



Study Session

SS

Milwaukie City Council



MINUTES
MILWAUKIE CITY COUNCIL
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STUDY SESSION
APRIL 23, 2015
City Hall Conference Room

Mayor Parks called the Study Session to order at 6:00 p.m.

Council Present: Council President Batey and Councilors Scott Churchill, Mark Gamba, and Karin Power

Staff Present: Assistant to the City Manager Mitch Nieman, City Recorder Pat DuVal, Senior Planner Li Alligood, Associate Planner Brett Kelper, Building Official Samantha Vandagriff, Police Captain Mark Dye, Associate Planner Vera Koliass, and Interim Community Development Director and Planning Director Denny Egner

Mayor Parks announced that the Building Department fees would be discussed first.

Building Department Discussion

Ms. Vandagriff noted that she had provided information on revising the building fees.

Councilor Gamba and **Mayor Parks** asked about the proposed retooling of the Accela program in Option 3. **Ms. Vandagriff** explained that Accela is a State-run e-permitting program and that the proposed fee changes would allow the City to upgrade to the version of Accela that is supported by the State.

Councilor Power noted the fee decrease for smaller houses proposed in Option 2 and asked if that would provide stable department funding. **Ms. Vandagriff** explained that Option 2 would not be a big financial loss for the department, and she noted that the Home Builders Association had endorsed Option 1.

Council President Batey and **Mayor Parks** discussed the standardized rates proposed in Option 1, and **Ms. Vandagriff** confirmed that the fees proposed in Option 1 were standard throughout the state and would provide stable department funding.

Councilor Gamba discussed recent Metro Policy Advisory Committee (MPAC) conversations about the regional housing stock and the types of homes being built. He commented that developers may build cottage cluster subdivisions in the City, and he expressed concern about forecasting Building Department funding based on the size of homes that used to be built in Milwaukie. **Ms. Vandagriff** noted that the department's time investment would equal out for subdivisions where homes are grouped together.

Councilor Power asked when the building fee structure had last been updated, and **Ms. Vandagriff** reported that changes had been made in 2004 and 2011.

Councilor Power and **Mayor Parks** expressed their support for Option 1.

Councilor Gamba stated his support for Options 1 and 3, but agreed to go with Option 1 if it would help the City work with the state standard.

Ms. Vandagriff noted that a new fee model could be implemented in January 2016.

Council President Batey asked if there would be an incentive to build smaller homes and then add an additional dwelling unit (ADU), and **Ms. Vandagriff** replied that it would probably not be cost effective to pull permits for a second time to add an ADU.

Councilor Power inquired about the source of the valuations used in the proposed options, and **Ms. Vandagriff** explained that the valuations came from the Building Standards Magazine which is mandated by the Oregon Revised Statutes (ORS).

Mayor Parks and **Ms. Vandagriff** summarized that the proposal would be revised based on Council input and that notice would be given to the State Buildings Division.

Council President Batey, **Councilor Churchill**, and **Ms. Vandagriff** discussed how the lack of volume has caused Milwaukie's building fees to be higher than other cities and what market conditions could cause Council to consider lowering rates in the future.

Mr. Nieman and **Ms. Vandagriff** reported that other cities are also raising their fees.

The group noted the need for a local community college building inspector program.

Mayor Parks summarized that the Council consensus was for Ms. Vandagriff to prepare the new proposal for Council to formally consider based on Option 1.

Moving Forward Milwaukie (MFM) Downtown Plan and Code Amendments

Ms. Alligood reviewed previous Council discussions of the proposed MFM amendments to the Milwaukie Municipal Code (MMC), and she provided information on current MMC requirements regarding building height and height bonuses.

Councilor Churchill expressed his opposition to height bonuses in the MFM program.

The group discussed the origin and goal of a structured parking bonus and noted buildings in the region that have parking on different levels. **Council President Batey** explained that her motivation was to create a potential for public parking within a private development without setting aside an entire block for a parking structure.

Councilors Churchill and **Gamba** discussed the concept of height bonuses for residential and hotel development downtown. **Ms. Alligood** explained that the Planning Commission had included green building height bonuses in the MFM program, and she noted cities in the region that allow green building height bonuses. **Councilor Churchill** asked for more information on green building height programs in other cities.

The group discussed different types of height bonuses and parking structures. It was the Council consensus to ask staff to provide information on height bonus options.

Mayor Parks expressed her support for a ban on garages facing Main Street.

Councilor Gamba and **Ms. Alligood** discussed the MFM program proposal to remove off-street parking requirements for everything except residential parking.

Councilor Power and **Ms. Alligood** commented on the different housing and parking needs of residents of Milwaukie versus residents of Portland.

Councilor Churchill and **Council President Batey** noted the City's involvement in the discussion about parking at the North Main Village (NMV) development. **Ms. Alligood** reported that there has been talk about decoupling parking from the NMV units.

Ms. Alligood presented the concept of an Exceptional Design standard and noted several questions Council would need to consider related to such a standard.

Councilor Gamba discussed the need to ensure that there was a process to consider architectural designs without the MMC getting in the way of great buildings. **Councilor Churchill** and **Ms. Alligood** commented that an Exceptional Design review process would need certain discretionary criteria to evaluate such projects, and it was noted that the Type III design process may already allow for such reviews.

Mayor Parks expressed her concern about an open-ended design review process.

The group discussed incentives and bonuses for developers who build creative, extraordinary, and quick-selling projects in Portland and around the world.

Councilors Gamba and **Churchill**, and **Ms. Alligood** discussed incentives the City can offer unique developments, and it was noted that the City was limited to building height, streamlined processes and fees, and encouraging less discretionary review processes.

The group discussed building heights and setbacks allowed under the proposed MFM program. Concerns about tall buildings harming the pedestrian experience were noted, and they talked about possible downtown development projects. It was reported that Oregon City building height was set at a number of feet not by the number of floors.

Ms. Alligood noted she had enough Council input on building height and height bonuses and asked for more Council direction on an Exceptional Design standard.

Councilor Gamba expressed his hope that the variance process wouldn't preclude an exceptional building design from being considered.

Council President Batey asked about a clock tower being included as a variance, and **Ms. Alligood** replied that the type of review process and approval of the project would depend on the details of the design and location.

Councilor Gamba asked for confirmation that the Planning Commission had said a number of rooftop features were okay, and **Ms. Alligood** said she thought the Planning Commission had been okay with such features and that she would confirm that.

The group discussed the need for more Council discussion on the MFM program and noted the general lack of public response or input throughout the MFM process. It was the group consensus to hold further Council discussions and consideration of the MFM program in a Public Hearing format during a Regular Session.

Ms. Alligood noted that she would provide Council with links to the Planning Commission hearings on the MFM program.

Residential Parking Permit Program

Mr. Kelper introduced the topic and reviewed staff responses to Council questions regarding program costs and permitting. He reported that the biggest cost and variable would be enforcement, and he relayed information from other jurisdictions dealing with the impacts of light rail on local parking.

The group noted the use of public parking garages along light rail lines for short-term parking when flying out of Portland International Airport (PDX).

Mr. Kelper reported that most parking program enforcement is complaint driven, and he suggested that it will be easier to assess the impacts on enforcement after the light rail line opens. He asked if Council had any questions and proposed focusing the conversation on the structure of a permit program so the City can respond to problems.

Councilor Churchill asked how the City would know when the program should be triggered, and **Mr. Kelper** replied that identifying program triggers needs to be discussed. He suggested that listening to the neighbors of the light rail stations would be part of the process once the line opens.

The group noted that earlier program proposals included triggers, and **Mr. Kelper** explained that the revised suggested triggers proposed a petition process or the culmination of the City receiving a lot of general complaints. **Ms. Kolas** commented that it was important for the City to initiate the process.

Mayor Parks asked how quickly a program could go into effect and be enforced once triggered. **Mr. Kelper** responded that it would depend on the scale of the problem, and he noted that the proposed program could be scaled to the problem areas.

The group noted ways to enforce a parking program without issuing permits.

Councilor Gamba and **Mr. Kelper** discussed how the program could be funded through permit fees, be subsidized by the City, or through a combination of fees and subsidy.

The group noted parking fine amounts in Milwaukie and other cities. They discussed fine parameters set by the State and the public's obedience to different fine amounts.

Councilors Gamba and Churchill commented of balancing enforcement staff with effective fine amounts to support an efficient parking program.

Mr. Kelper remarked on the need for public comment in creating the program structure.

Councilor Gamba stated that the proposed structure looked sensible.

The group discussed the importance of program flexibility and having multiple options in responding to problematic parking areas around light rail stations. They noted the experiences and programs in other cities for parking around light rail stations.

Councilor Gamba asked for clarification of the 75% usage trigger, and **Mr. Kelper** replied that it would mean that 75% of the available spaces are being used.

The group discussed funding a parking program through permit payments, City subsidy, or fines, and how the public and certain neighborhoods would react to different plans. Initial and long-term costs and public reaction over-time were also noted.

Councilor Gamba and **Mr. Kelper** noted the potential amount of revenue from permit payments based on the areas looked at by staff and from citations.

The group discussed the possibility of the estimated program costs being covered by the estimated program revenue from permit payments and citations.

Councilors Power and Gamba, and **Council President Batey** discussed how a quick signage and citation program could be rolled out in response to a problem and at what point Council should consider a permit program structure in more detail.

Mr. Kelper asked for Council buy-in so staff could move forward with a review of current traffic regulations for possible replacement.

It was the Council consensus that the proposed flowchart worked, and they discussed the intention of requiring 51% of residents in a problem area to participate in a petition to start a conversation about a parking problem. **Mr. Kelper** noted that the proposed process makes the Council the final decision makers.

Council President Batey expressed her appreciation for parking inventory maps provided by staff and noted their usefulness for creating a baseline to comparing future maps. She also asked if it made sense to turn some parking around Milwaukie High School (MHS) and the light rail station into time-limited parking.

Mr. Kelper noted that parking inventory maps could be used to respond to any problem in the area and could be helpful in initiating a parking permit program.

Councilors Churchill and Gamba remarked that parking gets worse in the neighborhoods during special events and when parking downtown is enforced.

Mr. Nieman noted the possibility of observing parking conditions during the Vietnam Memorial Wall event in July.

Mayor Parks adjourned the Study Session at 8:03 p.m.

Respectfully submitted,



Scott S. Stauffer, Administrative Specialist II



SS Exhibit
4/23/15

CPA-14-02/ZA-14-02
Downtown Plan and Code
Amendments

Milwaukie City Council
April 23, 2015, Study Session
Li Alligood, Senior Planner

Background

- Council reviewed draft amendment package at March 23 study session
- Requested additional information about 3 key topics:
 - Measurement of height
 - Height bonuses
 - Incentives for exceptional design

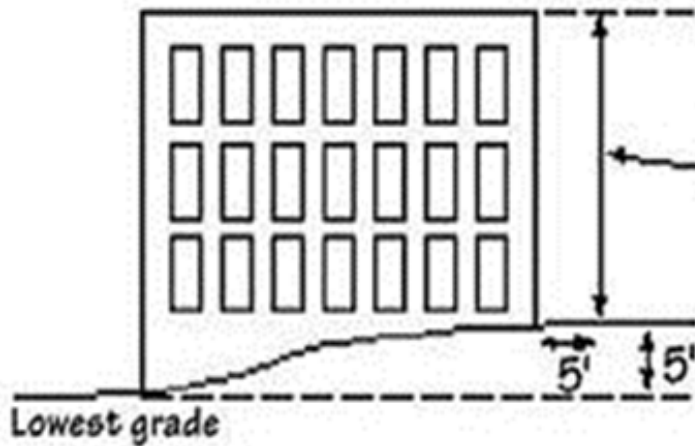


Measurement of Height

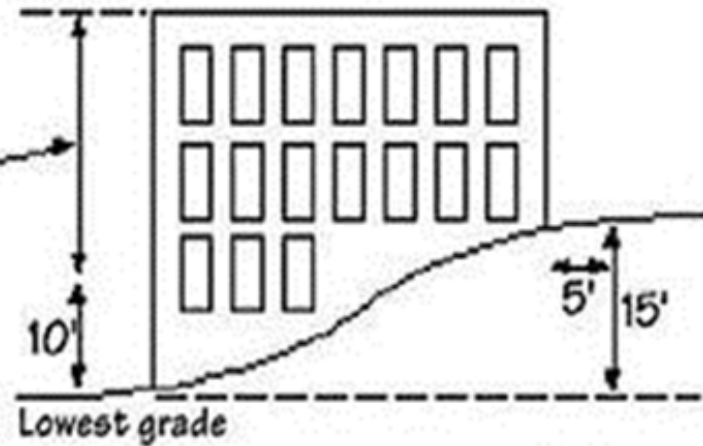
- Proposed:
 - Base maximum height limit of 3 stories/45 ft south of Scott St
 - Base maximum height limit of 4 stories/55 ft north of Scott St
 - Remove 35-ft height limitation on western half of Cash Spot site



Measurement of Height



When highest grade is 10 feet or less above the lowest grade, the base point is the elevation of the highest adjoining sidewalk or grade within a 5-foot horizontal distance.



When highest grade is more than 10 feet above the lowest grade, the base point is the elevation 10 feet above the lowest grade.



Measurement of Height

Example

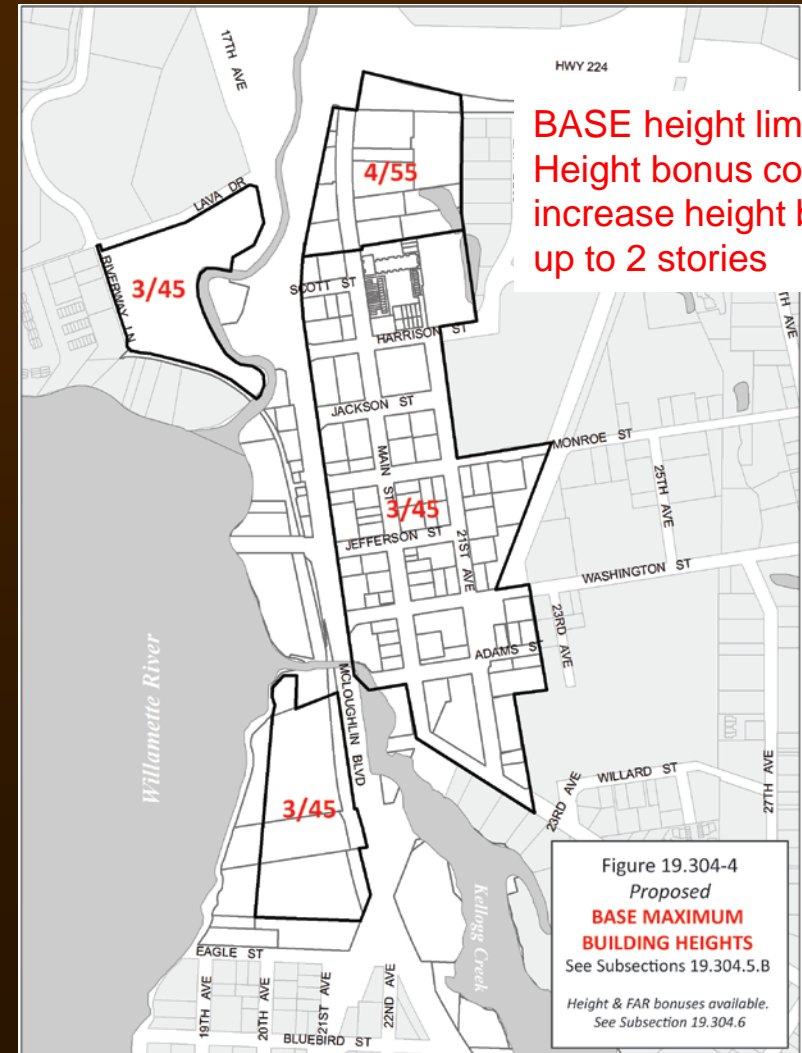
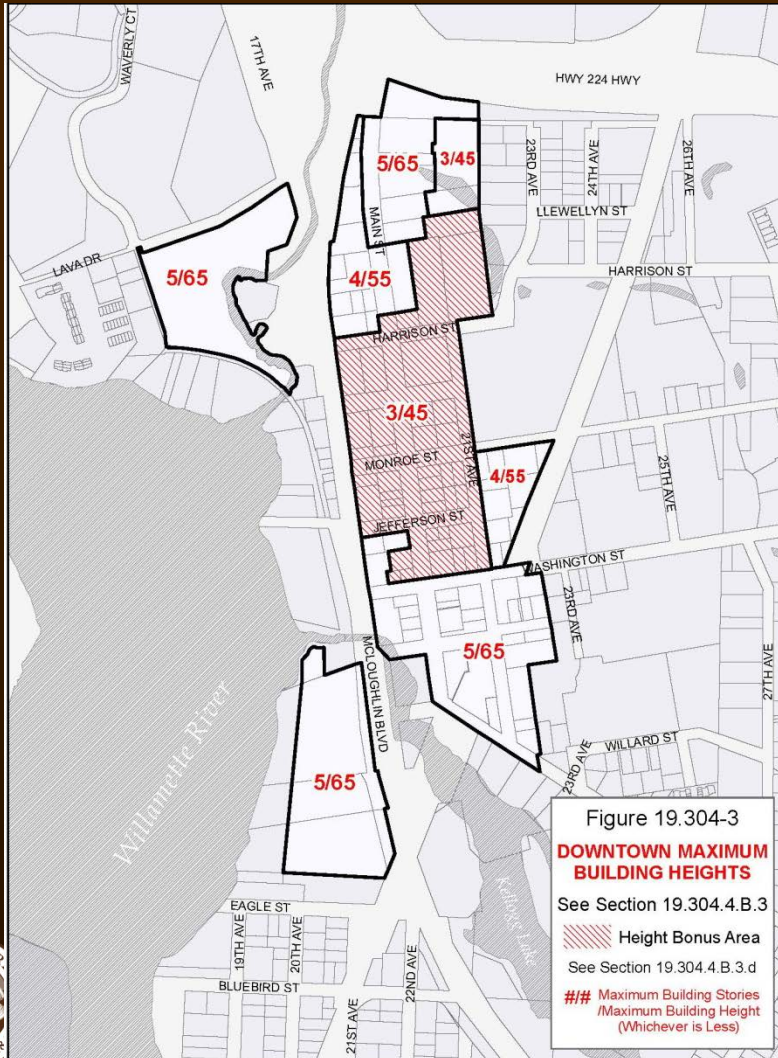


Height Bonuses

- Proposed:
 - Residential height bonus
 - Green building height bonus
- Potential:
 - Hotel/lodging height bonus
 - Structured parking height bonus



Height Bonuses



BASE height limits:
 Height bonus could increase height by up to 2 stories



Height Bonuses

- Considerations:
 - Threshold for height bonuse
 - How structured parking is used (public/private/both)
 - Maximum number of bonus stories allowed



Exceptional Design

- Proposed:
 - Type III Downtown Design Review track for creative design
 - Would not allow additional height
- Potential:
 - Height bonus for buildings that meet Living Building certification
 - Type III Variance to building height



Exceptional Design

- Considerations:
 - Options if project does not achieve Living Building Challenge certification
 - Approval criteria for variance to maximum height



Staff Recommendation

- No action required by Council
- Provide staff with any questions or concerns about draft amendments to prepare for May 5 public hearing





MILWAUKIE CITY COUNCIL
STUDY SESSION

City Hall Conference Room
10722 SE Main Street
www.milwaukieoregon.gov

REVISED AGENDA
APRIL 23, 2015

A light dinner will be served.		Page #
1.	6:00 p.m. Moving Forward Milwaukie (MFM) Downtown Plan and Code Amendments Staff: Senior Planner Li Alligood	1
2.	6:45 p.m. Residential Parking Permit Program Staff: Associate Planner Brett Kelver	5-1
3.	7:45 p.m. Building Department Discussion (Continued) Staff: Building Official Samantha Vandagriff	6
4.	8:45 p.m. Adjourn Study Session	

Meeting Information

The time listed for each item is approximate; the actual time each item is considered may change due to the length of time devoted to the previous item. The Council may vote in Work Session on non-legislative issues.

Public Notice

Executive Sessions: The Milwaukie City Council may meet in Executive Session immediately following adjournment pursuant to ORS 192.660(2). All Executive Session discussions are confidential and those present may disclose nothing; representatives of the news media may attend as provided by ORS 192.660(3) but must not disclose any information discussed. Executive Sessions may not be held for the purpose of taking final actions or making final decisions and they are closed to the public.

The Council requests that mobile devices be set on silent or turned off during the meeting.

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MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item: **SS 1.**
Meeting Date: 4/23/15

To: Mayor and City Council
Through: Bill Monahan, City Manager

Subject: **Moving Forward Milwaukie: Downtown Plan and Code Amendments (CPA-14-02, ZA-14-02)**

From: Li Alligood, Senior Planner

Date: April 16, 2015

ACTION REQUESTED

This is a study session, and no official action is requested. Staff requests that Council share any questions and concerns about the proposed draft amendment to assist staff preparation for the May 5, 2015, hearing on the amendments. These amendments are part of the *Moving Forward Milwaukie: Enhancing Our Commercial Districts* (Moving Forward Milwaukie or MFM) project.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

Council has discussed the Moving Forward Milwaukie project on 22 occasions since 2011, and has held one worksession on the proposed package of amendments. Recent decisions and key points of direction are listed below.

March 26, 2015: Study session to discuss the proposed plan and code amendments as recommended by the Planning Commission. Council requested additional information regarding height bonuses for hotel/lodging uses, how height is measured on a sloped site, and opportunities to achieve additional height in exchange for outstanding design.

BACKGROUND

The Planning Commission unanimously recommended approval of the downtown plan and code amendments on March 10, 2015; a Council hearing on the amendments is tentatively scheduled for May 5, 2015. If the amendment package was adopted at this hearing, they would become effective on June 5, 2015.

Council discussed the proposed amendment package at its March 26, 2015, study session, and requested additional information about three key topics:

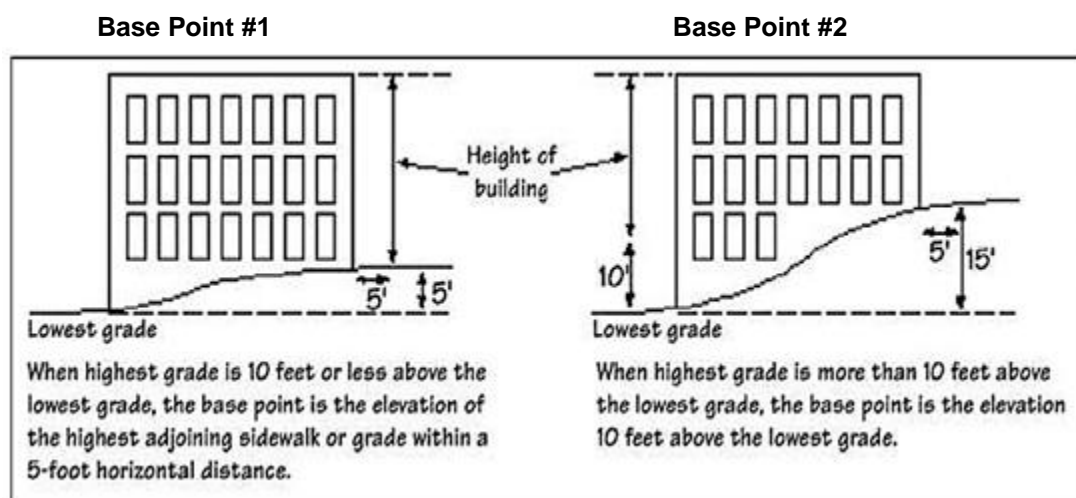
- How height is measured, specifically as related to the Cash Spot site
- Height bonuses, specifically provisions for an additional floor of height for hotel/lodging development and the inclusion of public structured parking within a development.
- Opportunities for development to achieve additional height for outstanding design.

Measurement of Height

During discussions about the Cash Spot site and its development potential, Council and members of the community have expressed concerns about how building height would be measured on the site. Following the March 26 study session and discussion on the question, staff revisited the question in order to clarify the question for both the project team and the public.

Building height is measured according the formula set out in Milwaukie Municipal Code (MMC) Section 19.202.2.B Exterior Height of Primary Structures. This section outlines the procedure for measuring height for sites that contain a change in grade. See Figure 19.202.2.B.1.

Figure 19.202.2.B.1. Base Point Measurement



There is a grade change of approximately 20 ft between Main St and McLoughlin Blvd on the Cash Spot Site. Because the highest grade is more than 10 ft above the lowest grade, the methodology illustrated by Base Point #2 would be used.

In the example of the Cash Spot site, if the proposed building were 45 ft in height (the proposed "base maximum height" for this site), the actual height along McLoughlin Blvd would be 55 ft (45 ft plus 10 ft above the lowest grade) and the actual height along Main St would be 35 ft. The height is "averaged" by allowing a greater height along McLoughlin Blvd and reducing the height on the upper grade.

If the development on the site was able to achieve an additional 2 stories in height through height bonuses, a 5-story (69 ft¹) building on the site would measure 79 ft (5-6 stories) from McLoughlin Blvd and 59 ft² (4-5 stories) from Main St.

¹ Each additional story beyond the "base maximum height" is limited to 12 ft; 2 additional stories would add 24 ft to the "base maximum height" of 45 ft, for a total of 69 ft.

² A difference of 20 ft due to the grade change on the site.

Additional Height Bonuses

Council requested additional information about potential height bonuses to incentivize two downtown amenities: hotel/lodging and public structured parking. Currently, the draft amendments include two height bonuses that can be used cumulatively to achieve up to 2 additional stories of height:

- Residential height bonus: 1 additional story for the inclusion of 1 story of residential or dedication of 25% of the floor area of the project to residential use
- Green building height bonus: 1 additional story for development achieving an ANSI-certified green building certification such as LEED, Earth Advantage, or Green Globes. These programs are listed as examples rather than as an inclusive list to allow for the use of future qualified certification programs.

Staff requests Council feedback about whether one or both of the below additional bonuses should be included in the draft amendments for consideration at the May 5 public hearing. Staff also requests feedback as to whether any new bonuses should result in an increase in the overall permitted height. The current draft proposes a maximum of 2 additional stories. Options are presented below:

- Hotel/lodging height bonus: 1 additional story for the provision of hotel/lodging uses.

Question for May 5 public hearing: What is the threshold for the height bonus? Does a certain percentage of the building need to be used for hotel/lodging to receive the bonus? Is it 25%, similar to the residential height bonus, or higher?

- Structured parking height bonus: Currently, the zoning ordinance provides an FAR bonus of 0.5 sq ft for every 1 sq ft of structured parking provided by a development. However, given the fairly liberal maximum FAR in downtown (4:1), it is difficult for development permitted by right to meet the maximum FAR. An alternative might be 1 additional story for the provision of structured parking within a development. This parking could serve both the development and the public.³

Question for May 5 public hearing: Does a portion of the parking need to be available for public use? If so, what is the threshold? Are there requirements about where the parking is located (ground level, higher level)?

- Overall height: The current draft code proposes a maximum of 5-6 stories (2 additional stories permitted through height bonuses).

Question for May 5 public hearing: Should any additional bonuses be additive, allowing height to exceed the proposed 5-6 story limit?

Incentives for "Exceptional Design"

At the March 26 study session, some Council members expressed an interest in providing incentives for achievement of green building or development programs that extend beyond the building envelope and systems, such as Living Building Challenge/Net Zero or Passive House

³ Ashland, OR uses a height bonus for parking: "A building may be increased by up to one story in height when the corresponding required parking is accommodated underground or within a private structured parking facility, subject to building height limitations for the zoning district."

certifications. Some Council members also expressed an interest in exploring allowances for allowing an additional story (in addition to the 2 potential bonus heights outlined in the draft code, for heights to 6-7 stories) for projects that demonstrated "exceptional design."

Council requested information about how this type of incentive could be provided for scenarios where the additional height was needed to allow for "exceptional design," including but not limited to "living buildings" or other sustainable development approaches.

A key discussion point for Council will be what constitutes "exceptional design," and the desired outcome of allowing bonuses for exceptional design. In order to advance either of the options outlined below, Council and staff would need to identify a definition and/or criteria against which to measure building designs to guide a staff-level evaluation of whether a building is achieving "exceptional design." Examples could include unique design objectives that create a more sustainable, livable, and equitable community or otherwise advance adopted community goals.

Staff has identified two potential regulatory approaches incentivizing "exceptional design" through height bonuses:

- Allow an additional story for those developments intending to achieve Living Building Challenge or other net zero certification. In lieu of verification at the time of building permit evaluation, a performance bond or deposit could be required to offset potential risk. Other jurisdictions⁴ address this risk by requiring a bond for the project cost (5-10% of the total) to be paid to the city as a penalty in the event certification is not attained.
- Allow an additional story or stories through a Type III Variance process. This would require developers to demonstrate compliance with existing Type III Variance approval criteria and would add "building height" to the list of development standards for which a variance is available. Existing Type III Variance discretionary approval criteria focus on 4 key considerations:⁵
 - The proposed variance avoids or minimizes impacts to surrounding properties.
 - The proposed variance has desirable public benefits. *(Staff note: variance applications do not typically address this criterion, as it is the most difficult to meet).*
 - The proposed variance responds to the existing built or natural environment in a creative and sensitive manner.
 - Impacts from the proposed variance will be mitigated to the extent practicable.

There is also a set of economic hardship criteria related to unusual site characteristics and allowance for reasonable economic use of the property.

The variance approach has not been discussed with the public or Planning Commission, and Council may wish to conduct additional outreach regarding this option. Staff would also seek Council direction regarding whether this height variance would be restricted to downtown, apply to commercial districts generally, or apply throughout the city.

⁴ Ashland, OR; Seattle, WA; and Arlington County, VA, are known examples.

⁵ The variance criteria are available at http://www.qcode.us/codes/milwaukie/view.php?topic=19-19_900-19_911&frames=off.

CONCURRENCE

The Planning Commission has recommended approval of the draft amendments; the Engineering Departments and the Building Official have reviewed the proposal and concur.

FISCAL IMPACTS

N/A

WORK LOAD IMPACTS

N/A

ALTERNATIVES

Provide comments and questions to staff for preparation for the May 5, 2015, public hearing.

Schedule an additional worksession for further discussion. This would delay the adoption and effective dates of the amendments.



MILWAUKIE CITY COUNCIL
STAFF REPORT

SS 2.

4/23/15

Added 4/21/15

To: Mayor and City Council

Through: Bill Monahan, City Manager
Denny Egner, Acting Community Development Director

Subject: Residential Parking Permit Program

From: Brett Kelter and Vera Koliass, Associate Planners

Date: April 16, 2015, for April 23, 2015, Study Session

ACTION REQUESTED

Review and discuss the information requested of staff at the March 17, 2015, work session. Provide staff with direction to revise the City's existing residential parking permit program structure, considering several outstanding key issues.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

March 2015: Staff updated Council on a proposal to revise the existing process for establishing a residential parking permit program.

August 2014: Staff initiated a series of meetings with an ad hoc group of representatives from the four Neighborhood District Associations most likely to be impacted by light rail parking (Historic Milwaukie, Ardenwald, Island Station, and Lake Road).

November 2013: Council adopted updates to the City's Transportation System Plan, noting community requests to address potential impacts to residential parking near downtown from light rail commuters.

BACKGROUND

In late 2013, neighborhood representatives raised concerns about the potential impacts of light rail to on-street parking along residential streets. In response, the Community Development Department assessed the City's existing residential parking permit program (established in May 1993 by Traffic Regulation No. 237). Staff convened an ad hoc group of representatives from the four NDAs most likely to be impacted by light-rail commuter parking (Historic Milwaukie, Ardenwald, Island Station, and Lake Road) to discuss the issue and identify recommendations for action. Note: If any of those ad hoc group participants (Ray Bryan, Jean Baker, Angel Falconer, Cindy Miguel, and Debby Patten) are present at the study session, staff suggests that Council pull them into the discussion as appropriate.

As a result of the ad hoc group discussions, staff has identified several recommended revisions to the existing program structure, with the aim of ensuring that an effective process will be in place prior to the September 2015 opening of the light rail line in Milwaukie. Without current measurable data showing impacts of light-rail-commuter parking, staff is not recommending that permit parking districts be implemented prior to the opening of the new light rail line in September 2015. Instead, the recommendation is to focus on updating the process for initiating a parking district and making the community aware of how to activate it, if needed in the future.

When staff updated Council on March 17 and asked for direction on how to proceed, there was a request for additional information about estimated costs and how other jurisdictions handle the issue. The primary purpose of this briefing is to discuss the requested information, in order to return to the key issues staff believes should be resolved by September:

- Establish a clear process for creating permit parking districts, including initiation of the process and final decision-making.
- Determine how to adequately assess a potential parking problem, with a defined threshold of utilization to trigger a permit program and agreement about the time needed/allowed for assessment.
- Decide whether a program should be self-supporting through permit fees and citations or subsidized by the City.

Estimated Costs

The primary costs for any parking permit program include the permits themselves, signage, and enforcement. Basic information about each of these 3 cost aspects is included in a separate document prepared by staff (see Attachment 1, Staff Notes on Parking Permit Costs).

Obviously, the costs will depend on a number of variables, including the size and nature of the permit parking district (e.g., number of streets involved, number of existing dwelling units) and the desired level of enforcement. Enforcement represents the greatest ongoing cost to a program, with the cost increasing in direct proportion to increased rigor. Signage is a significant cost up front, though once the signs are installed, additional costs are limited. The permits themselves are a relatively negligible expense.

Today, the City budgets for a half-time parking enforcement officer for the downtown (full-time salary ranges from approximately \$61,500 to \$75,000, including the City benefit package). Depending on the scale and level of enforcement needed for any new parking district, it is very likely that additional enforcement staff would be needed to implement a permit program.

How Other Jurisdictions Handle Residential Permit Parking

Staff gathered information from other local jurisdictions that utilize various residential parking permit programs. The results of this research are included in an attached memo (see Attachment 2, Memo on Other Jurisdictions' Parking Permit Programs). In general, most other jurisdictions do not charge for residential parking permits, so it appears that the program costs are absorbed into the jurisdictions' overall budgets. Portland is the notable exception, as that program is large enough (in terms of affected addresses) that it effectively pays for itself, between permit costs (80%) and citations (20%).

Staff contacted Beaverton, Hillsboro, Clackamas County, Portland, and Gresham for information about parking concerns related to light rail stations. Beaverton, Hillsboro, and Clackamas County all indicated they have not had any concerns about light rail impacting residential parking. In 2012, Portland established a Mini Area Parking Permit Pilot project for the purpose of addressing parking concerns that might affect smaller areas than the minimum size required for their regular program (40 blocks), but no one has utilized it to date. No response was available from Gresham prior to the completion of this staff report. The fact that these other light-rail communities are either more stand-alone destinations themselves (due to the presence of major employers) or are dealing with the MAX Green line along the I-205 freeway (rather than in the heart of a residential community) may be difference enough to not be useful examples for Milwaukie.

Potentially Affected Areas in Milwaukie

In the Milwaukie area, there are 3 light rail stations—the Main St station in south downtown, the Tacoma St station near the Ardenwald neighborhood, and the Park Ave station near the Island Station neighborhood. The Main St station will not have park-and-ride facilities; the other 2 stations will. The costs of a residential parking permit program will depend on whether some or all of these station areas are in fact impacted by light rail parking, and impacted to a degree that motivates residents to call for action.

For the purpose of identifying potential areas of impact around each station area and to get a sense of scale of the issue, staff made some baseline assumptions. According to TriMet’s estimates, people will walk up to a half mile to access a transit stop, so staff used that figure to outline areas of potential impact around each station. For the Tacoma St and Park Ave stations, staff used a “walkable distance” measure for the half mile, following the existing street network; for the Main St station, staff was able to use a simple “as the crow flies” measure, due to better street connectivity there. In all cases, staff established other estimated baseline conditions as follows:

- Measured residential street lengths and conservatively estimated the number of available on-street spaces, accounting for driveways, fire hydrants, and other impediments.
- Estimated the number of dwelling units for each area, both single-family and multifamily units as appropriate.
- Identified parcels without a dedicated driveway for off-street parking (to illustrate whether a particular area might have a greater need for residents to use on-street parking).

Table 1 shows the estimated conditions for each of the 3 parking areas. Maps for each of the 3 areas are attached for reference (see Attachments 3, 4, and 5, Parking Area Maps for the Main St, Tacoma St, and Park Ave station areas, respectively).

Table 1. Estimated Conditions in Each Parking Area

Condition	Main St station	Tacoma St station	Park Ave station
# of Dwelling Units (within ½-mile walking distance)	1,067	99	229
# of On-Street Parking Spaces (rounded down to nearest 100 to avoid overestimation)	1,800	300	200
# of Houses without a Driveway	10	9	0

Conclusions

These rough estimates are intended to provide some sense of the nature and scale of the potential problem, as there are sure to be questions about whether particular streets will or will not be affected by light-rail commuter parking. There are a number of possible scenarios for the size of area affected, ranging from just 1 block or street, to 1 station area, to a few streets near several of the stations, to part or all of the 3 station areas. There are also a number of possible enforcement scenarios, depending on the geographical area to be covered and the desired level of rigor.

Because there are so many variables in play, staff suggests that the consideration of program costs will be more easily dealt with in the face of a specific problem. On one hand, it might be possible for the City to absorb the costs for a program covering a very small area, without needing additional code enforcement staff (beyond the current 0.5 FTE) as long as the

expectation for enforcement was very low. As the area needing coverage expands, and/or as the expectation for enforcement increases, the costs increase and it becomes harder to avoid needing to charge something for a standard annual permit unless the City chooses to fully subsidize the program and cover the costs somehow within the budget.

A public discussion of the issue seems important, though best conducted in the context of an identified parking problem (rather than a potential one), so that real costs and options could be considered along with input from the affected residents. In the face of a concrete proposal for restricted parking on their street and the need for each household to decide whether it wants to manage the various types of permits for itself and its guests, especially if the permits cost something and with citations in play, residents will surely want to weigh in on whether a permit program is worth it. For this reason, it will be important for the City to outline a clear process for creating active permit parking districts, including initiation of the process and final decision-making.

CONCURRENCE

The Police Department, which includes the Code Compliance division, concurs with the information presented in this report, particularly regarding the enforcement issue.

FISCAL IMPACTS

There will be costs associated with operating an effective permit program, and the Council must decide whether to make the program self-supporting or subsidize it to some degree. The scale of cost will depend largely on the number of residential streets included in the permit parking district, and there are too many possible scenarios to establish clear thresholds for costs or cost-savings. If the parking district is very small, it may be that the City could absorb the cost (or find an alternative method for addressing the problem); if the parking district is very large, there may be some economy-of-scale savings for physical permit costs, signage, and enforcement, though the scale of cost will likely be too large for the City's budget to absorb without charging something for the permits. As previously noted, it will be easier to discuss costs in the face of a more specifically defined program area.

WORK LOAD IMPACTS

Maintenance of an active residential parking permit program will require administrative staff time to order and distribute the permits, as well as staff time for enforcement at whatever level the Council deems appropriate. The initial setup of a program will require staff time to go through the established process, including an assessment to confirm the problem and estimate costs, as well as for installation of signage.

ALTERNATIVES

The recommended action is to move forward with the process of repealing and replacing Traffic Regulation No. 237 with a new regulatory structure that provides clarity for administration. Staff recommends a second study session with Council to go over the details of staff's recommended changes to the process (see Attachment 6, Revised Proposal—Process for Establishing a Residential Parking Permit Program).

One alternative is to utilize the existing program in place (established by Traffic Regulation No. 237), which makes the City Manager the chief decision-maker in the process. Substantial interpretation of the current language would be required to clarify the actual process.

Another alternative is to repeal the existing traffic regulation and proceed without a means for establishing a permit program. This alternative is not recommended, given the level of community concern that has already been expressed about this issue.

ATTACHMENTS

1. Staff Notes on Parking Permit Costs
2. Memo on Other Jurisdictions' Parking Permit Programs
3. Parking Area Map = Main St station
4. Parking Area Map = Tacoma St station
5. Parking Area Map = Park Ave station
6. Revised Proposal—Process for Establishing a Residential Parking Permit Program

Attachment 1

Staff Notes on Parking Permit Costs

April 2015

The primary costs for any parking permit program include the permits themselves, signage, and enforcement.

Permits

Based on information from other communities with residential parking permit programs, there are 3 types of physical permits that would be needed for the typical program:

- Standard annual permit available to each registered vehicle at addresses within the permit area
- Long-term visitor/guest permits available to each address within the permit area (1-2 visitor/guest permits per address)
- 1-day temporary permits available for sale as needed.

Staff gathered cost estimates from one vendor for the various permits and found there is an economy of scale based on the volume of permits needed. Depending on the type and design of these permits, prices range from approximately \$0.25 to \$0.75 per annual permit, \$0.50 to \$1.90 per visitor/guest permit, and \$0.40 to \$0.80 per book of temporary permits. As an example based on the 3 parking areas near light rail stations in Milwaukie, for a total of 1,400 dwelling units, and assuming 2 regular permits per dwelling unit, 1 visitor/guest permit per dwelling unit, and 1 book of temporary permits per dwelling unit per year, the total annual permit costs would be approximately \$3,000.

There would also be some administrative costs involved with permit distribution, likely comparable to the costs currently involved with the City's downtown parking permit administration, which involves approximately 1,700 permits annually with an estimated 0.25 Full-Time Equivalency (FTE) of staff time.

Signage

Signage indicating the affected streets and hours of enforcement is a critical component to any program. Those costs are largely up-front for the first year. Based on information gathered from the Operations Department, the standard for sign spacing to ensure effective visibility is 5 signs per block face, with a cost of approximately \$55 per sign. There is an additional labor cost for installation by Operations crews, estimated at approximately \$145 per sign if placed in a landscape strip—costs would increase if installed in a sidewalk.

As an example based on the 3 parking areas near light rail stations in Milwaukie, 240 signs would be required, at a one-time cost of approximately \$48,000.

Enforcement

Enforcement represents the greatest share of ongoing expense for any program, with a number of variables to consider and a direct correlation between the rigor of enforcement and the cost. For example, if on-street parking without a permit is allowed for a specifically limited time (e.g., up to 2 hours), an enforcement officer would need to be circulating constantly through the restricted area with some regularity in order to be effective. That need is less if no parking is

allowed in the area without a permit, as the officer could patrol the area as available and issue tickets to anyone parked without a permit, without having to track duration of stay. Likewise, if the community has a high expectation that complaints are responded to in a timely fashion and/or that an area is regularly patrolled, then more staff time will be necessary.

There is some revenue that could be expected from citations for permit violations, and that money which could be tracked and recovered through the General Fund. Citations for downtown parking violations are currently \$40, though Council could consider setting a different rate for residential parking violations.

Currently, the City has only a 0.5 FTE code enforcement position dedicated to downtown parking and the level of enforcement is already less than ideal in the downtown. According to a discussion with the Police Department, adding additional responsibility to the 0.5 FTE position will only further degrade the effectiveness of downtown parking enforcement and would not afford much in the way of effective residential parking enforcement. There are several enforcement scenarios involving additional staff time, ranging from a 1.0 FTE enforcement position to handle downtown and residential parking enforcement, to 1.5 or 2.0 FTE with some division of labor for both permit types. The average estimated salary for that position at 1.0 FTE, including the standard City benefit package, ranges from approximately \$61,500 to \$75,000. The cost of various FTE scenarios can be calculated in proportion.

Attachment 2



Memorandum

To: Planning Staff, City of Milwaukie

From: Stefan Heisler, Planning Intern

Date: 4/7/2015

Re: Report on other Jurisdictions' Residential Parking Permit Programs

This memo will describe the residential parking permit programs of other jurisdictions in the Portland Metropolitan region and report on parking impacts found around light rail station areas. In general, this study finds that most programs are free for residents, receive little enforcement, but experience only very small negative parking impacts. Portland's program is the one exception that does charge residents, has dedicated enforcement, and covers its program's costs. However, the permit costs might be discouraging more areas from creating zones where they are needed.

Background

In preparation for the opening of light rail service to Milwaukie in September, 2015, questions have been raised as to the parking impacts that will be created in residential areas by nonresidents. This study was performed to understand the programs of other jurisdictions and to learn about the experience of similar cities with light rail service.

Findings

Cities: The residential parking permit programs studied were located in Portland, Beaverton, Oregon City, Tualatin, Tigard, and West Linn. A summary of findings can be found in Tables 1 and 2. The cities of Hillsboro and Gresham were contacted for comments on light rail impacts, but as of this time I have not heard back from them. Clackamas County was also contacted to discuss light rail impacts around TriMet's Green line.

Program Types/Sizes/Thresholds: There are three types of parking programs in the region. Portland's is the only general parking type. Beaverton and Oregon City have downtown, business associated programs. The Tualatin, Tigard, and West Linn programs are purely based on high school parking impacts (Table 1).

Portland's program is the only one that stipulates the minimum size for a permit zone; this is 40 blocks or 8,000 lineal ft. The rest are based around the affected area as determined by the governing body, whether that is the downtown or the high school.

Only Portland and Beaverton define a utilization threshold for permit areas. In Portland this threshold is 75 percent utilization overall, and 25 percent from out-of-area parking. This must be maintained for four days/week, nine months/year. In Beaverton the threshold is similar: 75 percent utilization, for four days/week, 16 weeks/year.

Permit Charges/Numbers Issued: Almost all of the residential parking permits are free for residents in the cities studied. Portland is the only one that charges residents (\$60 annually), in order to cover the costs of the program. Beaverton charges businesses-and their employees-in the downtown district \$30 per permit, but does not charge residents (Table 1).

All of the programs based the number of permits issued on vehicles owned (Table 1). Guest permits issued varied by program. Portland allows one guest permit per address. Oregon City’s metered parking program does not issue guest permits. West Linn’s program issues decal stickers to residents and rear view mirror hangars for guests (Table 1).

Time Limits: Parking time limits also varied by program. The high school related programs only limit parking during school hours when school is in session. Beaverton has a two hour limit. Portland’s limits differ in each zone, but they also stipulate that nonresidents cannot return for at least 12 hours (Table 1).

Table 1: Residential Parking Permit Programs of Selected Cities, April 2015

	Kind of Program	How Created?	Permit Charge?	Number of Permits	Parking Time Limit
Portland	General Parking	Petition from 50% of affected addresses. In following vote 50% of ballots must be returned, 60% voting Yes	\$60 annual, Single day scratch off permits \$1 each	1 for each vehicle. 1 guest permit per address	Cannot exceed designated hours. Cannot return for 12 hours
Beaverton	Downtown District	City Survey showing 2/3 of affected properties in favor	Downtown \$30 Residential free	1 for each vehicle	2 hours
Oregon City	Metered Parking	Recommended by Parking Advisory Commission	No Charge	Not limited to single vehicle, no guest permits	No Information
Tualatin	School Parking in Residential areas	No Information	No Charge	No Information	Permits required from 8am-2pm on school days
Tigard	High School Parking Permit Program	City Council Resolution	No Charge	Multiple permits per household and guest permits	Permits required from 8am-3pm on school days
West Linn	High School Parking Permit Program	City Council Resolution	No Charge	1 permit per vehicle, 2 hanging temporary permits for guests	Permits required from 8am-3pm on school days

Enforcement/Fines: Aside from Portland, enforcement of permit programs is carried out by either code enforcement or the police. In these cities all of the programs are primarily complaint based due to the lack of manpower to patrol regularly. Portland has a designated parking enforcement unit that patrols its zones regularly. Smaller zones are patrolled three days/week. Only larger zones have a designated full-time employee patrolling every day. Fines range from \$30 to \$80 (Table 2). West Linn, where fines are lower, issues more tickets per day (around 10-30 tickets per day). In Tualatin, where the fine is higher, tickets are rarely issued. Please note, while a higher fine is likely to deter illegal parking, more information is needed to confirm the causation of the above findings.

Does the Program Pay for Itself?: Outside of Portland, none of the parking permit programs pay for themselves. This is due to the free charge of permits for residents and the infrequency of tickets issued. Portland’s program is the only one that does pay for itself (Table 2). This is achieved primarily through the cost of permits to residents, which pays for 80 percent of the program. The other 20 percent is paid for by citations issued. The volume of permits, estimated at 23,000, plays a direct role in Portland’s ability to cover its program’s costs. This large volume allows Portland to charge a price that is bearable to residents.

Table 2: Residential Parking Permit Programs of Selected Cities, Enforcement, Fines and Financial Feasibility, April 2015

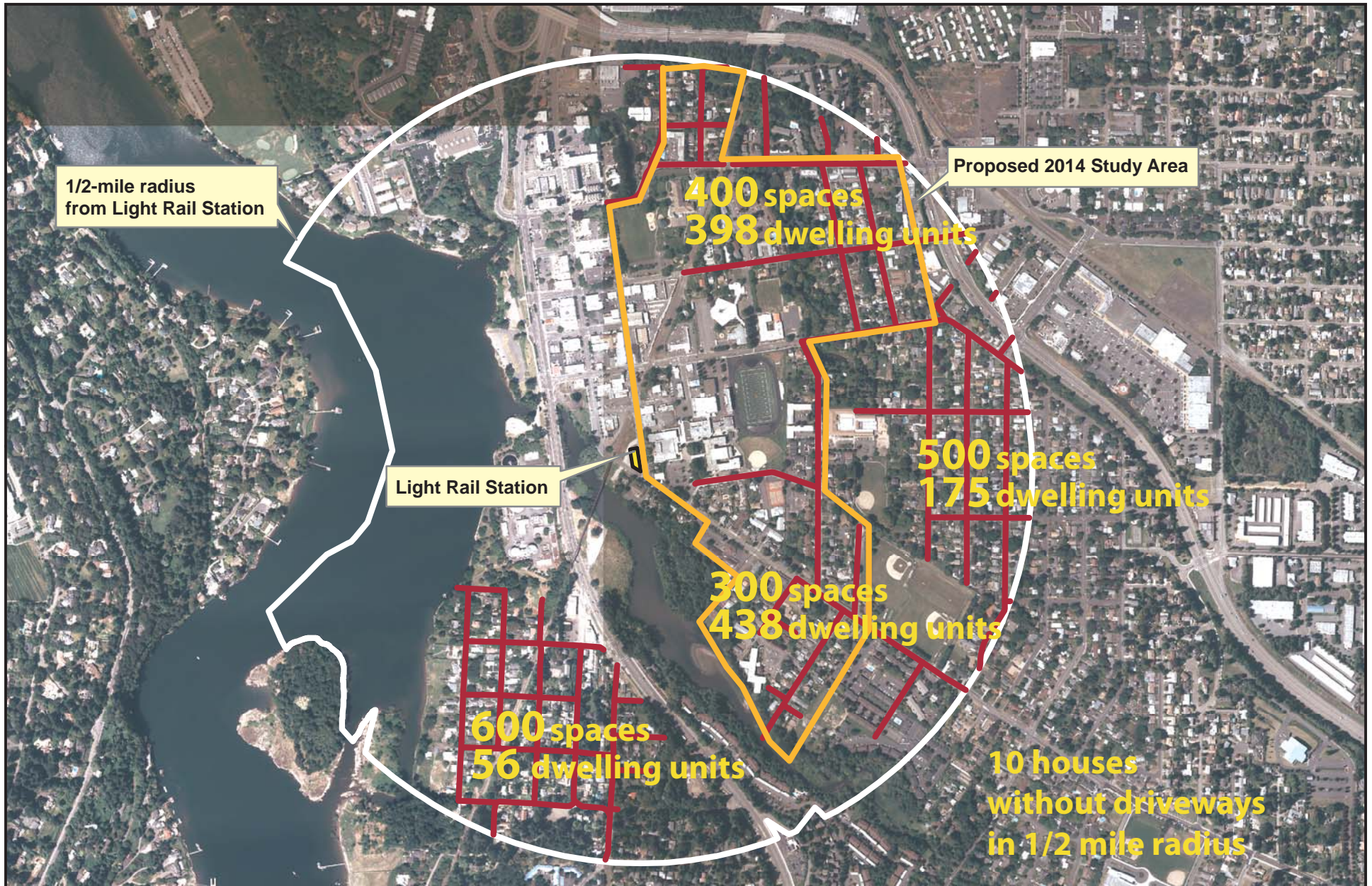
	Who Enforces	Level of Enforcement	Fine	Does the Program Pay for Itself
Portland	Parking Enforcement	Small zones patrolled 3 days/week. Larger zones 1 FTE per zone	\$80	Permit cost is tied directly to cost of service. Volume of permits allows program to pay for itself
Beaverton	Police	No patrol, complaint based only	No Information	No
Oregon City	Code Enforcement	No Information	No Information	No Information
Tualatin	Police	Patrols at random, mainly complaint based	\$100	No
Tigard	Community Enforcement	No patrol, complaint based only	Infrequent Fining	No
West Linn	Community Enforcement	Some Patrolling, mainly complaint based	\$30	No

Light Rail Impacts: Portland was the only city that had identified residential parking impacts around light rail stations. The other two areas reached for comment, Beaverton and Clackamas County, did not indicate any residential parking concerns. Most of Portland’s parking permit zones are located around the central city to discourage meter dodging. However, the Albina zone along the Yellow Max line was specifically created due to light rail parking impacts. It remains one of Portland’s smaller zones that does not receive full-time parking enforcement. Additionally, residents in the Hollywood neighborhood have expressed discontent about airport users who leave their cars parked in the area for extended periods. The city has looked into the issue and

determined that it warrants a permit program, however, Hollywood residents did not want to pay for the permits, and therefore the zone has not been instituted.

Summary

Parking permit programs in the region are primarily driven by the different conditions affecting them. Across the board, enforcement is light. Little staff time is devoted specifically to parking enforcement. With no cost to residents, and only a small amount of income generated from citations, most jurisdictions do not cover the costs of their parking programs. Portland, the one exception, is able to cover its costs primarily due to the volume of permits issued.



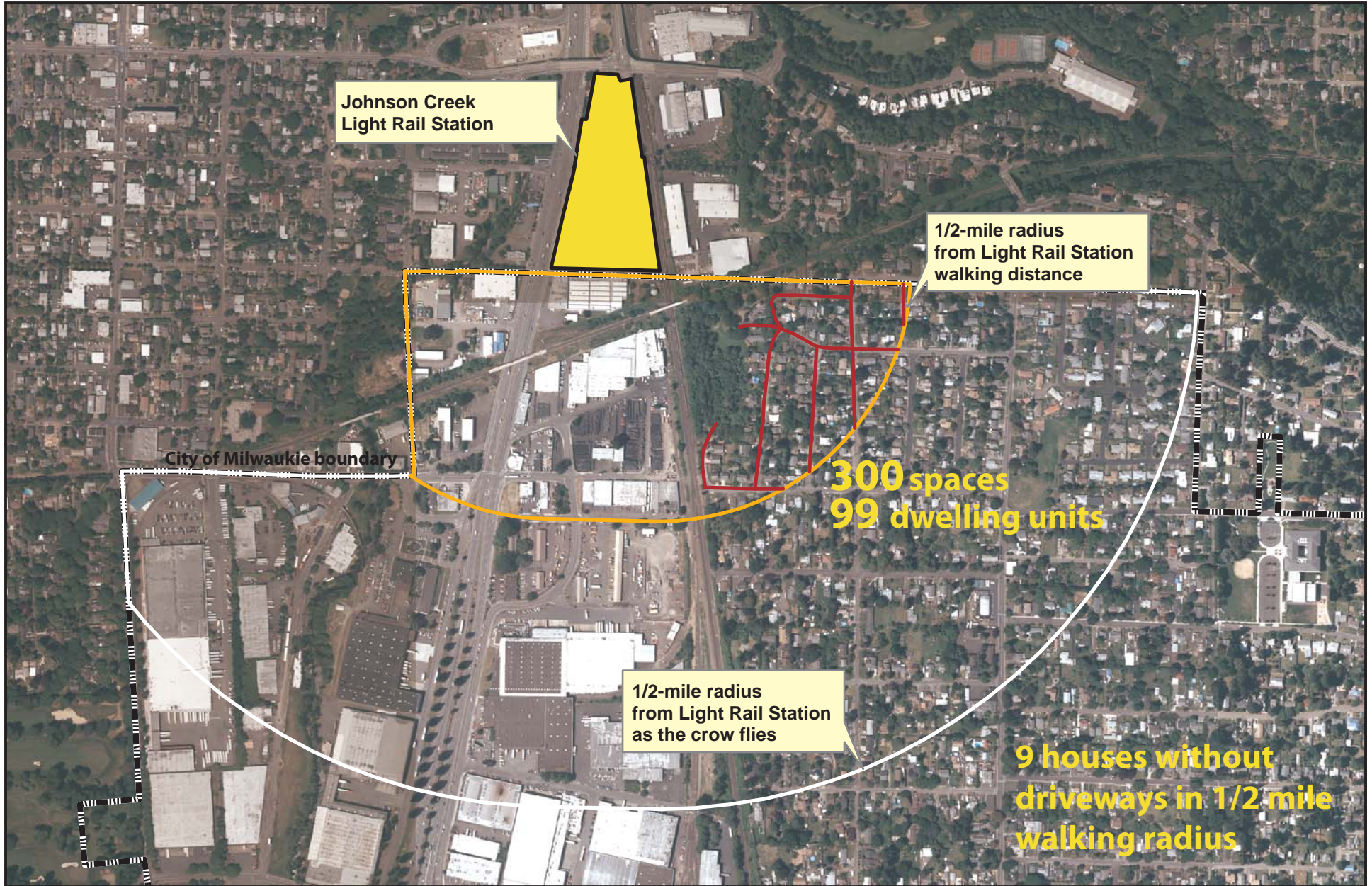
**Residential Parking Permit Program
Main Street Station Study Area**

Milwaukie Planning Dept.
Data: City of Milwaukie GIS;
Metro RLIS
Date: 4/07/2015
Author: Planning Staff

1 inch = 917 feet



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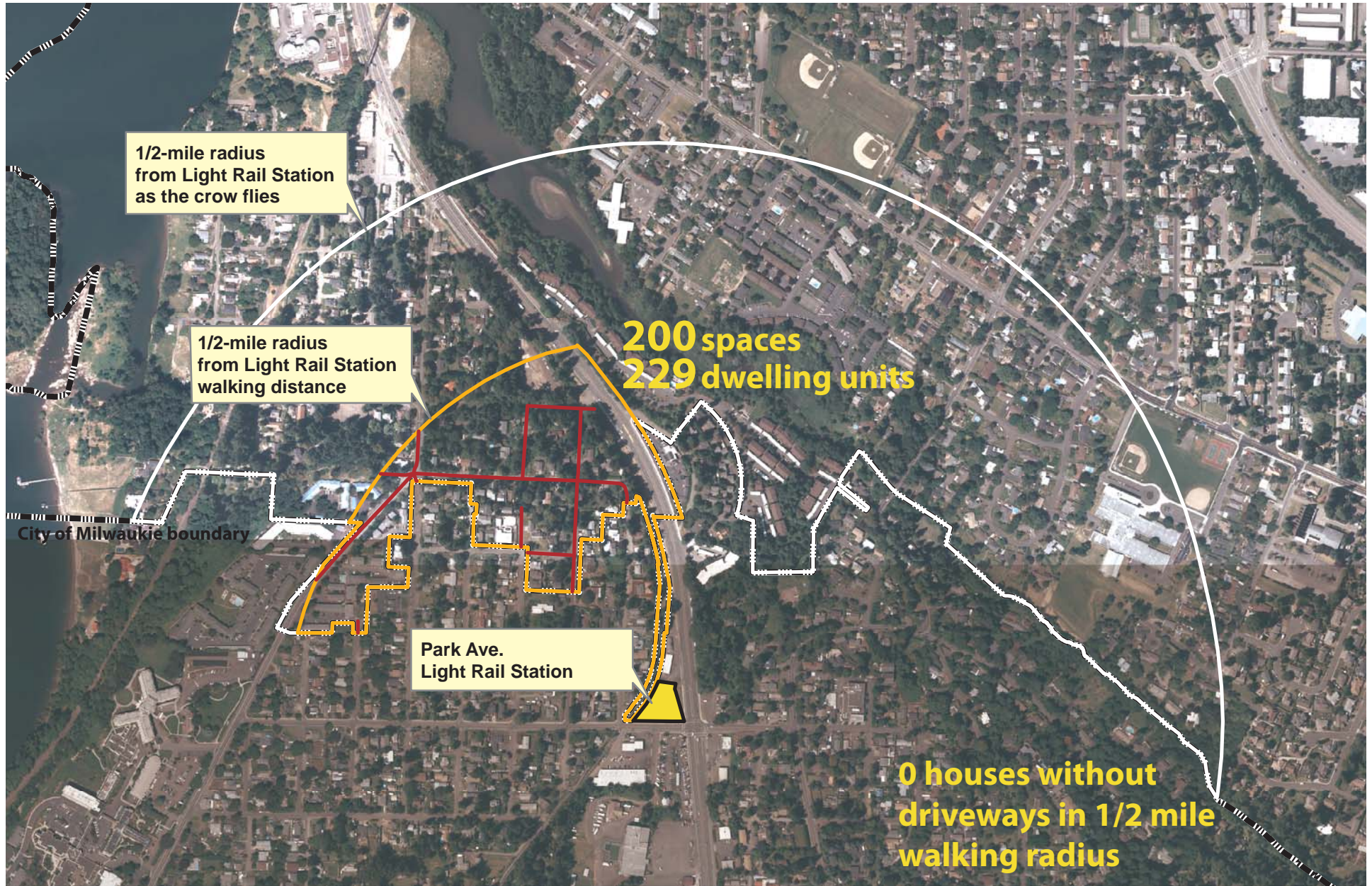
**Residential Parking Permit Program
Tacoma St Station Area**

Milwaukie Planning Dept.
Data: City of Milwaukie GIS;
Metro RLIS
Date: 4/07/2015
Author: Planning Staff

1 inch = 667 feet



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Residential Parking Permit Program
Park Ave Station Area

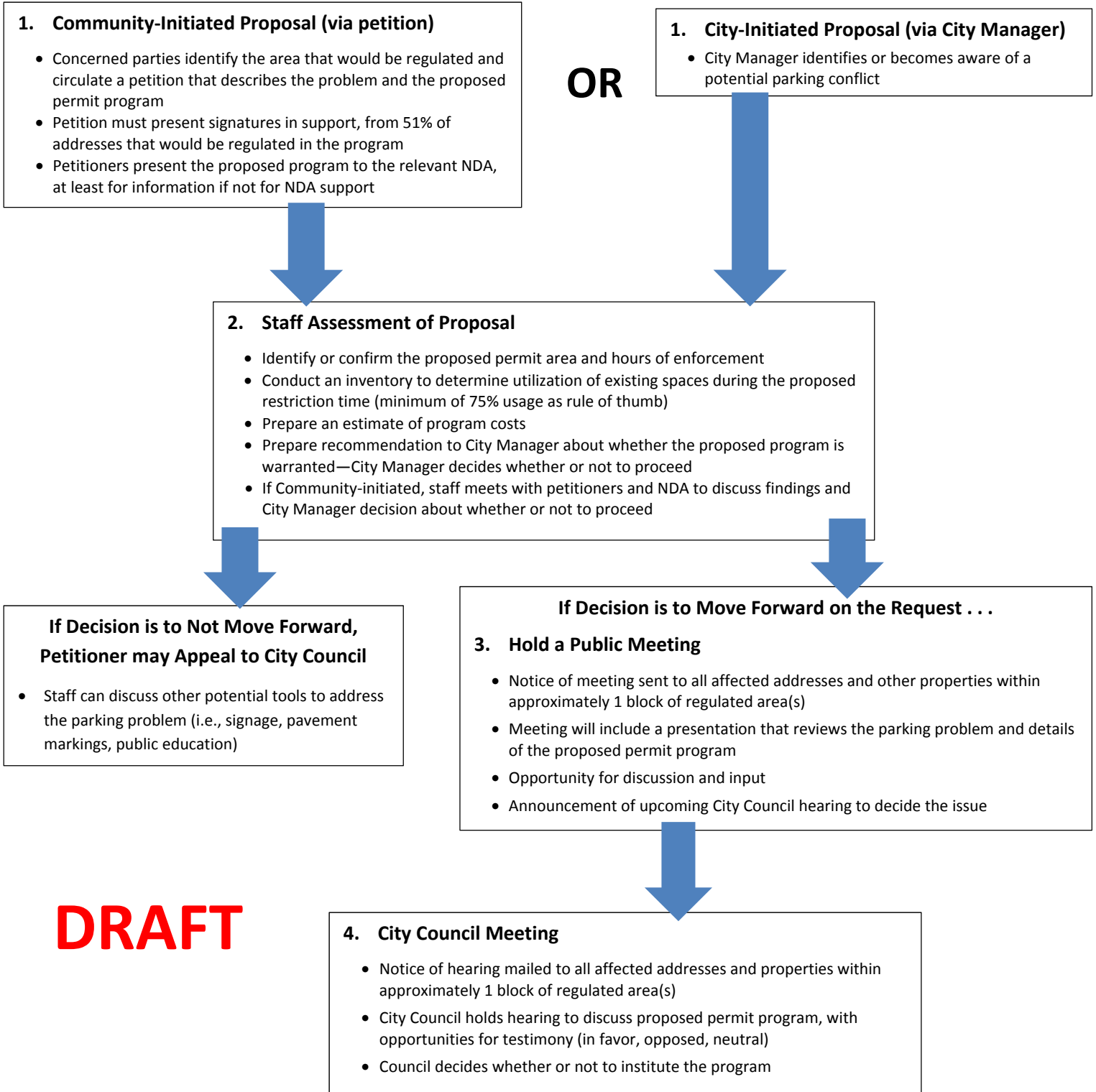
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Revised Proposal – Process for Establishing a Residential Parking Permit Program
(Revision to Traffic Regulation No. 237)





**MILWAUKIE CITY COUNCIL
STAFF REPORT**

Agenda Item: **SS 3.**
Meeting Date: **4/23/15**

To: Mayor and City Council
Through: Bill Monahan, City Manager

Subject: **Building Department Fee Discussion**

From: Samantha Vandagriff, Building Official

Date: 4/02/15 for the 4/23/15 Study Session

ACTION REQUESTED

This item is for discussion purposes. Based on Council direction, staff will return at a later date with a resolution to revise the Building Department fee schedule.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

March 17, 2014 – Discussion by Council, further review requested.

June 2011 – Council approved by resolution minor adjustments to the Building Department Fee Schedule.

June 2004 – Council approved by resolution major adjustments to the Building Department Fee Schedule.

BACKGROUND AND ANALYSIS

ORS 455.210 (3)(a) authorizes local municipalities to set building and related permit fees by ordinance or regulation. Such fees must be necessary and reasonable to provide for the administration and enforcement of any specialty code or codes for which the municipality has assumed responsibilities and OAR 918-050-0100 establishes a statewide uniform fee methodology. The current fee methodology chart is set up to account for time spent on all aspects of the building department process. The basic permit review and inspection process is the same for all houses and accessory dwelling units (ADUs), regardless of the size of the dwelling. During the March 17th Building Department update report, it was noted that small houses paid a higher fee per square foot than large houses. Staff was asked to explore options that would help equalize the cost per square footage for new single family houses and ADUs. Attachments 1 and 2 provide the original proposed fee schedule and three variations for the Council to consider. The first attachment is the fee methodology and the second is a comparison of the variations including the total fee and the cost per square foot. The original March 17th proposal results in a fee increase of approximately 13-14% over current fees. Each of the three new options is an effort to better equalize the cost per square foot for small houses when compared with large houses. Option 1 provides a 30% fee reduction (under the original

proposal) for dwellings under 1,500 sq ft in size. Option 2 provides a 30% fee increase (over the original proposal) for dwellings over 1500 sq ft in size. Option 3 equalizes the cost per square foot across dwelling sizes by applying a straight fee of \$7.90 per \$1000 of construction value.

Attachment 3 provides a chart showing the breakdown of Milwaukie building permit applications for new single family houses by house square footage since 2012. Of the 23 house permits that have been submitted, 17 of the permits (74%) have been for houses that range between 1500 and 2500 sq ft. Only two permits have been issued for houses under 1500 sq ft in size.

Comparison of Options		
Option	Advantage	Disadvantage
Original proposal	Relatively even percentage increase over current fees across different house values. Endorsed by Home Builders Association	Greatest difference in permit cost per square foot between large and small houses.
Option 1 – 30% reduction under 1500 sq ft	Relatively simple adjustment to the fee schedule; Brings cost per square foot closer; Smallest houses get a significant break. Endorsed by Home Builders Association	There is a significant jump in the permit fee at 1500 sq ft
Option 2 – 30% increase over 1500 sq ft	Provides the highest revenues to the building department; Cost per square foot is similar for most examples.	Fees become significantly higher for very large houses. Not yet endorsed by Home Builders Association
Option 3 – straight fee of \$7.90/\$1000	Cost per square foot is equalized across all categories; provides a significant break for very small houses and ADUs.	Requires retooling the Acela program for a change in the way fees are calculated; there is a significant increase for large houses. Significantly different than fee methodology prevalent in Oregon Not yet endorsed by Home Builders association.

FISCAL IMPACTS

The objective of the fee increase is to create a budget that will cover the costs of the Building Department through the year 2020. By not increasing the fees, in the near future, the General Fund would likely need to support some portion of the Department.

CONCURRENCE

The Oregon State Building Codes Director has reviewed the new fee schedules and concurs that variations meet the intent of OAR 918-050-0100.

WORK LOAD IMPACTS

N/A

ALTERNATIVES

Four alternatives are presented in this report. The Council is being asked to provide direction so that staff can return with a final proposal.

ATTACHMENTS

1. Variations of structural fee schedule for new single families and ADU's
2. Cost comparison of fees for variations of fee schedule.
3. Chart showing breakdown of new houses since 2012

Attachment 1

Original Proposed

1. Permit Fee Current proposed

A. Permit fees from calculation of total valuation from the square footage of the improvement	
\$1-\$5000.....	\$125.00
\$5,001-\$25,000.....	\$125.00 plus \$12.92 per \$1000 over \$5,000 to \$25,000
\$25,001-\$50,000.....	\$383.40 plus \$9.60 per \$1000 over \$25,000 to \$50,000
\$50,001-\$100,000.....	\$623.40 plus \$6.46 per \$1000 over \$50,000 to \$100,000
\$100,001 and up.....	\$946.40 plus \$5.46 per \$1000 over \$100,000
Minimum permit fee	\$125.00

Option 1

2. Permit Fee for NSFR's and ADU's only (Reduction for under 1500sq. ft.)

B. Permit fees from calculation of total valuation from the square footage of the improvement	
\$1-\$5000.....	\$125.00
\$5,001-\$25,000.....	\$125.00 plus \$9.04 per \$1000 over \$5,000 to \$25,000
\$25,001-\$50,000.....	\$305.80 plus \$6.72 per \$1000 over \$25,000 to \$50,000
\$50,001-\$100,000.....	\$475.00 plus \$4.52 per \$1000 over \$50,000 to \$100,000
\$100,001-\$170,000.....	\$701.00 plus \$3.82 per \$1000 over \$100,000 to \$165,000
\$170,001 and up.....	\$1328.60 plus \$5.46 per \$1000 over \$100,000
Minimum permit fee	\$125.00

Option 2

3. Permit Fee for NSFR's and ADU's only (increase of 31% for over 1500sf. ft.)

C. Permit fees from calculation of total valuation from the square footage of the improvement	
\$1-\$5000.....	\$125.00
\$5,001-\$25,000.....	\$125.00 plus \$12.92 per \$1000 over \$5,000 to \$25,000
\$25,001-\$50,000.....	\$383.40 plus \$9.60 per \$1000 over \$25,000 to \$50,000
\$50,001-\$100,000.....	\$623.40 plus \$6.46 per \$1000 over \$50,000 to \$100,000
\$100,001-\$170,000.....	\$946.40 plus \$5.46 per \$1000 over \$100,000 to \$165,000
\$170,001 and up.....	\$1719.47 plus \$10.29 per \$1000 over \$165,000
Minimum permit fee	\$125.00

Option 3

4. Permit Fee For NSFR's and ADU's only Apply \$7.90 per 1000

D. Permit fees from calculation of total valuation from the square footage of the improvement	
Minimum permit fee	\$125.00
All valuations.....	Divide valuation by 1000 and multiple by \$7.90

Attachment 2

Original Proposed					% Increase
sq ft	valuation	fee	per sq ft		from current
700.00	\$ 78,855.00	\$ 810.74	1.16		14%
1450.00	\$ 163,342.50	\$ 1,295.84	0.89		13%
1550.00	\$ 174,607.50	\$ 1,355.90	0.87		13%
2500.00	\$ 281,625.00	\$ 1,940.12	0.78		13%
3000.00	\$ 337,950.00	\$ 2,245.88	0.75		13%
4000.00	\$ 450,600.00	\$ 2,862.86	0.72		13%

Option 1

30% reduction under 1500sq ft					% Increase
sq ft	valuation	fee	per sq ft		from current
700.00	\$ 78,855.00	\$ 606.08	0.87		-15%
1450.00	\$ 163,342.50	\$ 945.08	0.65		-17%
1550.00	\$ 174,607.50	\$ 1,355.90	0.87		13%
2500.00	\$ 281,625.00	\$ 1,940.12	0.78		13%
3000.00	\$ 337,950.00	\$ 2,245.88	0.75		13%
4000.00	\$ 450,600.00	\$ 2,862.86	0.72		13%

Option 2

30% increase over 1500sq ft					% Increase
sq ft	valuation	fee	per sq ft		from current
700.00	\$ 78,855.00	\$ 810.74	1.16		14%
1450.00	\$ 163,342.50	\$ 1,295.84	0.89		13%
1550.00	\$ 174,607.50	\$ 1,770.92	1.14		48%
2500.00	\$ 281,625.00	\$ 2,871.95	1.15		67%
3000.00	\$ 337,950.00	\$ 3,448.19	1.15		73%
4000.00	\$ 450,600.00	\$ 4,610.96	1.15		81%

Option 3

Apply a straight fee of \$7.90 per 1000 to valuation					% Increase
sq ft	valuation	fee	per sq ft		from current
700.00	\$ 78,855.00	\$ 622.95	0.89		-12%
1450.00	\$ 163,342.50	\$ 1,290.41	0.89		13%
1550.00	\$ 174,607.50	\$ 1,379.40	0.89		15%
2500.00	\$ 281,625.00	\$ 2,224.84	0.89		29%
3000.00	\$ 337,950.00	\$ 2,669.81	0.89		34%
4000.00	\$ 450,600.00	\$ 3,559.74	0.89		40%

Attachment 3

