use of a property and located on the same lot as the main use, including accessory parking.	P
G. Limited Uses	
This category comprises uses that are primarily intended to support and serve other allowed uses in the M-TSA Zone. Limited uses are divided into two subcategories. See Subsection 19.312.6 for applicable limitations on these uses. <ol style="list-style-type: none"> 1. Administration and Support in Office Buildings This subcategory comprises uses in office-type buildings that are accessory to industrial uses. They administer, oversee, and manage companies; manage financial assets and securities; do research and design; do laboratory testing; and/or provide document preparation and other industrial support services. Examples include: corporate offices, company business offices, call centers, and other office-type uses that primarily serve other industries and do not generate a significant number of daily customer visits. 2. Retail Commercial and Professional Services This subcategory comprises the sale of goods, materials, and professional services. Examples of retail commercial uses include: restaurants, minimarts, factory outlet stores, and office supply stores. Examples of professional services that cater to employees and customers include: bank branches, day-care centers, dry cleaners, and health clubs. 	L
H. Exclusive Heavy Industrial Uses	
This category comprises uses exclusive to heavy industrial. Examples include: rock crushing facilities; natural resource extraction facilities; aggregate storage and distribution facilities; and concrete and/or asphalt batch plants. See Subsection 19.312.5.A.	C
I. Waste Management	
This category comprises businesses that provide garbage and recycling hauling, including fleet parking and maintenance. Storage of waste or recycling materials collected by a waste management business for any period of time is not permitted.	P

Table 19.312.2 CONTINUED M-TSA Zone Uses	
Use Category	Status
J. Repair and Service	
This category comprises firms involved in repair and servicing of industrial, business, or consumer electronic equipment, machinery, and related equipment, products, or by-products. Examples include: welding shops; machine shops; tool, electric motor, and industrial instrument repair; sales, repair, or storage of heavy machinery, metal, and building materials; heavy truck servicing and repair; tire retreading or recapping; exterminators, including chemical mixing or storage and fleet storage and maintenance; janitorial and building maintenance services that include storage of materials and fleet storage and maintenance; fuel oil distributors; solid fuel yards; and large-scale laundry, dry-cleaning, and carpet cleaning plants. Few customers come to the site, particularly not general public daily customers. Auto service and repair shops for personal vehicles are not included in this category and are not allowed in the M-TSA Zone.	P
K. High-Impact Commercial Use	
This category comprises uses that generate substantial traffic, noise, light, irregular hours, or other potential impact on the community. Examples include, but are not limited to: drinking establishments, commercial recreation, adult entertainment businesses, theaters, hotels, and motels. See Subsection 19.312.5.B	C

P = Permitted.

L = Limited.

C = Conditional use.

19.312.3 Preexisting Uses and Developments

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "employment" or "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to May 6, 1999, and would be impacted by the size limitations on retail uses in Subsection 19.312.6, are considered to be approved uses and structures for the purposes of this section. If such a preexisting use or development is damaged or destroyed by fire, earthquake, or other natural force, then the use will retain its preexisting status under this provision, so long as it is substantially reestablished within 3 years of the date of the loss.

Notwithstanding the provisions of Chapter 19.800 Nonconforming Uses and Development, prohibited uses and structures located in any mapped "industrial" area, as shown on the Milwaukie Comprehensive Plan Title 4 Lands Map, that were lawfully in existence prior to March 17, 2009, may continue and expand to add up to 20% more floor area and 10% more land area than exists on the above-stated date. This expansion requires a conditional use review.

19.312.4 Specific Prohibited Uses

- A. Any use which has a primary function of storing, utilizing, or manufacturing explosive materials or other hazardous material as defined by the Oregon Fire Code, Chapter 27.
- B. New residential, religious institutions, or public schools.

19.312.5 Standards for Conditional Uses

The following standards apply to those uses listed as conditional (C) in Table 19.312.2.

A. Exclusive Heavy Industrial Uses

- 1. Open pit and gravel excavating or processing shall not be permitted nearer than 50 ft to the boundary of an adjoining property line, unless written consent of the owner of

such property is first obtained. Excavating or processing shall not be permitted closer than 30 ft to the right-of-way line of an existing platted street or an existing public utility right-of-way.

2. An open pit or sand and gravel operation shall be enclosed by a fence suitable to prevent unauthorized access.
3. A rock crusher, washer, or sorter shall not be located nearer than 500 ft to a residential or commercial zone. Surface mining equipment and necessary access roads shall be constructed, maintained, and operated in such a manner as to eliminate, as far as is practicable, noise, vibration, or dust which is injurious or substantially annoying to persons living in the vicinity.

B. High-Impact Commercial Uses

When considering a high-impact commercial use, the Commission shall consider the following:

1. Nearness to dwellings, churches, hospitals, or other uses which require a quiet environment.
2. Building entrances, lighting, exterior signs, and other features which could generate or be conducive to noise or other disturbance for adjoining uses.
3. Parking vehicles and pedestrian access and circulation could contribute to noise or attract habitual assembly or unruly persons.
4. Hours of operation.
5. In addition to consideration of the above with respect to building and site design, the Planning Commission may attach conditions or standards of performance and impact, and methods for monitoring and evaluating these, to ensure that such establishments do not become unduly or unnecessarily disruptive.
6. In addition, when considering an adult entertainment business, the following criteria shall be used:
 - a. The proposed location of an adult entertainment business shall not be within 500 ft of an existing or previously approved adult entertainment business or within 500 ft of either a public park, a church, a day-care center, a primary, elementary, junior high, or high school, or any residentially zoned property.
 - b. Distances shall be measured in a straight line, without regard to intervening structures, between the closest structural wall of the adult entertainment business and either the closest property line of the applicable property or the closest structural wall of any preexisting or previously approved adult entertainment business.

19.312.6 Standards for Limited Uses

The following standards apply to those uses listed as limited (L) in Table 19.312.2.

A. Administration and Support in Office Buildings

Only administrative and support offices which are related to the operation of a manufacturing use on the property are permitted in the M-TSA Zone. No greater than 20% of the floor area of a building may be used for administrative office space.

B. Retail Commercial and Professional Services

In order to ensure that these uses are limited in size and scale and do not dominate land intended for manufacturing uses, the following standards apply. See Figure 19.312.6.B for an illustration of the size limitations.

1. The total gross leasable square footage of an individual retail or professional service use shall not exceed 5,000 sq ft or 40% of the floor area of an individual building, whichever is less.
2. Multiple retail or professional service uses shall not exceed 20,000 cumulative gross leasable sq ft within the same development project. For the purposes of this section, a development project is defined as:
 - a. A single building with 50,000 sq ft or more of gross floor area.
 - b. Multiple buildings, each with less than 50,000 sq ft of gross floor area, that share common development features (such as access, parking, or utilities), whether or not the buildings are located on the same or a different parcel or lot.
3. Retail and professional services uses shall not be permitted in a stand-alone building. They must be included within a building whose primary purpose is for an allowed manufacturing use. The retail commercial or professional service use is not required to be related to the primary manufacturing use. Food carts are permitted as a stand-alone use.

Figure 19.312.6.B
Size Limitations for Retail and Professional Service Uses



19.312.7 Development Standards for All Uses

The following development standards apply to all uses in the M-TSA Zone.

A. Setbacks (Minimum)

Front: 20 ft

Side: None*

Corner side yard: 10 ft

Rear: None*

* Except when abutting a residential district, in which case the setback shall match the abutting property.

B. Height (Maximum)

45 ft

C. Parking and Loading

See Chapter 19.600.

D. Landscaping

15% landscaping of the site is required. The required landscape area shall comply with the following:

1. Permitted landscape materials include trees, shrubs, ground cover plants, nonplant ground covers, and outdoor hardscape features.
2. No more than 20% of the required landscape area shall be covered in mulch or barkdust. Mulch or barkdust under the canopy of trees or shrubs is excluded from this limit.
3. Hardscape features (i.e., patios, decks, plazas, and similar) may cover up to 10% of the required landscape area,
4. Trees shall have a minimum 2-in caliper at time of planting, measured at 4 ft above grade.
5. Shrubs shall be planted from 5-gallon containers or larger.
6. All landscaped area that is not planted with trees and shrubs, or covered with nonplant material (barkdust or mulch), shall have ground cover plants that are sized and spaced as follows: a minimum of 1 plant per 12 in on center in triangular spacing, or other planting pattern that is designed to achieve 75% coverage of the area not covered by shrubs and tree canopy.
7. All plantings shall be maintained on an ongoing basis and shall be replaced if vegetation is diseased, dying, or dead.

E. Public Facility Improvements

As specified in Chapter 19.700.

F. Screening of Outdoor Uses

Outdoor uses shall be screened as follows:

1. All outdoor storage areas shall be screened from adjacent properties by a 6-ft-high sight-obscuring fence or wall or by the use of vegetation. Vegetation used to screen

outdoor storage areas shall be of such species, number, and spacing to provide the required screening within 1 year after planting.

2. All screened or walled outdoor use and storage areas which abut a public street shall be set back a minimum of 25 ft from the property line(s). Within that setback area trees and evergreen shrubs shall be planted. The plants shall be of such a variety and arranged to allow only minimum gaps between foliage of mature trees and plants within 4 years of planting.
3. All plantings used to screen outdoor uses shall be maintained on an ongoing basis and shall be replaced if vegetation is diseased, dying, or dead.

G. Parking, Loading, and Unloading Areas

Parking, loading, and unloading areas shall be located as follows:

1. Parking, loading, and unloading areas shall not be located within required setbacks.
2. No loading or unloading facilities shall be located adjacent to lands designated for residential uses, or residential community services, if there are alternative locations of adequate size on the subject site.

H. External effects

The potential external effects of manufacturing uses shall be minimized as follows:

1. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building.
2. Potential nuisances such as noise, odor, electrical disturbances and other public health nuisances are subject to Title 8 Health and Safety.
3. Roof-mounted mechanical equipment, such as ventilators and ducts, for buildings located adjacent to residential districts, arterial streets, or transit streets, shall be contained within a completely enclosed structure that may include louvers, latticework, or other similar features. This screening requirement does not apply to roof-mounted solar energy systems or wind energy systems.

I. Additional Standards

Chapter 19.500 Supplementary Development Regulations contains additional standards that may apply.

CHAPTER 19.400 OVERLAY ZONES AND SPECIAL AREAS

19.406 TACOMA STATION AREA OVERLAY ZONE

19.406.1 Purpose

This overlay zone implements the Tacoma Station Area Plan and will help ensure that future development in the station area is consistent with the vision established in the plan. The overlay zone is intended to facilitate the following:

- A. A mix of employment and other appropriate uses with employment densities that support light rail transit, particularly in close proximity to the Tacoma light rail station.
- B. Support for existing businesses.
- C. An appropriate amount of parking for employees and visitors.
- D. Attractive building designs and public facilities.
- E. A simple and timely review process for new development.

19.406.2 Applicability

The standards and requirements in this section apply to all properties within the Tacoma Station Area Overlay Zone as shown on the Zoning Map.

19.406.3 General Provisions

The following provisions apply to all development within the Tacoma Station Area Overlay Zone.

A. Consistency with Base Zone

The M-TSA Zone is the base zone for the properties within the Tacoma Station Area Overlay Zone and all requirements of the base zone apply unless otherwise noted in this section. Where conflicts occur between this section and other sections of the code, the standards and requirements of this section shall supersede.

B. Off-Site Impacts

In order to ensure greater compatibility between manufacturing and nonmanufacturing uses in the Tacoma station area, the following off-site impact standards apply in Subareas 1-3.

1. Applicability

The off-site impact standards in this section apply to all new machinery, equipment, and facilities associated with manufacturing uses. Machinery, equipment, or facilities that were at the site and in compliance with existing regulations as of _____, the effective date of Ordinance #_____, are not subject to these off-site impact standards.

2. Noise

The City's noise control standards and requirements in Chapter 8.08 apply.

3. Vibration

Continuous, frequent, or repetitive vibrations that exceed 0.002g peak are prohibited. Generally, this means that a person of normal sensitivities should not be able to feel any vibrations.

- a. Temporary vibrations from construction activities or vehicles leaving the site are exempt.

- b. Vibrations lasting less than 5 minutes per day are exempt.
- c. Seismic or electronic measuring equipment may be used when there are doubts about the level of vibrations.

4. Odor

Continuous, frequent, or repetitive odors are prohibited. The odor threshold is the point at which an odor may just be detected. An odor detected for less than 15 minutes per day is exempt.

5. Illumination

Machinery, equipment, and facilities may not directly or indirectly cause illumination on other properties in excess of 0.5 footcandles of light.

6. Measurements

Measurements for compliance with these standards may be made from the property line or within the property of the affected site. Measurements may be made at ground level or at habitable levels of buildings.

7. Documentation

An applicant must provide documentation certified by a registered engineer or architect, as appropriate, to ensure that the proposed activity can achieve compliance with these standards.

C. Additional Standards

In addition to the standards of the base zone and the overlay zone, the following chapters contain requirements and standards that may apply:

- 1. Chapter 19.500 Supplementary Development Regulations
- 2. Chapter 19.600 Off-Street Parking and Loading
- 3. Chapter 19.700 Public Facility Improvements
- 4. Chapter 19.800 Nonconforming Uses and Development

D. Street Design

New or improved streets within the station area shall be constructed consistent with the street design cross sections established in the Public Works Standards.

E. Review Process

All new or expanded/modified development in the overlay zone will be processed through Type I or Type II Development Review consistent with Section 19.906.

19.406.4 Tacoma Station Area Overlay Zone Subareas

The Tacoma Station Area Overlay Zone has been divided into four subareas to further refine the design and appropriate mix of uses within the station area. Subarea boundaries are shown on the Zoning Map. The intent of the subareas is to recognize that the station area is not anticipated to develop uniformly in the future. Lands closest to the future Tacoma light rail station are expected to support a different mix of uses and design standards than lands further from the station. The transportation network, existing and planned, also establishes a distinction between the varying transportation demands associated with anticipated land uses within the subareas. As such, street design cross sections for the Tacoma station area, found in the Public

Works Standards, may vary by subarea. The following subsections define the four subareas and provide specific requirements and standards for each.

19.406.5 Subarea 1: North of Springwater

A. Subarea Boundary

Subarea 1 is located north of the Springwater Corridor and south of the Tacoma light rail station, as shown on the Zoning Map.

B. Subarea Characteristics

Due to its proximity to the Tacoma light rail station, Subarea 1 is intended to develop a mix of land uses, including retail commercial and limited residential uses that cater to light rail users. Subarea 1 is anticipated to develop as an active "station area community" supported by convenient access to light rail.

C. Permitted Uses

Permitted uses in Subarea 1 are the same as those permitted in the base M-TSA Zone, with the following exceptions:

1. Professional service and office uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential is permitted outright in a stand-alone building or in stories above a ground-floor commercial or office use.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations.

1. Retail uses are permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). Retail uses shall not exceed 60,000 sq ft per building or development project.
2. Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Subsection 19.406.3.B are allowed.

E. Development Standards for Nonmanufacturing Uses

In addition to the standards in the base M-TSA Zone, nonmanufacturing uses shall comply with the standards below.

1. Density

The density standards below apply to developments that include residential uses.

a. Minimum Density

There is no minimum residential density standard.

b. Maximum Density

The maximum residential density is 32.0 dwelling units per acre.

2. Floor Area Ratio

Minimum of 0.5:1 and maximum of 3:1.

3. Building Height

Minimum of 25 ft and maximum of 65 ft.

4. Minimum Setbacks

a. Front

- (1) Buildings that are 2 stories or less than 25 ft high with a front setback along Main St have no minimum setback requirement.
- (2) Buildings that are more than 2 stories and at least 25 ft high with a front setback along Main St have a minimum 5-ft setback.
- (3) Front yard setbacks along any other street have a minimum 10-ft setback.

b. Side and rear

- (1) Side and rear lot lines abutting a residential zone have a minimum 10-ft setback.
- (2) Side and rear lot lines not abutting a residential zone have no required setback.

5. Parking Location

No surface parking shall be located within a front setback. No loading area shall be located between the front of a building and a front lot line, regardless of required setbacks.

6. Signage

At least 1 pedestrian-oriented sign shall be provided along the building façade that faces the street. Pedestrian-oriented signs may be attached to the building, an awning, a kiosk, hanging, or otherwise so long as they are displayed no higher than 10 ft above the sidewalk and face the street. All signs must comply with Title 14 Signs.

7. Stand-Alone Multifamily Residential Development

Stand-alone multifamily residential development shall comply with Subsection 19.505.3 Design Standards for Multifamily Housing. In addition, the ground floor of stand-alone multifamily buildings shall be constructed to meet building code standards for a retail use. This will facilitate efficient conversion of the ground-floor space from residential to retail in the future.

F. Design Standards for All New Construction and Major Exterior Alterations

In addition to the standards in the base M-TSA Zone, both manufacturing and nonmanufacturing uses shall comply with the standards below. Exterior maintenance and repair, and minor exterior alterations, are not subject to these standards. Stand-alone multifamily buildings are not subject to these standards. Subsection 19.406.5.G below defines exterior maintenance and repair and major/minor exterior alterations.

1. Ground-Floor Windows and Doors

Long expanses of blank walls facing the street or other public area have negative impacts on the streetscape and the pedestrian environment. To minimize these effects, the standards of this section are intended to enhance street safety and provide a comfortable walking environment by providing ground-level features of interest to pedestrians. All exterior walls facing the street or sidewalk must meet the following standards:

- a. 50% of the ground-floor street wall area must consist of openings; i.e., windows or glazed doors. The ground-floor street wall area is defined as the area up to the finished ceiling height of the space fronting the street or 15 ft above finished grade, whichever is less. See Figure 19.406.5.F.1.a. Window coverage is defined as the total ground-floor window area divided by the total ground-floor street wall area.
- b. Ground-floor windows shall be distributed along the wall area such that there are no lengths of windowless wall greater than 20 ft.
- c. Clear glazing is required for ground-floor windows. Nontransparent, reflective, or opaque glazing are not permitted.
- d. Ground-floor windows shall allow views into storefronts, working areas, or lobbies. No more than 50% of the window area may be covered by interior furnishings including but not limited to curtains, shades, signs, or shelves. Signs are limited to a maximum coverage of 20% of the window area.

2. Windows

The following standards are applicable to building windows facing streets, courtyards, and/or public squares.

- a. Windows shall be "punched" openings recessed a minimum of 2 in from the wall surface.
- b. Window height shall be equal to or greater than window width.
- c. The following windows are prohibited.
 - (1) Reflective, tinted, or opaque glazing.
 - (2) Simulated divisions (internal or applied synthetic materials).
 - (3) Exposed, unpainted metal frame windows.

3. Building Orientation

All buildings shall have at least one primary building entrance (e.g., dwelling entrance, customer entrance, tenant entrance, lobby entrance, or breezeway/courtyard entrance) facing an adjoining street (i.e., within 45 degrees of the street property line). If the building entrance is turned more than 45 degrees from the street (e.g., front door is on a side wall), the primary entrance shall not be more than 40 ft from a street sidewalk, except to provide pedestrian amenities. In all cases, a walkway shall connect the primary entrance to the sidewalk. See Figure 19.406.5.F.3 for illustration.

4. Weather Protection

All building entrances shall include an awning, canopy, recess, or some other form of shelter to provide weather protection and shade for users.

5. Design Standards for Walls

The following standards are applicable to the exterior walls of buildings facing streets, courtyards, and/or public squares.

- a. Exterior wall-mounted mechanical equipment is prohibited.
- b. The following wall materials are prohibited at the street level of the building.
 - (1) EIFS or other synthetic stucco panels.
 - (2) Splitface or other masonry block.

- (3) Plywood paneling.
- (4) Brick with dimensions larger than 4 x 8 x 2 in.
- (5) Vinyl or metal cladding.
- (6) Composite wood fiberboard or composite cement-based siding.

6. Design Standards for Roofs

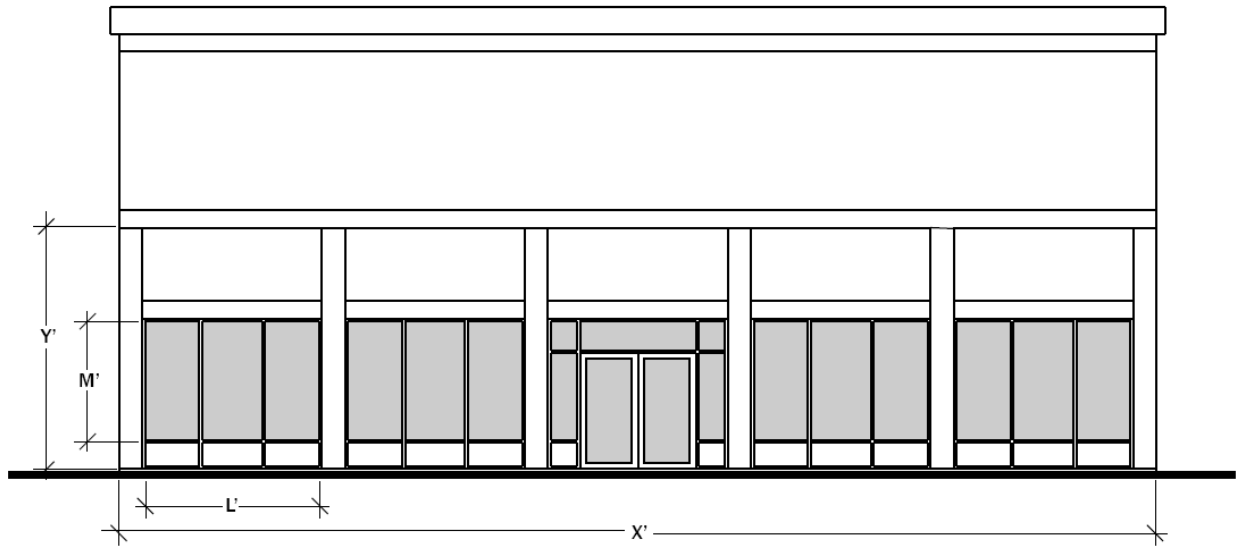
The following standards are applicable to building roofs.

- a. Flat roofs shall include a cornice with no less than 6 in depth (relief) and a height of no less than 12 in.
- b. Mansard or decorative roofs on buildings less than 3 stories are prohibited.

G. Definitions for Applicability of Design Standards

- 1. Exterior maintenance and repair includes refurbishing, painting, and weatherproofing of deteriorated materials, as well as in-kind restoration or replacement of damaged materials. Exterior maintenance and repair does not include replacement of materials due to obsolescence or when associated with minor or major exterior renovation, as defined below. Exterior maintenance and repair does not include the placement of signs.
- 2. Minor exterior alterations include the exterior alterations of any portion of a structure that do not fall within the definitions of "exterior maintenance and repair" or "major exterior alterations." Minor exterior alterations include, but are not limited to, the application or installation of finish building treatments, including windows and other glazing, doors, lintels, copings, vertical and horizontal projections (including awnings), and exterior sheathing and wall materials. Minor exterior alteration does not include the placement of signs.
- 3. Additions not exceeding 250 sq ft may be considered minor exterior alterations only when the additional floor area is designed and used for utility, HVAC, other mechanical equipment, ADA upgrades, or egress required by applicable fire safety or building codes.
- 4. Major exterior alterations include any of the following:
 - a. Alterations that do not fall within the definitions of "exterior maintenance and repair" or "minor exterior alterations."
 - b. Demolition or replacement of more than 25% of the surface area of any exterior wall or roof.
 - c. Floor area additions that exceed 250 sq ft or do not meet the limited purposes as defined under the minor exterior alteration (ADA upgrades, etc.).
- 5. The design standards in Subsection 19.406.5.F above are applicable to major exterior alterations as follows:
 - a. Major exterior alterations involving a wall(s) shall comply with the design standards for walls and the design standards for windows for that wall(s).
 - b. Major exterior alterations involving a roof shall comply with the design standards for roofs.

**Figure 19.406.5.F.1.a
Ground-Floor Windows and Doors**



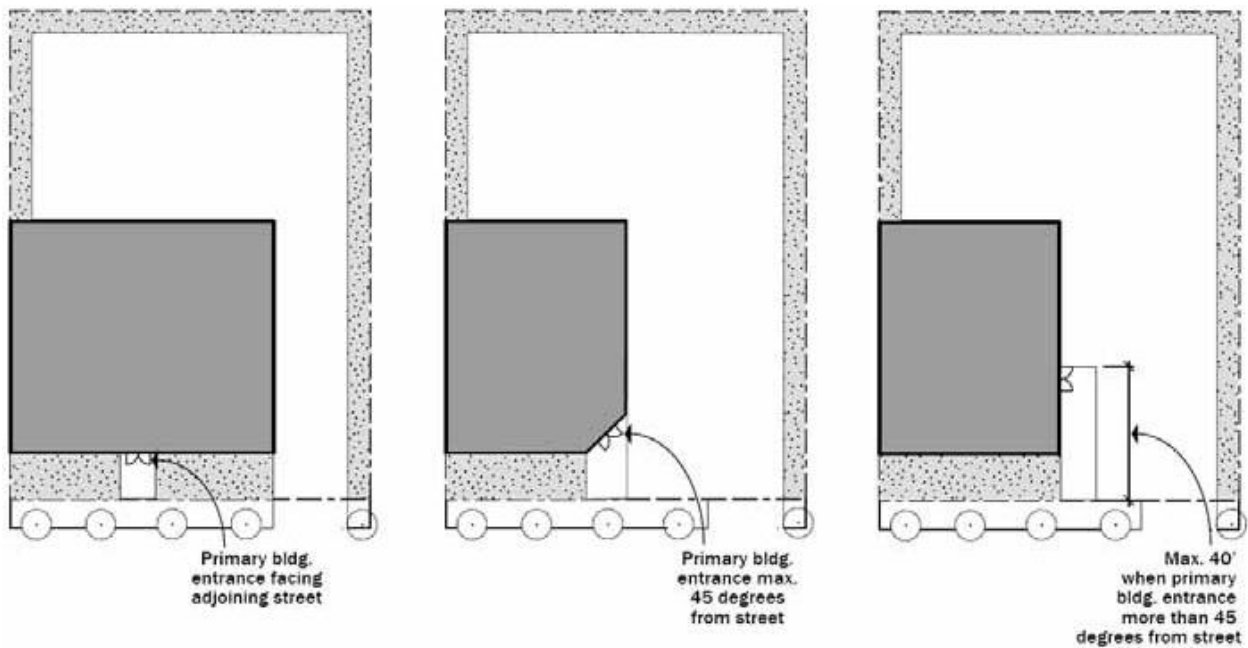
Area Calculation for Ground-Floor Windows and Doors:

Single window area = $L \times M$

Total window area (TWA) = $(L \times M) \times (\text{number of window bays, including transparent doors})$

Total ground-floor street wall area = $X \times Y$

**Figure 19.406.5.F.3
Building Entrances**



19.406.6 Subarea 2: West of McLoughlin

A. Subarea Boundary

Subarea 2 is located north of Ochoco St, surrounding the Springwater Corridor west of McLoughlin Blvd, as shown on the Zoning Map.

B. Subarea Characteristics

This subarea is intended to develop with a mix of employment and residential uses, including live/work units that can be compatible with surrounding manufacturing uses.

C. Permitted Uses

Permitted uses in Subarea 2 are the same as those permitted in the base M-TSA Zone, with the following exceptions:

1. Professional service and office uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential is permitted outright in a stand-alone building or in stories above a ground-floor commercial or office use.
3. Rowhouse development is permitted and can include live/work style units with groundfloor work space or commercial space.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations.

1. Retail uses are permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). Retail uses shall not exceed 20,000 sq ft per building or development project.
2. Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Subsection 19.406.3.B are allowed.

E. Conditional Use

A retail use of up to 30,000 sq ft may be permitted subject to conditional use approval, per Section 19.905.

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 2, with the following addition: Rowhouse development in Subarea 2 shall comply with Subsection 19.505.5 Standards for Rowhouses.

19.406.7 Subarea 3: Mixed Employment

A. Subarea Boundary

Subarea 3 is located between Beta St and Springwater Corridor, east of McLoughlin Blvd, as shown on the Zoning Map.

B. Subarea Characteristics

Subarea 3 is intended to develop as a relatively intense mixed employment district including office, light manufacturing, research and development, and other general employment uses, along with supporting retail/commercial uses. Subarea 3 is also appropriate for larger-scale civic or institutional uses.

C. Permitted Uses

Permitted uses in Subarea 3 are the same as those permitted in the base M-TSA Zone, with the following exceptions:

1. Professional service uses are permitted in a stand-alone building with no size limitations (they do not need to be accessory to a manufacturing use).
2. Multifamily residential is permitted outright in a stand-alone building or in stories above a ground-floor commercial or office use. Deed restrictions will apply to multifamily development in order to reduce potential conflicts between residential uses and surrounding manufacturing uses.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations.

1. Retail uses are permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). Retail uses shall not exceed 20,000 sq ft per building or development project. Development standards for manufacturing uses will be the standards of the base zone plus additional standards similar to those in the Business Industrial Zone Subsection 19.310.6.
2. Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.
3. Only those manufacturing uses that comply with the off-site impact standards in Subsection 19.406.3.B are allowed.

E. Conditional Uses

1. Recreation and entertainment uses are allowed in Subarea 3 subject to conditional use approval, per Section 19.905. In permitting this use, the Planning Commission shall evaluate the following approval criteria:
 - a. The recreation and entertainment use is not inconsistent with the land use and urban design recommendations for Subarea 3 as described in the Tacoma Station Area Plan.
 - b. The recreation and entertainment use would establish a facility that is of benefit to the Milwaukie community and that is unique enough to attract visitors and users from elsewhere in the region.
 - c. The layout of the site and its structures feature high-quality design and materials. The site shall be designed in a manner that encourages transit use through location of building entrances, building orientation, and connections to public rights-of-way that connect to the Tacoma Light Rail Station.
2. A retail use of up to 30,000 sq ft may be permitted subject to conditional use approval, per Section 19.905.

F. Development and Design Standards

In addition to the standards in the base M-TSA Zone, the development and design standards for Subarea 1 in Subsections 19.406.5.E-G also apply to Subarea 3, with the following addition: All development with frontage along Main St shall have a 10-ft front setback.

19.406.8 Subarea 4: Manufacturing

A. Subarea Boundary

Subarea 4 is located south of Beta St and north of Highway 224, as shown on the Zoning Map.

B. Subarea Characteristics

This subarea is intended to continue to develop as a manufacturing district with some flexibility for nonmanufacturing uses to occur at higher levels than would be allowed in the base M-TSA Zone.

C. Permitted Uses

Permitted uses in Subarea 4 are the same as those permitted in the base M-TSA Zone, with the following exceptions: Retail commercial and professional service uses may be permitted in a stand-alone building (they do not need to be accessory to a manufacturing use). The size limitations of the base M-TSA Zone Subsections 19.312.6.B.1-2 still apply.

D. Limited and Prohibited Uses

The following uses are not allowed or are allowed with limitations: Warehousing and storage uses, as defined in Subsection 19.312.2.D, are allowed only as accessory or secondary uses to a permitted use. Stand-alone warehouse and storage uses are prohibited.

E. Parking Requirements

In Subarea 4, the following parking requirements apply and supersede any conflicting requirements found in Table 19.605.1 or other sections of the code.

1. General Office Uses

- a. Minimum number of parking spaces: 2 per 1,000 sq ft of gross floor area
- b. Maximum number of parking spaces: 4.1 per 1,000 sq ft of gross floor area

2. Retail Commercial Uses

- a. Minimum number of parking spaces: 2 per 1,000 sq ft of gross floor area
- b. Maximum number of parking spaces: 6.2 per 1,000 sq ft of gross floor area

3. Manufacturing Uses

- a. Minimum number of parking spaces: 1 per 1,000 sq ft of gross floor area
- b. Maximum number of parking spaces: none

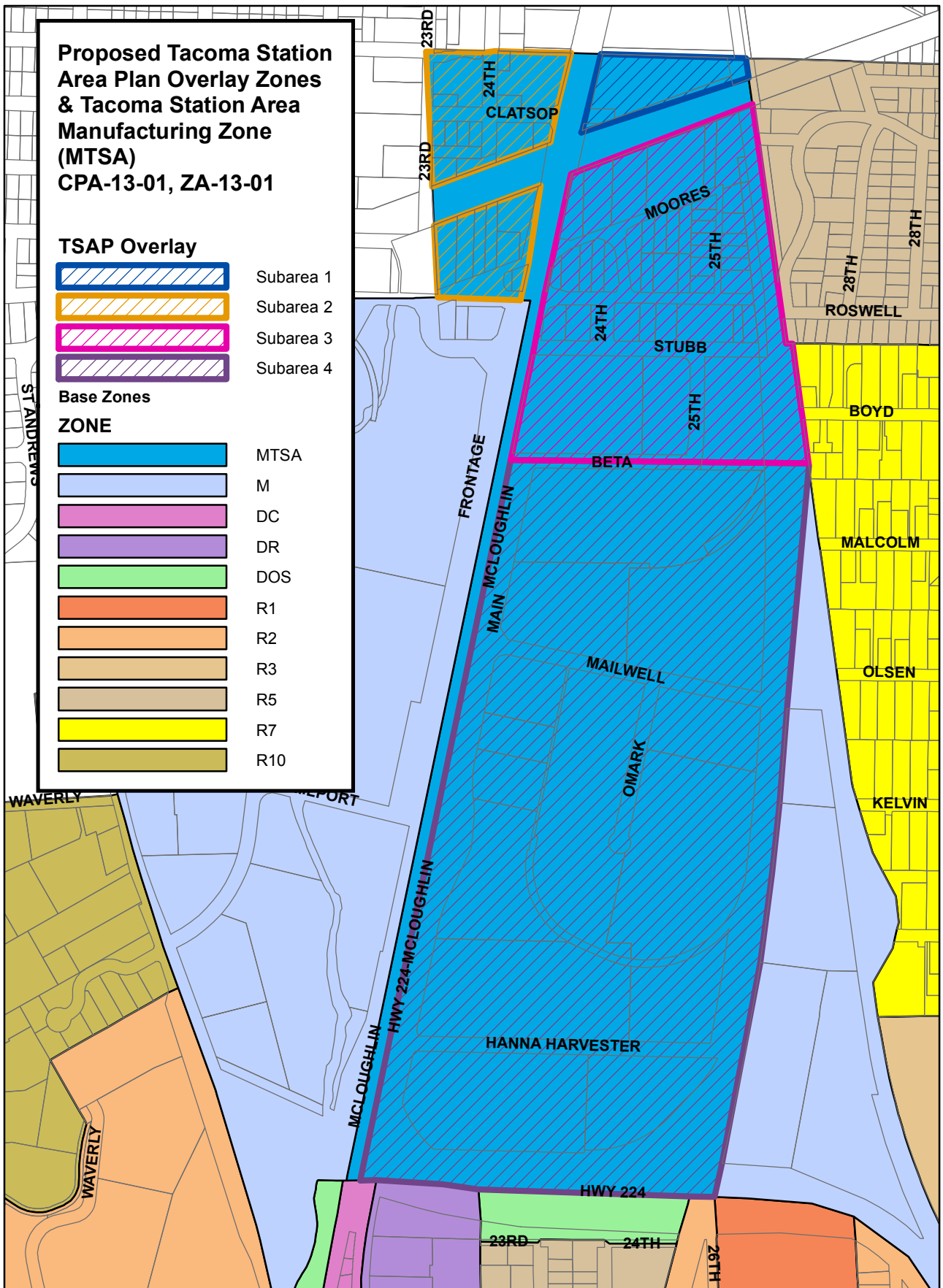
- 4. The minimum and maximum parking requirements in Subsection 19.406.8.E may be modified consistent with Section 19.605.2 Quantity Modifications and Required Parking Determinations.

F. Development and Design Standards

In addition to the development standards in the base M-TSA Zone, the design standards in Subsections 19.406.5.F-G also apply to developments that have frontage on Main St in Subarea 4, with the following exceptions:

1. All development with frontage along Main St shall have a 10-ft front setback.
2. The ground-floor window coverage requirement in Subsection 19.406.5.F.1.a is reduced to 30% in this subarea.

Exhibit H: Zoning Map Amendments





RS 6. B.

Agenda Item: Franchise
Transfer

Meeting Date: 7-2-13

COUNCIL AGENDA ITEM SUMMARY

Issue/Agenda Title: Transfer of Oak Grove Disposal Garbage Franchise

Prepared By: JoAnn Herrigel, Parks and Sustainability Director

Dept. Head Approval: Steve Butler, Interim Community Development Director

City Manager Approval:

Reviewed by City Manager:

ISSUE BEFORE THE COUNCIL

Pass a resolution approving the proposed transfer of Oak Grove Disposal Inc.'s franchise (Area 6) to Waste Management of Oregon, Inc., repealing Resolution 56-2005, and amending the list of franchised haulers and the Solid Waste Service Area map to reflect the Area 6 transfer.

STAFF RECOMMENDATION

Approve the proposed franchise transfer.

KEY FACTS & INFORMATION SUMMARY

In June, 2013, Oak Grove Disposal Inc. notified the City of their intent to sell all stock in its commercial and residential solid waste collection business to Waste Management of Oregon. They requested that, as part of this action, their franchise (Area 6) be transferred to Waste Management. According to MMC Section 13.24.130 the City must act on the franchisee's request within 60 days of the notification.

OTHER ALTERNATIVES CONSIDERED

Postpone approval until the second meeting in July. According to City Code, City may "not unreasonably refuse to consent to an assignment of the franchise to a proposed assignee that has sufficient knowledge, experience, and financial resources so as to be able to meet, to the satisfaction of the City Council, in its sole discretion, all obligations of the franchisee."

CITY COUNCIL GOALS

None.

ATTACHMENT LIST

- 1) Service Area 6 Location Map
- 2) Resolution
 - Exhibit 1 - Revised Garbage Zone map

FISCAL NOTES

The transfer of this franchise will not result in any rate increase or interruption in service.



To: Mayor and City Council

Through: Bill Monahan, City Manager
Steve Butler, Interim Community Development Director

From: JoAnn Herrigel, Parks and Sustainability Director

Subject: Transfer of Oak Grove Disposal Garbage Franchise

Date: July 2, 2013

ACTION REQUESTED

Pass a resolution approving the proposed transfer of Oak Grove Disposal Inc.'s franchise area (Area 6) to Waste Management of Oregon, Inc. repealing Resolution 56-2005 and amending the list of franchised haulers and the Solid Waste Service Area map to reflect the Area 6 transfer.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

May 1994: Council approved resolution 11-1994 granting exclusive franchises to seven garbage companies for solid waste management services.

December 2005: Council approved resolution 56-2005 granting non-exclusive franchises to seven garbage companies for solid waste management services.

January 2011: Council approved the proposed transfer of Deines Brothers Sanitary Service's franchise area (Area 3) to Hoodview Disposal and Recycling and amended Resolution 56-2005 and the Solid Waste Service Area map to reflect this change;

BACKGROUND

The City currently holds franchises for six garbage companies that provide garbage, recycling and yard debris collection service to residential and commercial customers in the City.

In June, 2013, Oak Grove Disposal Inc notified the City of their intent to sell all stock in its commercial and residential solid waste collection business to Waste Management of Oregon. They requested that, as part of this action, their franchise area (area 6) be transferred to Waste Management.

According to City Code section 13.24.130, Transfer of Franchise, a franchisee proposing to transfer a franchise must provide the City with no less than sixty (60) days' advance written notice of any proposed transfer and the City must act on the franchisee's request within 60 days of the notification. The City may "not unreasonably refuse to consent to an assignment of the franchise to a proposed assignee that has sufficient knowledge, experience, and financial

resources so as to be able to meet, to the satisfaction of the City Council, in its sole discretion, all obligations of the franchisee.”

Oak Grove Disposal has complied with the requirements of MMC 13.24.130 by providing the City with an application fee of \$2,000 and financial statements for Waste Management of Oregon Inc. for three immediately preceding years. In addition, Oak Grove and Waste Management have submitted additional transfer information to the City for staff’s review.

Staff has reviewed all submittals by the two companies involved and, based on this review, recommend that Council approve the proposed franchise transfer.

The review of the submittals has determined that:

- The transfer of Area 6 to Waste Management would impact 175 residences and 10 commercial customers and 3 drop box customers. Waste Management will purchase all of the Oak Grove Disposal trucks and equipment and intends to shift to automated equipment over the next few years. Current staff of Oak Grove Disposal will be offered the opportunity to apply for positions within Waste Management.
- Waste Management is currently a franchise holder in the City of Milwaukie , in Solid Waste Service Area 2, and has been for over 20 years. Waste Management has a very good service record in Milwaukie and other areas of Clackamas County where they operate garbage and recycling services and the company appears financially and technically capable of providing service to franchise Area 6.

Following transfer approval, all affected customers will be notified by mail of the transfer and any changes of collection days that may result. A City staff contact will be provided to customers in case issues arise with the new service provider.

CONCURRENCE

The City Manager and City Attorney concur with staff’s recommendation.

FISCAL IMPACT

The transfer of this franchise will not result in any rate increase or interruption in service.

WORK LOAD IMPACTS

A small amount of staff time will be required to answer customer concerns and questions following the transfer of service provision from Oak Grove Disposal to Waste Management. This should diminish after one to two months.

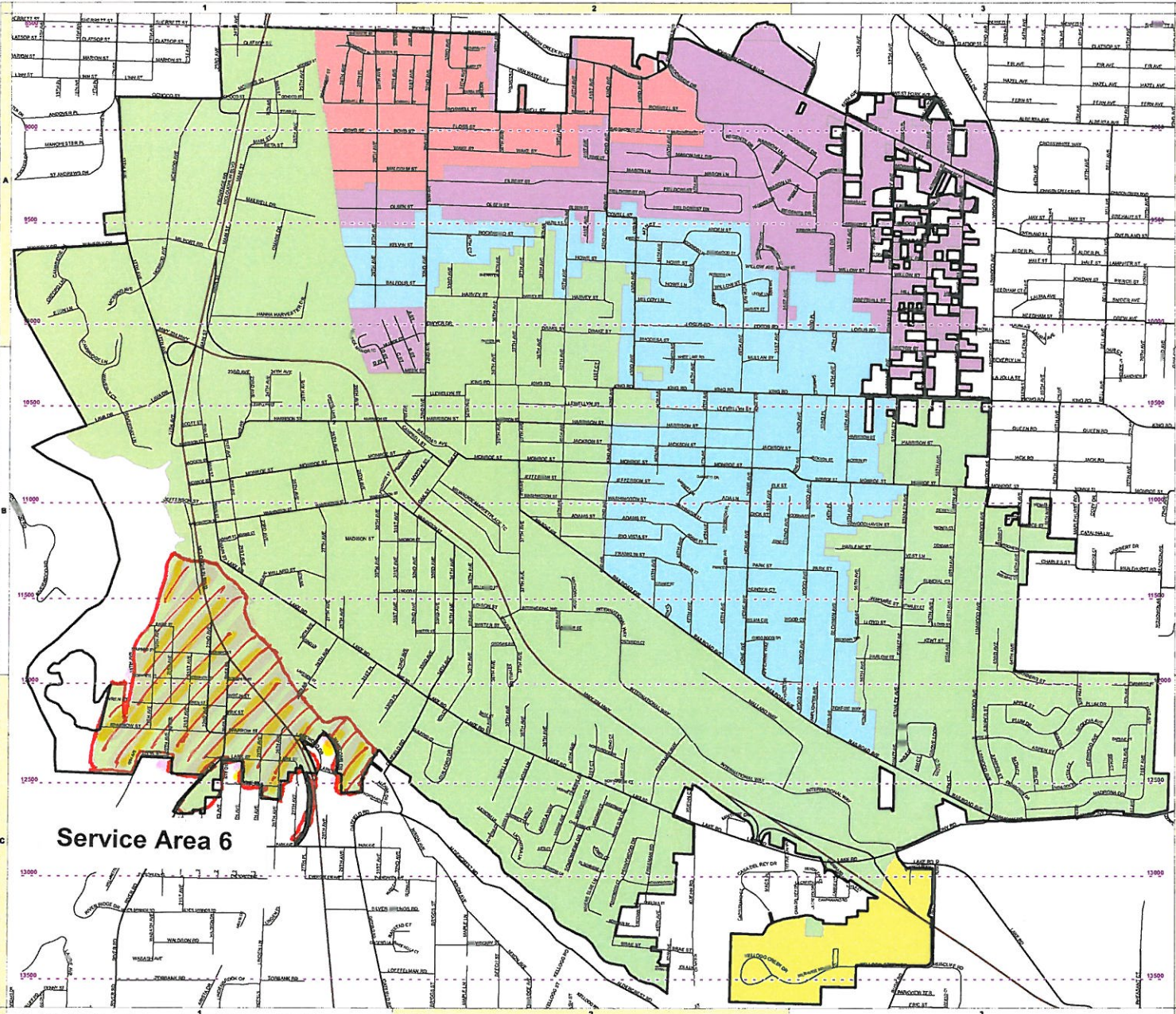
ALTERNATIVES

Defer approval of the proposed transfer until the second Council meeting in July.

ATTACHMENTS

- 1) Service Area 6 Location Map
- 2) Resolution
 - Exhibit 1 - Revised Garbage Zone map.

Solid Waste Franchise Service Areas of the City of Milwaukie



Milwaukie City Boundary

Garbage Hauler

- 1. Mel Deines
PO Box 22265
Milwaukie, OR 97269
(503) 654 0632
- 2. Waste Management
7227 NE 55th Ave
Portland, OR 97218
(503) 249 8078
- 3. Hoodview Disposal and Recycling
PO Box 1110
Canby, Oregon 97013
503-266-3900
- 4. Wichita Sanitary
PO Box 338
Gladstone, Oregon 97027
(503) 655 2266
- 5. Clackamas Garbage
8123 SE Roots Road
Milwaukie, Oregon 97267
(503) 656 9633

Service Area 6

Data Source: City of Milwaukie GIS
Clackamas County GIS
Metro Data Resource Center

Date: June 2013

The information depicted on this map is for general reference only. The City of Milwaukie cannot accept any responsibility for errors, omissions or partial accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of errors would be appreciated.

GIS Coordinator
City of Milwaukie
1181 SE Salmon Coast Blvd
Milwaukie, OR 97126
503.786.1496



RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, APPROVING THE PROPOSED TRANSFER OF OAK GROVE DISPOSAL COMPANY INC.'S FRANCHISE AREA (AREA 6) TO WASTE MANAGEMENT OF OREGON, INC. REPEALING RESOLUTION 56-2005 AND AMENDING THE LIST OF FRANCHISED HAULERS AND THE SOLID WASTE SERVICE AREA MAP TO REFLECT THE AREA 6 TRANSFER.

WHEREAS, Oak Grove Disposal Company Inc. has been franchised and providing garbage and recycling services to customers in Solid Waste Service Collection Area 6 for over 30 years; and

WHEREAS, Oak Grove Disposal Company Inc. has requested a transfer of their Area 6 franchise to Waste Management of Oregon, Inc; and

WHEREAS, Milwaukie City Code section 13.24.130, Transfer of Franchise, describes the requirements for transfer of franchises and Oak Grove Disposal Co. Inc. has met all those requirements; and

WHEREAS, the City's review of financial and technical documents submitted by Waste Management of Oregon, Inc. indicates that they have the knowledge, experience and financial resources to meet all obligations of a garbage franchisee;

NOW, THEREFORE, BE IT RESOLVED that:

Section 1: The transfer of Solid Waste Franchise Area 6 to Waste Management of Oregon Inc. is hereby granted.

Section 2: Resolution 56-2005 is hereby repealed.

Section 3: The list of franchised haulers in the City of Milwaukie, consists of the following:

Clackamas Garbage., Inc.
Hoodview Disposal and Recycling
Mel Deines Sanitary Service, Inc.
Waste Management of Oregon, Inc.
Wichita Sanitary Service

Section 4: The Map of the Solid Waste Franchise Service Areas of the City of Milwaukie shall be amended to show Waste Management of Oregon, Inc. as the service provider for Area 6.

Section 5: This resolution takes effect upon passage by Council and filing by Waste Management of a signed copy of the Assignment Assumption and Consent Agreement with the City Recorder's Office.

Section 6: This resolution is repealed on the 90th day after passage. However if, on or before the 90th day after passage, Waste Management of Oregon files a signed copy of the Assignment Assumption and Consent Agreement with the City Recorder's Office, Section 6 of this resolution is automatically and entirely nullified.

Introduced and adopted by the City Council on July 2, 2013.

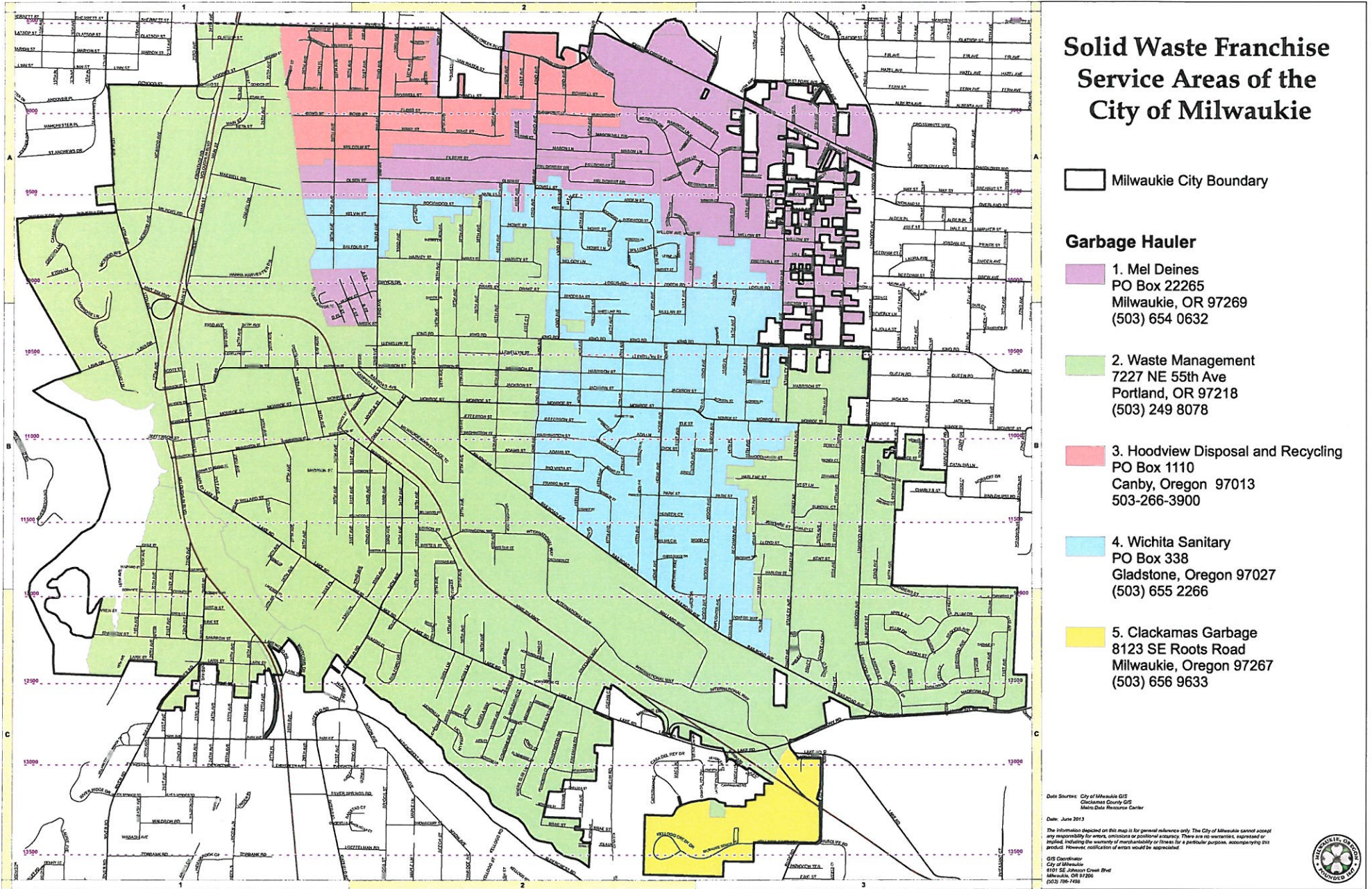
Jeremy Ferguson, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

Pat DuVal, City Recorder

City Attorney





Agenda Item: 6.C.
Meeting Date: 7/2/2013

COUNCIL AGENDA ITEM SUMMARY

Issue/Agenda Title: Establishing a policy for wastewater treatment connection fees arising in the Northeast Sewer Extension area.

Prepared By: City Attorney
Dept. Head Approval: Bill Monahan, City Manager
City Manager Approval: Bill Monahan
Reviewed by City Manager: July 2, 2013

ISSUE BEFORE THE COUNCIL

In the Northeast Sewer Extension (“NESE”) area, some property owners have accepted the City’s invitation to annex into Milwaukie and repay (or begin repaying) the City for the cost of constructing sewer facilities; other owners have repaid construction costs in full without annexation. The City made commitments to these properties, on account of their owners changing their position either financially, or as a matter of annexation, or both. The terms these owners accepted did not include the fee the City must pay for each new sewage treatment connection established within Milwaukie city limits, as established by Council’s December 6, 2012 agreement with CCSD#1.

This Resolution implements Council’s CCSD#1 agreement in the NESE area in a way that honors the City’s commitments to those owners who changed their financial position or, in some cases, also changed their annexation position.

LEGAL COUNSEL RECOMMENDATION

The City Attorney advises that the form and content of this Resolution is suitable for Council passage.

KEY FACTS & INFORMATION SUMMARY

CCSD#1 now requires the City to pay a fee for every dwelling unit, or equivalent, that connects to the sewage treatment system after the effective date of the December 6, 2012 agreement.

This Resolution affects 66 properties in the NESE area. Only NESE properties described above qualify for inclusion in this Resolution.

OTHER ALTERNATIVES CONSIDERED

1. Covering Clackamas County’s wastewater treatment connection fee for all properties within the Northeast Sewer Extension Area.

2. Not covering the County's wastewater treatment connection fee for any properties within the Northeast Sewer Extension Area.

CITY COUNCIL GOALS

No Council goals apply to this report.

ATTACHMENT LIST

1. A Resolution that allows payment of the County's wastewater treatment connection fee for properties that meet certain criteria for eligibility.
2. A list of properties, under the proposed resolution, that are eligible for the City to pay the County's wastewater treatment connection fee.

FISCAL NOTES

By covering the County's wastewater treatment connection fee for these 66 properties, the City is obligating itself to make payments over time as these properties connect. At the time of this report, the fee equates to \$5,670.00 per connection which would total \$374,220.00; however, CCSD#1 may raise or lower this fee in the future.



To: Mayor and City Council

Through: Bill Monahan, City Manager
Steve Butler, Interim Community Development Director

From: City Attorney's Office
Jason Rice, Engineering Manager

Subject: Establishing a policy for wastewater treatment connection fees arising in the Northeast Sewer Extension area

Date: July 2, 2013 Regular Session

ACTION REQUESTED

Pass Resolution establishing a policy as to wastewater connection fees arising from certain properties within the Northeast Sewer Extension ("NESE") area.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

In 2010 the City created a reimbursement district ("Reimbursement District") for the NESE project area to repay the City's cost for constructing sanitary sewer improvements in an unincorporated area of Clackamas County adjacent to the City of Milwaukie. A premise of this project, and the City's sewage treatment needs in general, is that the City is responsible for constructing and maintaining a sewer system to convey effluent, and Clackamas County Service District #1 ("CCSD#1") is responsible for treating the effluent. The City pays CCSD#1 for connecting to and using its treatment facilities, and has spread this cost among rate payers in different ways over time.

At the time the City created the Reimbursement District and offered terms to the Affected Owners, the City did not pay the wastewater treatment connection fee at the time an owner connected to the County's treatment system. Rather, the City paid the equivalent connection charge to the County at the end of the year when the County

examined the City's connections and fees, and trued-up the rate it charged to the City. The City essentially spread this charge across all its rate payers.

Between 2008 and 2012 the City and CCSD#1 wished to create new terms for provision of wastewater treatment services to the City, but could not agree on new terms. Discussions became successful in 2012, and agreed-upon terms are embodied in the December 6, 2012 Intergovernmental Agreement between CCSD#1 and the City. Under these new terms, CCSD#1 charges the City a wastewater treatment connection fee for each new connection at or near the time the connection is made. The City pays this fee and in turn collects an amount equal to it from the property owner benefitting from the new connection. The amount collected by the City is a reimbursement and is referred to herein, and in the Resolution, as the "County Cost Recovery Fee."

BACKGROUND

The purpose of this Resolution is to administer the Agreement in a way that honors the City's commitments to those owners who accepted the City's invitation to participate in the Reimbursement District in one of two ways. First, the property must have been annexed into the City under the NESE project incentives offered by Council, and the owner must have paid the Reimbursement District cost in full or else signed up for the City's no-interest financing program to retire the cost over time. Second, if the property has not annexed its owner must have fully repaid the cost of the Reimbursement District attributable to the property. The policy established in this Resolution covers only the properties in these two categories. Those properties are listed in Exhibit 1 of the Resolution.

CONCURRENCE

The City Manager and the Interim Community Development Director concur in the policy embodied in this Resolution.

FISCAL IMPACT

By covering the County Cost Recovery Fee for these 66 properties, the City is obligating itself to make payments over time as these properties connect. At the time of this report, the fee equates to \$5,670.00 per connection which would total \$374,220.00; however, in the future the County may update this fee or its underlying methodology.

WORK LOAD IMPACTS

Individual property wastewater connections will need to be tracked as a result of this commitment. However, Staff is already performing this task as to the Reimbursement District. Therefore, no significant amount of work will be imposed upon Staff.

ALTERNATIVES

1. Covering the County Cost Recovery Fee for all properties within the Northeast Sewer Extension Area.
2. Not covering the County Cost Recovery Fee for any properties within the Northeast Sewer Extension Area

ATTACHMENTS

1. A Resolution establishing a policy for paying the County Cost Recovery Fee as to certain properties in the NESE area.
2. Exhibit 1 to the Resolution, which is a list of properties eligible for payment of the County Cost Recovery Fee.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING A POLICY FOR PAYMENT OF CLACKAMAS COUNTY SERVICE DISTRICT NO. 1 (“CCSD#1”) WASTEWATER CONNECTION FEES THAT ARE CHARGED TO THE CITY OF MILWAUKIE FOR CONNECTIONS TO CCSD#1 WASTEWATER TREATMENT FACILITIES.

WHEREAS, the City has a wastewater treatment services agreement (“Agreement”) with CCSD#1 as embodied in Resolution 61-2012; and

WHEREAS, under section 2 of the Agreement, CCSD#1 recognizes that it is the provider of sewage treatment services to the City of Milwaukie; and

WHEREAS, under section 3.5 of the Agreement, for each property that connects to the CCSD#1 treatment system after the effective date of the Agreement, CCSD#1 charges the City a treatment facility connection fee; and

WHEREAS, the City recovers the cost of the connection fee from owners of the benefitted property by charging owners a County Cost Recovery Fee (“CCRF”); and

WHEREAS, the CCRF is currently embodied in Resolution 45-2013, the Master Fee Schedule of the City of Milwaukie, and is subject to change over time as to its amount or the methodology used to determine its amount; and

WHEREAS, before negotiating the Agreement, Council had created the Northeast Sewer Extension (“NESE”) project, and the NESE Reimbursement District, (“Reimbursement District”) to construct sewers and to encourage property owners in the NESE area to consider annexing into the City; and

WHEREAS, some property owners accepted the City’s invitation by either annexing their property into the City and signing agreements with the City to repay, over time, the costs of the Reimbursement District attributable to the property, or by fully reimbursing the City for the Reimbursement District cost attributable to the property. A property placed into either category by actions of its owner is referred to as “Accepting Property” herein; and

WHEREAS, the terms offered by the City, to an owner of Accepting Property, to stimulate the owner’s financial participation in the Reimbursement District did not include payment of the CCRF; and

WHEREAS, Council has directed City staff to compile a list of each parcel of Accepting Property, by address, and Council has received and considered this list.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Milwaukie, Oregon, that:

Section 1. Council approves and adopts the list of Accepting Property that is attached to this Resolution as Exhibit 1.

Section 2. Council directs that the CCRF attributable to an Accepting Property's current or future connection to CCSD#1's treatment system be paid for by the City at the time called for in the Agreement.

Section 3. The City may provide CCSD#1 with the payment created by Section 2 of this Resolution before the time an Accepting Property is connected to CCSD#1's treatment system, provided that CCSD#1 agrees to accept such prepayment.

Section 4. Council directs that no Accepting Property owner, either individually or in combination with others, will be required to pay the CCRF or reimburse the City for paying a connection fee to CCSD#1. This provision is limited to the greater value of: 1) one EDU as established by CCSD#1's methodology, or 2) the EDU embodied in the Reimbursement District agreement pertaining to the Accepting Property on the date the property owner signed the Reimbursement District agreement. The Accepting Property will incur any Reimbursement Fee over these amounts and the property owner will be responsible for such overages.

Section 5. This Resolution affects only those properties listed in Exhibit 1 and inures to an Accepting Property notwithstanding the identity of the property owner.

Section 6. The provisions of this Resolution extend only to the CCRF, and have no effect on any other City fee or assessment including but not limited to user fees, reimbursement district fees, SDCs, or other assessments, connection charges, fees, payments, repayments, or other sums owing to the City.

Section 7. This Resolution takes effect upon passage.

Introduced and adopted by the City Council on July 2, 2013.

By: _____
Jeremy Ferguson, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

By: _____
Pat DuVal, City Recorder

By: _____
City Attorney

ATTACHMENT 2

List of Northeast Sewer Extension (NESE) Properties Exempted from the County Cost Recovery Fee†

10002 SE HOLLYWOOD AVE	5987 SE KING RD
10010 SE WICHITA AVE	6004 SE LAUREL ST
10021 SE WICHITA AVE	6005 SE HAZEL PL
10025 SE WICHITA AVE	6006 SE FIRWOOD ST
10046 SE HOLLYWOOD AVE	6020 SE HAZEL PL
10049 SE HOLLYWOOD AVE	9340 SE STANLEY AVE
10110 SE WICHITA AVE	9405 SE STANLEY AVE
10114 SE HOLLYWOOD AVE	9411 SE WICHITA AVE
10114 SE STANLEY AVE	9415 SE STANLEY AVE
10122 SE STANLEY AVE	9420 SE WICHITA AVE
10124 SE HOLLYWOOD AVE	9430 SE WICHITA AVE
10200 SE HOLLYWOOD AVE	9433 SE WICHITA AVE
5621 SE FIRWOOD ST	9491 SE WICHITA AVE
5707 SE FIRWOOD ST	9504 SE STANLEY AVE
5803 SE HAZEL PL	9509 SE WICHITA AVE
5806 SE CEDAR ST	9533 SE WICHITA AVE
5810 SE FIRWOOD ST	9604 SE STANLEY AVE
5811 SE HAZEL PL	9615 SE STANLEY AVE
5815 SE LAUREL ST	9616 SE STANLEY AVE
5820 SE CEDAR ST	9623 SE STANLEY AVE
5845 SE MAPLE ST	9631 SE WICHITA AVE
5904 SE HAZEL PL	9710 SE WICHITA AVE
5906 SE HAZEL PL	9715 SE WICHITA AVE
5909 SE HAZEL PL	9724 SE WICHITA AVE
5914 SE CEDAR ST	9770 SE STANLEY AVE
5920 SE LAUREL ST	9778 SE HOLLYWOOD AVE
5921 SE FIRWOOD ST	9862 SE WICHITA AVE
5925 SE CEDAR ST	9911 SE HOLLYWOOD AVE
5950 SE HILL ST	9917 SE HOLLYWOOD AVE
5960 SE MAPLE ST	9934 SE WICHITA AVE
5970 SE MAPLE ST	9938 SE HOLLYWOOD AVE
5910 SE MAPLE ST	9515 SE STANLEY AVE
5972 SE HAZEL PL	TLID 12E30DB00200

† List of properties is updated as of July 2, 2013 at 5 PM. List of properties is subject to change.