

**MILWAUKIE PLANNING**  
 6101 SE Johnson Creek Blvd  
 Milwaukie OR 97206  
 503-786-7630  
 planning@milwaukieoregon.gov

# Application for Land Use Action

Master File #: DEV-2020-004

Review type\*:  I  II  III  IV  V

**CHOOSE APPLICATION TYPE(S):**

VR-2020-003;  
 P-2020-002

Development Review

Parking: Quantity Modification

Variance: Variance

...

...

**RECEIVED BY THE MILWAUKIE PLANNING DEPARTMENT ON JULY 7, 2020. Fee paid in full on July 14, 2020.**

**Use separate application forms for:**

- Annexation and/or Boundary Change
- Compensation for Reduction in Property Value (Measure 37)
- Daily Display Sign
- Appeal

**RESPONSIBLE PARTIES:**

**APPLICANT** (owner or other eligible applicant—see reverse): Keith Johns

Mailing address: 3716 SE International Way State/Zip: 97222

Phone(s): \_\_\_\_\_ Email: kjohns4831@aol.com

Please do not include my contact information on public notices or on the City website:

**APPLICANT'S REPRESENTATIVE** (if different than above): Emerio Design, LLC / Steve Miller

Mailing address: 6445 SW Fallbrook Pl. State/Zip: 97008

Phone(s): 541-318-7487 - Cell Email: stevem@emeriodesign.com

**SITE INFORMATION:**

Address: 3716 SE International Way Map & Tax Lot(s): 11E36DA00600

Comprehensive Plan Designation: I Zoning: BI Size of property: 0.11 Acres

**PROPOSAL (describe briefly):**

Reconfiguration of parking and storm water management, and 1,874 square foot building addition.

**SIGNATURE:**

**ATTEST:** I am the property owner or I am eligible to initiate this application per Milwaukie Municipal Code (MMC) Subsection 19.1001.6.A. If required, I have attached written authorization to submit this application. To the best of my knowledge, the information provided within this application package is complete and accurate.

Submitted by: Keith Johns Date: 07/30/2020

**IMPORTANT INFORMATION ON REVERSE SIDE**

\*For multiple applications, this is based on the highest required review type. See MMC Subsection 19.1001.6.B.1.

**WHO IS ELIGIBLE TO SUBMIT A LAND USE APPLICATION** (excerpted from MMC Subsection 19.1001.6.A):

**Type I, II, III, and IV** applications may be initiated by the property owner or contract purchaser of the subject property, any person authorized in writing to represent the property owner or contract purchaser, and any agency that has statutory rights of eminent domain for projects they have the authority to construct.

**Type V** applications may be initiated by any individual.

**PREAPPLICATION CONFERENCE:**

A preapplication conference may be required or desirable prior to submitting this application. Please discuss with Planning staff.

**REVIEW TYPES:**

This application will be processed per the assigned review type, as described in the following sections of the Milwaukie Municipal Code:

- Type I: Section 19.1004
- Type II: Section 19.1005
- Type III: Section 19.1006
- Type IV: Section 19.1007
- Type V: Section 19.1008

**Note:** Natural Resource Review applications **may require a refundable deposit**. Deposits require completion of a Deposit Authorization Form, found at [www.milwaukieoregon.gov/building/deposit-authorization-form](http://www.milwaukieoregon.gov/building/deposit-authorization-form).

**THIS SECTION FOR OFFICE USE ONLY:**

FILE TYPE	FILE NUMBER	AMOUNT <small>(after discount, if any)</small>	PERCENT DISCOUNT	DISCOUNT TYPE	DATE STAMP
Master file	DEV-2020-004	\$ 1,000			
Concurrent application files	VR-2020-003	\$ 750	25%		
	P-2020-002	\$ 750	25%		
		\$			
		\$			
Deposit (NR only)				<input type="checkbox"/> Deposit Authorization Form received	
<b>TOTAL AMOUNT RECEIVED: \$</b>		2,500	<b>RECEIPT #:</b>	<b>RCD BY:</b>	
<b>Associated application file #s</b> (appeals, modifications, previous approvals, etc.):					
<b>Neighborhood District Association(s):</b>					
<b>Notes:</b>					

# EMERIO *Design*

CIVIL ENGINEERS & PLANNERS

---

**DATE:** 6-20-2020

**REQUEST:** Development Review for 1,299 square foot addition to existing Milwaukie Chiropractic Center/Milwaukie Massage Center, Parking Quantity Modification to the maximum parking standard, and Variance to the side yard setback.

**APPLICANT:** Milwaukie Chiropractic Center/Milwaukie Massage Center  
3716 SE International Way  
Milwaukie, OR 97222

Contact: Dr. Keith D. Johns - Owner  
kjohns4831@aol.com

**OWNER:** Fred and Merritt Robinson

**ENGINEER/  
PLANNER:**

Emerio Design, LLC  
6445 SW Fallbrook Pl., Suite 100  
Beaverton, OR 97008

Contact: Steve Miller  
(541) 318-7487  
[steve@emeriodesign.com](mailto:steve@emeriodesign.com)

**ZONING:** Business Industrial (BI), City of Milwaukie, Oregon

**SIZE:** The subject property is 20,519 square feet in size (.11 Ac.)

**LEGAL DESCRIPTION:** The property is identified on Clackamas County Assessors Map, T1S R1E WM 36DA; as Tax lot 600.

**LOCATION:** 3716 SE International Way (State Hwy. No 224 is immediately west of the site).

**ZONING:** Business Industrial (BI).

**LIST OF EXHIBITS:**

1 - Application forms

2 – Detailed Site Plan

3 – Existing Conditions

4 – Zoning and Vicinity Map

5 – Elevation Drawings for the Addition

### **MILWAUKIE PLANNING CODE SECTIONS**

- 19.310 – Business Industrial (BI) Zone
- 19.504.9(E) – Design Standards
- 19.605 – Vehicle Parking Quantity Requirements
- 19.605.2 – Quantity Modifications and Required Parking Determinations
- 19.606 – Development Review
- 19.609 – Bicycle Parking
- 19.911 – Variances

### **PROPOSAL SUMMARY**

On February 23, 2015, the Applicant received approval for a Parking Quantity Modification to expand the parking lot area at the Milwaukie Chiropractic Center/Milwaukie Massage Center. In addition, the Applicant also received Type I Development Review approval for the parking lot expansion. Unfortunately, the property owner was not able to make the improvements to the parking lot area that was approved by the City in 2015. As such, the Milwaukie Chiropractic Center/Milwaukie Massage Center site remains unchanged since the City's 2015 review.

Therefore, at this time, the Applicant is requesting Type I Development Review for a 1,299 square foot addition to existing Milwaukie Chiropractic Center/Milwaukie Massage Center, Parking Quantity Modification to the maximum parking standard, and Variance to the side yard setback for the addition.

the Applicant is requesting Type I Development Review approval for a 1,299 square foot addition, as well as the new parking lot area. The parking lot currently has thirteen (13) approved parking spaces. The proposed expansion to the parking lot would result in a total of twenty-seven (26) parking spaces on the lot with three (3) of them dedicated as "carpool" parking spaces.

### **I. PROJECT DESCRIPTION**

The Milwaukie Chiropractic Center/Milwaukie Massage Center requests Type I Development Review approval for a 1,299 square foot addition and to restripe and expand the existing parking lot at their office located at 3716 SE International Way. The parking lot is located east/southeast of the existing office building, south of SE International Way, and east of State Highway No 224.

Currently, the existing parking lot at the Milwaukie Chiropractic Center/Milwaukie Massage Center office includes a total of thirteen (13) parking spaces. With this proposal the Milwaukie Chiropractic Center/Milwaukie Chiropractic Center would like to expand and restripe portions of the existing parking lot and increase the parking on-site as previously approved by the City in the February 23, 2015, Type II Parking Quantity Modification request.

## **II. EXISTING CONDITIONS**

The 20,519 square foot site (.11 Ac.) is bounded by SE International Way on the north, State Highway No 224 on the west, and existing development to the south and east, a private street. The site is further identified on Clackamas County Assessor Map T1S R1E WM 36DA; as Tax Lot 600.

The site is developed with the single-story, 2,620 square foot Milwaukie Chiropractic Center/Milwaukie Massage Center building, associated parking lot, and significant on-site landscaping. All parcels to the north, south, and east are developed with office/commercial/light industrial type uses, while land located to the west of State Highway No 224 are developed with single-family residences.

## **III. COMPLIANCE WITH APPLICABLE APPROVAL CRITERIA OF TITLE 19 – THE MILWAUKIE ZONING ORDINANCE (MZO)**

### ***19.310 BUSINESS INDUSTRIAL ZONE BI***

#### **19.310.2 Uses Permitted Outright**

- A. The following business and industrial uses are allowed outright, subject to the standards of Subsection 19.310.6.***
  - 1. Experimental, research, film, or testing laboratories, provided no operation shall be conducted or equipment used which would create hazards and/or nuisances off the site (marijuana testing or research shall also be subject to the security and odor control standards of Subsection 19.509.2);***
  - 2. Manufacturing, processing, fabrication, packaging, or assembly of products from previously prepared materials;***
  - 3. Printing, publishing, bookbinding, graphic or photographic reproduction, blueprinting or photo processing;***
  - 4. Trade schools primarily serving the business community within the area.***
- B. Business and professional offices, including product design, sales, service, packaging; corporate headquarters or regional offices.***
- C. Warehousing and distribution (marijuana warehousing shall be subject to the security and odor control standards of Subsection 19.509.2).***
- D. Contractors and Related Businesses. 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.*

*E. Any other use similar to the above uses but not listed elsewhere.*

**RESPONSE:** The subject site is zoned Business Industrial (BI). The purpose of the Business Industrial Zone is to for industrial land uses providing a mix of clean, employee-intensive, industrial and office uses, with associated services, in locations supportive of mass transit and the regional transportation network, according to MZO Section 19.310.1 Purpose. Subsection 19.310.2 lists Uses Permitted Outright which are intended to be allowed in the BI zone. Businesses and professional offices are listed as a permitted use in the BI zoning district. The existing Milwaukie Chiropractic Center’s office building use and the proposed 1,299 square foot addition to the existing building is, therefore, consistent with the primary use standards of the BI zoning district. Section 19-304.E allows uses that are accessory to a primary use if they comply with the development standards. The on-site parking and maneuvering areas serving the Milwaukie Chiropractic Center’s professional office use are an accessory use to the primary office use on the site and, therefore, are permitted.

#### **19.310.6 Standards**

*In the BI district, the following standards shall apply to all uses:*

- A. Lot size. None, except that lots created shall be of a size sufficient to fulfill the applicable standards of this district.*
- B. Front yard. A front yard shall be at least 20 ft unless additional setback is required in Subsection 19.501.2.A.*
- C. Side yard. No side yard shall be required except on corner lots where a side yard shall be at least 10 ft on the side abutting the street, unless additional setback is required in Subsection 19.501.2.A.*
- D. Rear yard. No rear yard shall be required except as provided in Subsection 19.501.2.A.*
- E. Off-street parking and loading. As specified in Chapter 19.600.*
- F. Site Access*

*One curb cut (45 ft maximum) per 150 ft of street frontage, or fraction thereof, for industrial uses; and 1 curb cut per 100 ft of street frontage or fraction thereof, for business park, limited or conditional uses.*

- G. Height restriction. Maximum height of a structure shall be 3 stories or 45 ft, whichever is less.*

**RESPONSE:** Section 19.310.6 – Standards, provides a list of Development Standards in the Business Industrial Zone. Except for the sites southern side yard setback, off-street parking and loading requirements, and the height restrictions, the remainder of the above standards are not applicable to the proposed 1,299 square foot addition and parking area expansion.

As part of the proposal, the Applicant is requesting a 20% Variance to the side yard setback requirement of 10-feet for a side yard setback of 8-feet along the site's southern property boundary for the proposed addition. The Variance criteria is addressed in detail below.

The maximum height of the proposed addition will be 18'-8 5/8", which is well within the height restrictions for the B1 zone. Lastly, as part of the proposal, the Applicant is requesting a Parking Quantity Modification to the maximum off-street parking standard. The applicable Parking Quantity Modification criteria are addressed in detail below. The Applicant's proposal either complies with the applicable criteria listed above or is being addressed as part of a Variance and Parking Quantity Modification request.

#### ***H. Landscaping***

***15% of the site must be landscaped, except for sites adjacent to Hwy. 224, which shall provide landscaping to 20% of the site. This should consist of a variety of lawn, trees, shrubbery, and ground cover. Street trees must be provided along street frontages and within required off-street parking lots to help delineate entrances, provide shade, and permeable areas for stormwater runoff. A bond or financial guarantee for landscape completion shall be required.***

**RESPONSE:** The subject property abuts Hwy. 224, therefore 20% of the site is required to be landscaped. The subject property is 20,519 square feet in size; therefore, the site must contain 4,103 square feet of landscaping to satisfy the 20% requirements. As proposed the interior and exterior landscaping for the site totals 4,083 square feet, which is 20 sq. ft. short of the 20% requirement. As such, the Applicant proposes to add planters to the front entry way, which exceed 20 sq. ft., in order to meet the 20% landscaping requirement.

#### ***I. Screening and Outside Storage***

***Outside storage adjacent to International Way, Freeman Way, 37th Ave., Lake Road, or Hwy. 224 is prohibited. Outside storage in side or rear yards is allowed, provided it is enclosed by a sight-obscuring fence or vegetative screen.***

**RESPONSE:** No outside storage is being proposed as part of the Applicant's proposal; therefore, the above criterion does not apply to the Applicant's proposal.

#### ***J. Building Siting and Design***

***Buildings and sites shall be designed using the following principles:***

- 1. Sites shall be developed to the maximum extent practicable, so that buildings have solar access and utilize other natural features in their design.***
- 2. Assure that building placement and orientation and landscaping allow ease of security surveillance.***

**RESPONSE:** The site is currently developed with the 2,620 square foot Milwaukie Chiropractic Center, which includes off-street parking and on-site landscaping. The proposed 1,299 square foot addition and expansion of the existing off-street parking area will continue the existing development pattern of the site and make for seamless transition that will continue to allow for the ease of security surveillance.

3. *Design buildings with shapes, colors, materials, textures, lines, and other architectural design features which enhance the character of the district and complement the surrounding area and development, considering, but not limited to, the following techniques:*
  - a. *Use color, materials, and architectural design to visually reduce the scale and impact of large buildings;*
  - b. *Use building materials and features that are durable and consistent with the proposed use of the building, level of exposure to public view, and exposure to natural elements.*
4. *To the extent possible, screen or mask roof-mounted mechanical equipment, except solar collection apparatus, from view.*
5. *Orient major service activity areas (e.g., loading, delivery, and garbage collection, etc.) of the development away from major streets.*
6. *Arrange use and buildings to maximize opportunities for shared circulation, access, parking, loading, pedestrian walkways and plazas, recreation areas, and transit-related facilities.*
7. *Provisions for bus shelters, bike racks, street furniture, kiosks, drinking fountains, art sculptures, and/or other pedestrian and transit amenities as required by Chapter 19.700.*

**RESPONSE:** As noted above, the site is currently developed with the Milwaukie Chiropractic Center, which includes off-street parking and on-site landscaping. The proposed 1,299 square foot addition and expansion of the existing off-street parking area will continue the existing development pattern of the site and make for seamless transition that will continue to allow for the ease of security surveillance.

The proposed addition will match the existing buildings shapes, colors, materials, textures, lines, and other architectural design features which will continue to enhance the character of the district and complement the surrounding area and development. No roof-mounted mechanical equipment is being proposed.

#### ***K. Nuisances***

*The use shall not be of a type or intensity which produces dust, odor, smoke, fumes, noise, glare, heat, or vibrations which are incompatible with other uses allowed in this zone; and the use does not produce off-site impacts that create nuisance as defined by the Oregon D.E.Q. and the City Noise Ordinance.*

**RESPONSE:** The existing Milwaukie Chiropractic Center does not produce dust, odor, smoke, fumes, noise, glare, hear, or vibrations which are incompatible with other uses allowed in the B1 zone.

### **B. Compliance with Section 19.504.E – Site Design Standards**

#### ***E. Design Standards***

*Walkways shall be constructed with a hard surface material, shall be permeable for stormwater, and shall be no less than 5 ft in width. If adjacent to a parking area where vehicles will overhang the walkway, a 7-ft-wide walkway shall be provided. The walkways shall be separated from parking areas and internal driveways using curbing, landscaping, or distinctive paving materials. On-site walkways*



*shall be lighted to an average 5/10-footcandle level. Stairs or ramps shall be provided where necessary to provide a direct route.*

**RESPONSE:** The applicant is proposing a 5 ft. walkway as part of the parking lot design. Except for a small internal walkway connecting the handicapped parking spaces with the front entrance, the walkway will be separated from the parking area and internal driveway by using curbing and distinctive pavers to clearly delineate the walkway. Because the walkway will be part of the overall parking lot area, all stormwater will be accounted for with the design of the parking lot. Lighting will be provided in accordance with the above criterion.

### ***C. Compliance with Section 19.600 - Off-Street Parking and Loading***

#### ***19.604.1 Parking Provided with Development Activity***

*All required off-street parking areas shall be provided at the time the structure is built; at the time a structure or site is enlarged; or when there is change in use or an increase in density or intensity. All required off-street parking areas shall be provided in conformance with the standards of Chapter 19.600 prior to issuance of a certificate of occupancy, or final development permit approval, or as otherwise specified in any applicable land use decision.*

#### ***19.604.2 Parking Area Location***

*Accessory parking shall be located in one or more of the following areas:*

- A. On the same site as the primary use for which the parking is accessory.*
- B. On a site owned by the same entity as the site containing the primary use that meets the standards of Subsection 19.605.4.B.2. Accessory parking that is located in this manner shall not be considered a parking facility for purposes of the base zones in Chapter 19.300.*
- C. Where shared parking is approved in conformance with Subsection 19.605.4.*

#### ***19.604.3 Use of Parking Areas***

*All required off-street parking areas shall continually be available for the parking of operable vehicles of intended users of the site. Required parking shall not be rented, leased, sold, or otherwise used for parking that is unrelated to the primary or accessory use of the site, except where a shared parking agreement per Subsection 19.605.4 has been recorded. Subsection 19.604.3 does not prohibit charging fees for parking when the parking serves the primary or accessory uses on site.*

#### ***19.604.4 Storage Prohibited***

*No required off-street parking area shall be used for storage of equipment or materials, except as specifically authorized by Subsection 19.607.2 Commercial Vehicle, Pleasure Craft, and Recreational Vehicle Parking.*

**RESPONSE:** The proposed site plan illustrates the proposed revisions to the parking lot area including provisions for lighting, landscaping, walkways, and the parking lot layout.

### ***19.605 VEHICLE PARKING QUANTITY REQUIREMENTS***

### ***19.605.1 Minimum/Maximum Parking Requirements***

- A. Development shall provide at least the minimum and not more than the maximum number of parking spaces as listed in Table 19.605.1. Modifications to the standards in Table 19.605.1 may be made as per Section 19.605. Where multiple ratios are listed, the Planning Director shall determine which ratio to apply to the proposed development or use.***

**RESPONSE:** MZO Section 19.605.1 provides minimum and maximum parking space standards for various uses. These standards are based upon either square footage of individual uses or number of employees. With the proposed 1,299 square foot addition, the existing Milwaukie Chiropractic Center/Milwaukie Massage Center office will be 3,919 square feet in area. The office is occupied by fifteen (15) employees. For Medical/Dental Office (non-hospital) type uses Table 19.605.1 requires a minimum of 3.9 parking spaces per every 1,000 feet of gross floor space for these types of uses. Therefore, a minimum of fifteen (15) parking spaces are required. The proposed site plan provides for twenty-six (26) parking spaces, thereby exceeding the minimum number of parking spaces that are required. However, as noted previously, because there are two (2) medical type uses operating concurrently at the existing office building, the applicant is essentially requesting that both uses be parked at the maximum parking standard of 4.9 spaces per 1,000 square feet of gross floor area. This would allow both uses to have nineteen (19) parking spaces, as well as three (3) carpool spaces for the combined uses.

Nevertheless, as noted previously, the site was approved by the City for a Parking Quantity Modification request approximately 5 years ago to have 27 parking spaces.

Table 19.605.1 allows a maximum of 4.9 parking spaces for every 1,000 square feet of gross floor area for an office use. At that ratio, the 3,919 square feet of building area occupied by the Milwaukie Chiropractic Center/Milwaukie Massage Center would be allowed nineteen (19) parking spaces. The total parking area proposed will provide for twenty-six (26) parking spaces, or 9.2 parking spaces for every 1,000 square feet of gross floor area in the office building – prior to allowed exemptions of certain categories of parking spaces. Three (3) of the proposed parking spaces will be reserved for employee carpool vehicles and can be exempted from this calculation, per Section 19.605.3.A.4. Utilizing those exemptions, there would be a total of twenty-four (23) parking spaces that would be subject to the maximum parking standard (23 total parking spaces - 3 carpool spaces = 20 parking spaces). Based upon that number, there would be 9.2 parking spaces for every 1,000 square feet of building area – which is still in excess of the maximum allowed parking standard. Zoning Code Section 605.2 allows the decision-making body to approve modifications to the minimum and maximum parking ratio standards subject to the criteria included within that section. It is requested that the City approve a Parking Quantity Modification to the maximum allowed parking space standard for the shared uses at the Milwaukie Chiropractic Center/Milwaukie Massage Center to instead allow a rounded up maximum ratio of 9.2 parking spaces per 1,000 square feet of building area, as will be discussed in the following paragraphs.

MZO subsection 19.605.2 allows for the modification of minimum and maximum parking ratios from Table 19.605.1 as well as the determination of minimum and maximum parking requirements. This subsection further says that parking determinations shall be made when the proposed use is not listed in Table 19.605.1 and for developments with large parking demands.

In this case, the Milwaukie Chiropractic Center/Milwaukie Massage Center has found that their operations are rather labor/client intensive creating a large parking demand. Currently, the Milwaukie Chiropractic Center/Milwaukie Massage Center facility has a total of fifteen (15) employees at the

building, which does not include the administration staff. On any given day there could be thirteen (13) employees in the office ready to care for patients needs when they arrive. In addition, the facility has regular visitors such as clients, vendors, building machine repair personnel, and meetings with various health experts. Together, those numbers of employees and visitors can cause the existing Milwaukie Chiropractic Center/Milwaukie Massage Center parking lot to be filled to capacity, and for some visitors or employees to park on SE International Way. Based upon the current parking lot often being filled to capacity; the liability concerns neighboring businesses have with shared parking, and lack of any significant public transit, Milwaukie Chiropractic Center/Milwaukie Massage Center requests a Parking Quantity Modification to the maximum allowed parking standard for Medical/Dental office type uses.

MZO subsection 19.605.2.B says that the determination of a modification to a minimum or maximum parking standard should be based upon the following factors (with response provided):

***19.605.2 Quantity Modifications and Required Parking Determinations***

***Subsection 19.605.2 allows for the modification of minimum and maximum parking ratios from Table 19.605.1 as well as the determination of minimum and maximum parking requirements. Parking determinations shall be made when the proposed use is not listed in Table 19.605.1 and for developments with large parking demands.***

***B. Application***

***Determination of parking ratios in situations listed above shall be reviewed as a Type II land use decision, per Section 19.1005 Type II Review. The application for a determination must include the following:***

- 1. Describe the proposed uses of the site, including information about the size and types of the uses on site, and information about site users (employees, customers, etc.).***

**RESPONSE:** The Milwaukie Chiropractic Center/Milwaukie Massage Center is a well-established 36-year-old service oriented practice that serves many of the surrounding communities, even from Vancouver, WA to Wilsonville. The days of old whereas a single provider or two may own and operate an office building have come and gone. The costs associated with owning and running a medical type of practice has demanded a shift in the styles of single doctor practices to require group style practices for many reasons. Thus, due to the multiple practices occurring at the site, the building operates more like an office complex than a single-use office building.

The Milwaukie Chiropractic Center and Milwaukie Massage Center currently has five (5) physicians and ten (10) massage therapists on staff without consideration of the administrative staff to run the office. On any given day they could have in their office thirteen (13) employees ready to care for the patients' needs when they arrive. If each provider has only two (2) patients scheduled at a time and each of the three (3) massage therapists has a patient, which is not uncommon, then there would be thirteen (13) patients here for treatment combined with the thirteen (13) staff members all at the same time. All of these employees and visitors create a substantial demand for onsite parking beyond what is normally allowed by the City of Milwaukie's maximum allowed parking standard. This significant parking demand often fills the existing parking lot and leads to on-street parking on SE International Way. There is not even enough parking spots currently left for a drop-in patients requesting urgent care. On a typical day, the Milwaukie Chiropractic Center/Milwaukie Massage Center anticipates that another 20 to 25 visitors may be at their facility for meetings; to service office machines/equipment; and to take care of their business with the Milwaukie Chiropractic Center and Milwaukie Massage Center.

2. ***Identify factors specific to the proposed use and/or site, such as the proximity of transit, parking demand management programs, availability of shared parking, and/or special characteristics of the customer, client, employee or resident population that affect parking demand.***

**RESPONSE:** The Milwaukie Chiropractic Center and Milwaukie Massage Center site is served by public transit. Tri-Met Bus route 152 has a stop on SE International Way located approximately 500 feet east of the practice. However, the patients who visit the practice day-to-day often are presented with great difficulty even getting out of their car, let alone trying to walk any significant distance. As such, the option of mass transit for the practices patients is not even a consideration. The distance they would have to walk to access their healthcare is simply not reasonable.

The Milwaukie Chiropractic Center and Milwaukie Massage Center encourages employees to use alternative means of transportation other than single-occupant vehicles and has recently implemented a monthly incentive program for users of alternative means of transportation. Even with the relatively good transit service available to the site, the transit incentives and other measures, the Milwaukie Chiropractic Center and Milwaukie Massage Center still finds that enough employees drive to work such that the current demand for on-site parking exceeds the current supply, and is anticipated to be further exceeded if and when new employees are added. The Milwaukie Chiropractic Center and Milwaukie Massage Center already provides transit pass subsidies for employees, provides transit information, provides carpool incentives, and provides sufficient bicycle parking spaces and amenities. Currently, the Applicant has one (1) employee who lives close enough that she is able to ride her bicycle to work and another one (1) that walks to work, weather permitting.

Finally, the Milwaukie Chiropractic Center and Milwaukie Massage Center has engaged in trying to find parking spots in the surrounding businesses. At one point they were able to park at the Mar-Hy business just behind the hedge (east) of their parking lot. This arrangement continued for a few months, then because of potential liability issues that could possibly come up, Mar-Hy decided it could be vulnerable so they stopped allowing the Milwaukie Chiropractic Center and Milwaukie Massage Center to share their lot. The Applicant also spoke with Public Storage, which is located immediately north of their business across SE International Way, about shared parking. Unfortunately, though, the folks at Public Storage simply said "no". It's believed that the liability issue is also a concern for Public Storage since they are a large corporation. Thus, support from the adjacent businesses for shared parking to allow the Applicant's staff to park on their lots is not available.

3. ***Provide data and analysis specified in Subsection 19.605.2.B.3 to support the determination request. The Planning Director may waive requirements of Subsection 19.605.2.B.3 if the information is not readily available or relevant, so long as sufficient documentation is provided to support the determination request.***
  - a. ***Analyze parking demand information from professional literature that is pertinent to the proposed development. Such information may include data or literature from the Institute of Transportation Engineers, American Planning Association, Urban Land Institute, or other similar organizations.***
  - b. ***Review parking standards for the proposed use or similar uses found in parking regulations from other jurisdictions.***
  - c. ***Present parking quantity and parking use data from existing developments that are similar to the proposed development. The information about the existing development and its***

***parking demand shall include enough detail to evaluate similarities and differences between the existing development and the proposed development.***

**RESPONSE:** Parking demand rates published by the Institute of Transportation Engineers (ITE) are merely the result of statistically insignificant estimates used to generate industry specific parking demand rates. As such, the ITE manual provides averages and 85<sup>th</sup> percentile usage rates for individual land uses. Nevertheless, the ITE Parking Generation estimates are generally regarded as the best source for measured parking demands.

With that said, a quick review of available studies related to maximum parking demand for shared office uses in professional literature found nothing really on-point for this specific type of medical/office type of use. There is plenty of discussion on the topic of maximum parking standards in professional literature, but it primarily showed that maximum allowed parking standards vary greatly nationwide to the point of not being usable in the current case. Instead, we would like to point out that other jurisdictions in the Portland Metropolitan area have greater maximum parking standards for medical/dental clinics than does the City of Milwaukie, while the Clackamas County Zoning Ordinance allows a maximum parking standard of 5.9 per 1,000 square feet of office area within parking Zone B (Urban Zone B notes: Within the UGB, areas not meeting the requirements of Subsection 1015.04(E)(1) – Urban Zone A, are subject to the parking maximums listed in Table 10 15-2, Urban Zone B. Urban Zone A notes: Within the UGB, the parking maximums listed in Table 1015-2, Urban Zone A, apply when an area has 20-minute peak hour transit service within one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit.) 20-minute peak hour transit service is available on several Tri Met routes to/from the Milwaukie Transit Center, but only route 152 provides 20-minute peak hour transit service within one-quarter mile of the site. The Milwaukie Transit Center is more than one-quarter mile from the Milwaukie Chiropractic Center and Milwaukie Massage Center offices.

Washington County and the Cities of Gladstone, Happy Valley, and Beaverton all have identical maximum parking standards to Clackamas County's. The City of Portland has a more stringent maximum parking standard for these types of uses.

As Donald C. Shoup, University of California, Los Angeles noted: We need less precision—and more truth—in transportation planning and parking. And the truth in this matter is that there are two (2) medical practices making highly efficient use of an existing 2,620 square foot building, but they need additional parking in order to allow them to flourish with the proposed building expansion.

- 4. Propose a minimum and maximum parking ratio. For phased projects, and for projects where the tenant mix is unknown or subject to change, the applicant may propose a range (low and high number of parking spaces) for each development phase and both a minimum and maximum number of parking spaces to be provided at buildout of the project.***

**RESPONSE:** Because of the intensive employee, client, and drop-in visitor use of the Milwaukie Chiropractic Center and Milwaukie Massage Center parking facilities, it is requested that the City consider allowing a maximum parking standard for the combined uses of the Milwaukie Chiropractic Center and Milwaukie Massage Center of 9.2 parking spaces per 1,000 square feet of office space for a total of twenty-six (26) parking spaces. This standard essentially equates to each of the uses being parked at the City's maximum parking standard for a medical/dental office.

As noted above, the days of old whereas a single provider or two may own and operate an office building have come and gone. As a result, the cost of owning and running a practice has demanded a shift in the styles of single doctor practices to require group style practices for a variety of reasons. Due to the ever

increasing cost of operating a business, it has become necessary to maximize the use of office space in order to optimize the efficient use of land and resources.

**5. Address the approval criteria in Subsection 19.605.2.C. [cited below]**

**C. Approval Criteria**

***The Planning Director shall consider the following criteria in deciding whether to approve the determination or modification. The Planning Director, based on the applicant's materials and other data the Planning Director deems relevant, shall set the minimum parking requirement and maximum parking allowed. Conditions of approval may be placed on the decision to ensure compliance with the parking determination.***

- 1. All modifications and determinations must demonstrate that the proposed parking quantities are reasonable based on existing parking demand for similar use in other locations; parking quantity requirements for the use in other jurisdictions; and professional literature about the parking demands of the proposed use.***

**RESPONSE:** As noted above, the Milwaukie Chiropractic Center and Milwaukie Massage Center requests that the City of Milwaukie apply a maximum parking standard for their use of 10.3 parking spaces per 1,000 square feet. As described above, a maximum 5.4 per 1,000 square feet ratio would be less than Clackamas County's, Washington County's, Gladstone's and Beaverton's maximum parking standards for areas which are not served by high frequency peak period transit.

Even though the requested 10.3 spaces per 1,000 ratio would be significantly greater than Milwaukie's current maximum parking space ratio, as well as other jurisdiction's maximum allowed parking ratios for sites which are served by transit. However, the Milwaukie Chiropractic Center and Milwaukie Massage Center site is served by just one high frequency peak transit period transit route making this case different than other situations where the facilities subject to a more stringent standard really are served by high frequency transit service.

- 2. In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to decrease the amount of minimum required parking shall meet the following criteria:***

**RESPONSE:** The current request is a request to increase the maximum allowed parking standard, not decrease the minimum. Therefore, this subsection does not apply.

- 3. In addition to the criteria in Subsection 19.605.2.C.1, requests for modifications to increase the amount of maximum allowed parking shall meet the following criteria:***

- a. The proposed development has unique or unusual characteristics that create a higher-than-typical parking demand.***
- b. The parking demand cannot be accommodated by shared or joint parking arrangements or by increasing the supply of spaces that are exempt from the maximum amount of parking allowed under Subsection 19.605.3.A.***
- c. The requested increase is the smallest increase needed based on the specific circumstances of the use and/or site.***

**RESPONSE:** The text above has demonstrated that dual purpose office of the Milwaukie Chiropractic Center and Milwaukie Massage Center has a very high employee per 1,000 square feet ratio of 13.5

employees per 1,000 square feet and a significant number of clients and drop-in site visitors – all of whom pose a significant parking demand. This high employee per 1,000 square foot ratio helps create a higher than typical parking demand for a medical office type use, thereby helping justify the need for relief from the current maximum parking standard.

The Milwaukie Chiropractic Center and Milwaukie Massage Center has already instituted a transit subsidy plan, provides transit information to employees, and provides preferred carpool, motorcycle and bicycle parking. The Milwaukie Chiropractic Center and Milwaukie Massage Center is committed to continuing to encourage carpooling and the use of alternative means of transportation. The Milwaukie Chiropractic Center and Milwaukie Massage Center has committed to providing three (3) parking spaces as reserved carpool spaces as part of the current plans to expand their parking lot. This represents approximately 11 percent of the total number of parking spaces on the site – a very high ratio. (The reserved carpool spaces have been exempted from the parking which is subject to the maximum parking ratio standard.) In summary, the Milwaukie Chiropractic Center and Milwaukie Massage Center is already encouraging the use of alternatives to employees utilizing their personal vehicles for commuting purposes.

Although the Milwaukie Chiropractic Center and Milwaukie Massage Center office is located across SE International Way from the Public Storage facility and the Mar-Hy business is located immediately adjacent (east) to the practice, these businesses have declined to allow long-term shared parking for the Milwaukie Chiropractic Center and Milwaukie Massage Center employees due to their concerns over potential liability issues. For the reason of distance alone, it is not practical for the Milwaukie Chiropractic Center and Milwaukie Massage Center to seek to enter into a long-term off-site parking agreement with other businesses in the surrounding area because the distance would be too great for long-term use by the Milwaukie Chiropractic Center and Milwaukie Massage Center employees (especially in winter). Thus, there are no other closer parking facilities which would appear to have excess capacity during normal office hours which might be available for a shared parking agreement.

The requested modification to the maximum allowed parking standard to allow a 9.2 spaces per 1,000 square foot standard, or 4.9 spaces per 1,000 square feet per use, and would permit the Milwaukie Chiropractic Center and Milwaukie Massage Center to provide 26 non-exempt parking spaces, which includes three (3) dedicated carpool spaces, for its expanded 3,919 square foot facility. The requested increased parking ratio is the smallest increase needed based on the specific circumstances of the Milwaukie Chiropractic Center and Milwaukie Massage Center use and the constraints of the site.

#### ***19.606 PARKING AREA DESIGN AND LANDSCAPING STANDARDS***

***The purpose of Section 19.606 is to ensure that off-street parking areas are safe, environmentally sound, aesthetically pleasing, and that they have efficient circulation. These standards apply to all types of development except for cottage clusters, rowhouses, duplexes, single-family detached dwellings, and residential homes.***

##### ***19.606.1 Parking Space and Aisle Dimensions***

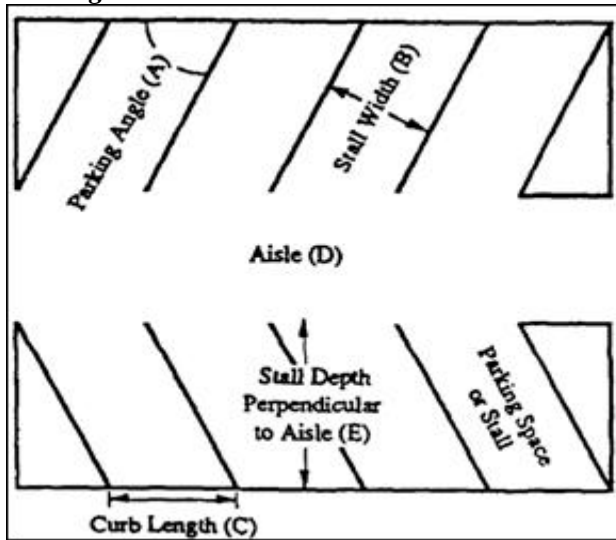
- A. The dimensions for required off-street parking spaces and abutting drive aisles, where required, shall be no less than in Table 19.606.1. The minimum dimensions listed in Table 19.606.1 are illustrated in Figure 19.606.1.***

**Table 19.606.1  
Minimum Parking Space And Aisle Dimensions**

Angle (A)	Width (B)	Curb Length (C)	1-Way Aisle Width (D)	2-Way Aisle Width (D)	Depth (E)
0° (Parallel)	8.5'	22'	12'	19'	8.5'
30°	9'	17'	12'	19'	16.5'
45°	9'	12'	13'	19'	18.5'
60°	9'	10'	17'	19'	19'
90°	9'	9'	22'	22'	18'

Figure 19.606.1

**Parking Dimension Factors**



- B. The dimension of vehicle parking spaces provided for disabled persons shall be according to federal and State requirements.**
- C. Parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner.**
- D. Drive aisles shall be required in parking areas greater than 5 spaces. Drive aisles shall meet the minimum width standards of Subsection 19.606.1. Where a drive aisle or portion thereof does not abut a parking space(s), the minimum allowed width for a one-way drive aisle shall be 8 ft and the minimum allowed width for a two-way drive aisle shall be 16 ft.**

**RESPONSE:** The parking lot is designed consistent with the dimensional standards specified and illustrated by MMC Section 19.606. Specifically, the parking lot has been designed to accommodate a two-way drive aisle by providing a 24-foot wide aisle for twenty-six (26) 90° parking spaces. All vehicles will be able to adequately maneuver in the parking area, including emergency vehicles, as well as turnaround so that vehicles may enter the street in a forward manner. Of the twenty-six (26) proposed parking spaces, two (2) of them will be designated as handicapped parking spaces designed to meet all federal and State requirements. All parking areas will be constructed of asphaltic concrete in accordance with the standards of Section 19.606.3.A. The parking lot has been designed in compliance with the above criteria. See Site Plan for more detail.

**19.606.2 Landscaping**



**A. Purpose**

*The purpose of the off-street parking lot landscaping standards is to provide vertical and horizontal buffering between parking areas and adjacent properties, break up large expanses of paved area, help delineate parking spaces and drive aisles, and provide environmental benefits such as stormwater management, carbon dioxide absorption, and a reduction of the urban heat island effect.*

**B. General Provisions**

- 1. Parking area landscaping shall be required for the surface parking areas of all uses, except for cottage clusters, rowhouses, duplexes, and single-family detached dwellings. Landscaping shall be based on the standards in Subsections 19.606.2.C-E.*
- 2. Landscaped areas required by Subsection 19.606.2 shall count toward the minimum amount of landscaped area required in other portions of Title 19.*
- 3. Parking areas with 10 or fewer spaces in the Downtown Storefront Zone, and the portion of the Downtown Office Zone located to the north of Washington Street and east of McLoughlin Boulevard, are exempt from the requirements of Subsection 19.606.2.*

**RESPONSE:** Per General Provision 1 above, the parking lot area has been designed in compliance with Subsection 19.606.2C-E. See responses below, as well as submitted Site Plan for more detail on how the plan complies with these criteria.

**C. Perimeter Landscaping**

*The perimeter landscaping of parking areas shall meet the following standards which are illustrated in Figure 19.606.2.C.*

**1. Dimensions**

*The minimum width of perimeter landscape areas are shown in Table 19.606.2.C.1. Where a curb provides the border for a perimeter landscape area, the dimension shall be measured from the inside of the curb(s). The Planning Director may reduce the required minimum width of a perimeter landscaping area where existing development or site constraints make it infeasible to provide drive aisles, parking spaces, and the perimeter landscaping buffer width listed in Table 19.606.2.C.1.*

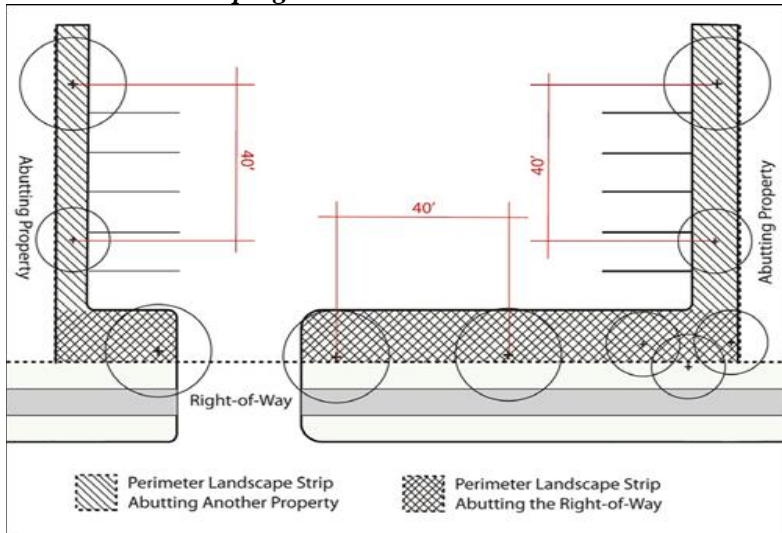
<b>Table 19.606.2.C.1 Minimum Perimeter Landscape Strip Dimensions</b>		
<b>Location</b>	<b>Downtown Zones</b>	<b>All Other Zones</b>
Lot line abutting a right-of-way	4'	8'
Lot line abutting another property, except for abutting properties that share a parking area	0'	6'

**RESPONSE:** The proposal meets this criterion because the parking lot has been designed with perimeter landscape areas a minimum of 6 feet in width. Where existing perimeter landscaping doesn't already exist, ornamental landscaping will be added around the perimeter of the parking area to enhance its overall appearance. All introduced landscaping will be irrigated and kept alive and attractive. Please see the submitted Site Plan for more detail.

**2. Planting Requirements**

*Landscaping requirements for perimeter buffer areas shall include 1 tree planted per 40 lineal ft. of landscaped buffer area. Where the calculation of the number of trees does not result in a whole number, the result shall be rounded up to the next whole number. Trees shall be planted at evenly spaced intervals along the perimeter buffer to the greatest extent practicable. The remainder of the buffer area shall be grass, ground cover, mulch, shrubs, trees, or other landscape treatment other than concrete and pavement.*

**Figure 19.606.2.C**  
**Perimeter Landscaping Areas**



**RESPONSE:** Perimeter landscaping currently exists adjacent to the parking lot along the eastern property boundary. Additional perimeter landscaping is being proposed along the southern and western boundaries of the parking lot area in accordance with the above criterion. The perimeter landscaping along the southern and western boundaries of the parking lot will include one (1) tree planted per 40 lineal ft. of landscaped buffer area for a total of four (4) additional perimeter trees. The trees will be planted at evenly spaced intervals to help maintain symmetry with the existing and proposed trees. The remainder of the buffer areas along the southern and western boundaries of the parking lot will be planted with grass, ground cover, mulch, shrubs, and/or other landscape treatments other than concrete and pavement. The proposed Site Plan complies with the above criteria.

**3. Additional Planting Requirements Adjacent to Residential Uses**

*In addition to the planting requirements of Subsection 19.606.2.D.2, all parking areas adjacent to a residential use shall have a continuous visual screen in the landscape perimeter area that abuts the residential use. The area of required screening is illustrated in Figure 19.606.2.C.3. The screen must be opaque throughout the year from 1 to 4 ft above ground to adequately screen vehicle lights. These standards must be met at the time of planting. Examples of acceptable visual screens are a fence or wall, an earth berm with plantings, and other plantings of trees and shrubs.*

**RESPONSE:** This section of the MMC does not apply to the Applicant's request because the existing and proposed parking area is not located adjacent to any residential uses.

**D. Interior Landscaping**

***The interior landscaping of parking areas shall meet the following standards which are illustrated in Figure 19.606.2.D.***

***1. General Requirements***

***Interior landscaping of parking areas shall be provided for sites where there are more than 10 parking spaces on the entire site. Landscaping that is contiguous to a perimeter landscaping area and exceeds the minimum width required by Subsection 19.606.2.C.1 will be counted as interior landscaping if it meets all other requirements of Subsection 19.606.2.D.***

***2. Required Amount of Interior Landscaped Area***

***At least 25 sq. ft. of interior landscaped area must be provided for each parking space. Planting areas must be at least 120 sq. ft. in area and dispersed throughout the parking area.***

**RESPONSE:** With this request the Applicant is proposing the addition of thirteen (13) new parking spaces. Thus, per the above criterion, the applicant is required to provide 325 sq. ft. (14 x 25 = 325 sq. ft.) of interior landscaping. As shown on the submitted Site Plan, the Applicant is proposing a total of 480 sq. ft. of interior landscaping as part of the parking lot expansion. The interior planter shown at the southwest corner of the lot will double as a flow through planter to help with storwater runoff. This planter will be landscaped with plants approved for flow through planters. All proposed interior planting areas are at least 120 sq. ft. in area and are dispersed throughout the parking area to the greatest extent practicable given the existing built environment and topography. See Site Plan for more detail.

***3. Location and Dimensions of Interior Landscaped Areas***

- a. Interior landscaped area shall be either a divider median between opposing rows of parking, or a landscape island in the middle or at the end of a parking row.***
- b. Interior landscaped areas must be a minimum of 6 ft in width. Where a curb provides the border for an interior landscape area, the dimension shall be measured from the inside of the curb(s).***

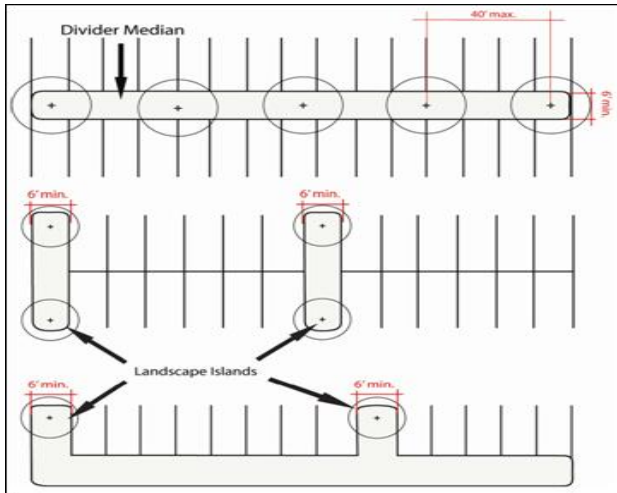
**RESPONSE:** The Applicant has located the interior landscaping between parking spaces 8 and 9, as well as adjacent to parking space 17 as shown on the submitted Site Plan. The proposal satisfies the above criteria.

***4. Planting Requirements for Interior Landscaped Areas***

- a. For divider medians, at least 1 shade or canopy tree must be planted for every 40 linear ft. Where the calculation of the number of trees does not result in a whole number, the result shall be rounded up to the next whole number. Trees shall be planted at evenly spaced intervals to the greatest extent practicable.***
- b. For landscape islands, at least 1 tree shall be planted per island. If 2 interior islands are located contiguously, they may be combined and counted as 2 islands with 2 trees planted.***
- c. The remainder of any divider median or landscape island shall be grass, ground cover, mulch, shrubs, trees, or other landscape treatment other than concrete and pavement.***

***Figure 19.606.2.D***

***Location and Dimensions of Interior Landscaped Areas***



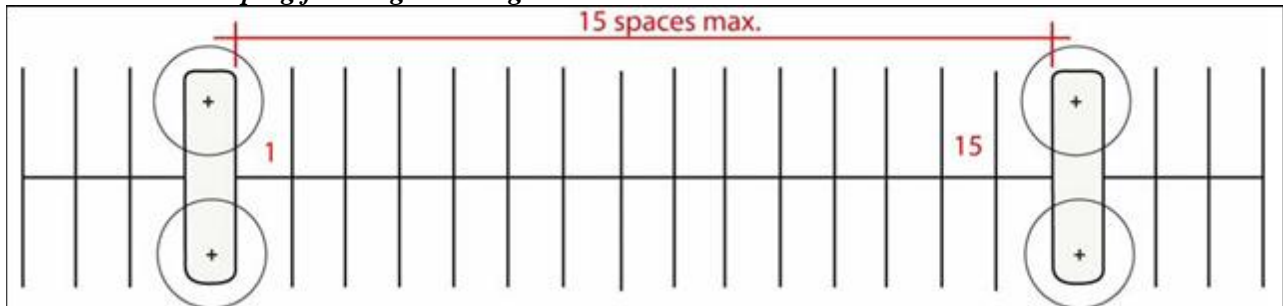
**RESPONSE:** The Applicant’s proposal complies with the above criterion because one (1) shade tree will be provided in both of the proposed landscape islands. The remainder of the landscape islands will be planted with grass, ground cover, mulch, shrubs, trees, and/or other landscape treatments other than concrete and pavement. See Site Plan for more detail.

**5. Additional Landscaping for Large Parking Areas**

*Parking areas with more than 100 spaces on a site shall not have more than 15 spaces in a row without providing an interior landscaped island. See Figure 19.606.2.D.5.*

**Figure 19.606.2.D.5**

**Additional Landscaping for Large Parking Areas**



**RESPONSE:** The above criterion does not apply to the Applicant’s request because the parking area is less than 100 parking spaces in size.

**E. Other Parking Area Landscaping Provisions**

1. *Preservation of existing trees is encouraged in the off-street parking area and may be credited toward the total number of trees required, based on staff’s review.*
2. *Installation of parking area landscaping shall be required before a certificate of occupancy is issued, unless a performance bond is posted with the City. Then landscaping shall be installed within 6 months thereafter or else the bond will be foreclosed and plant materials installed by the City.*

**RESPONSE:** All existing landscaping and trees located on the west side of the existing parking lot will be preserved as part of the parking lot expansion. Because the project is part of an existing business, the

Applicant will have all required landscaping installed within six (6) months of receiving approved construction plans or post a performance bond with the City.

3. *Parking area landscaping shall be maintained in good and healthy condition.*
4. *Required parking landscaping areas may serve as stormwater management facilities for the site. The Engineering Director has the authority to review and approve the design of such areas for conformance with the Public Works Standards. This allowance does not exempt the off-street parking landscape area from meeting the design or planting standards of Subsection 19.606.2.*
5. *Pedestrian walkways are allowed within perimeter and interior landscape buffer if the landscape buffer is at least 2 ft wider than required in Subsections 19.606.2.C.1 and 19.606.2.D.3.b.*

**RESPONSE:** As mentioned previously all introduced landscaping will be irrigated and kept alive and attractive. In addition, the interior landscape planter proposed at the southwest corner of the lot will also double as a stormwater management facility for the site. The Applicant will work closely with the City's Engineering Director and Planning staff to make sure the stormwater facility is in conformance with both the Public Works Standards, as well as Subsection 19.606.2.

### ***19.606.3 Additional Design Standards***

#### ***A. Paving and Striping***

*Paving and striping are required for all required maneuvering and standing areas. Off-street parking areas shall have a durable and dust-free hard surface, shall be maintained for all-weather use, and shall be striped to show delineation of parking spaces and directional markings for driveways and accessways. Permeable paving surfaces may be used to reduce surface water runoff and protect water quality.*

**RESPONSE:** The proposal complies with the above criterion because the proposed parking lot expansion area will be paved and stripped for all required maneuvering and standing areas. All proposed off-street parking areas will be paved with a durable and dust-free hard surface, will be maintained for all-weather use, and will be striped to show delineation of parking spaces and directional markings for driveways and accessways.

#### ***B. Wheel Stops***

*Parking bumpers or wheel stops, of a minimum 4-in height, shall be provided at parking spaces to prevent vehicles from encroaching on the street right-of-way, adjacent landscaped areas, or pedestrian walkways. Curbing may substitute for wheel stops if vehicles will not encroach into the minimum required width for landscape or pedestrian areas.*

**RESPONSE:** All proposed parking spaces will be equipped with a parking bumper or wheel stop to prevent vehicles from encroaching on adjacent landscape areas or pedestrian walkways. See Site Plan for more detail.

#### ***C. Site Access and Drive Aisles***

1. *Accessways to parking areas shall be the minimum number necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Driveway approaches shall comply with the access spacing standards of Chapter 12.16.*
2. *Drive aisles shall meet the dimensional requirements in Subsection 19.606.1.*

3. *Parking drive aisles shall align with the approved driveway access and shall not be wider than the approved driveway access within 10 ft of the right-of-way boundary.*
4. *Along collector and arterial streets, no parking space shall be located such that its maneuvering area is in an ingress or egress aisle within 20 ft of the back of the sidewalk, or from the right-of-way boundary where no sidewalk exists.*
5. *Driveways and on-site circulation shall be designed so that vehicles enter the right-of-way in a forward motion.*

**RESPONSE:** The Applicant is not proposing any changes to the property's existing accessway to SE International Way as part of this proposal. In addition, as mentioned previously, the drive aisle for the parking lot area will be 24-feet in width, which will allow for two-way vehicle maneuvering on-site. The Applicant's proposal complies with the above criterion.

#### ***D. Pedestrian Access and Circulation***

*Subsection 19.504.9 establishes standards that are applicable to an entire property for on-site walkways and circulation. The purpose of Subsection 19.606.3.D is to provide safe and convenient pedestrian access routes specifically through off-street parking areas. Walkways required by Subsection 19.606.3.D are considered part of the on-site walkway and circulation system required by Subsection 19.504.9.*

1. *Pedestrian access shall be provided for off-street parking areas so that no parking space is further than 100 ft. away, measured along vehicle drive aisles, from a building entrance, or a walkway that meets the standards of Subsection 19.606.3.D.2.*
2. *Walkways through off-street parking areas must be continuous, must lead to a building entrance, and meet the design standards of Subsection 19.504.9.E.*

**RESPONSE:** The above criteria do not apply to the Applicant's request because no parking space is further than 100 ft. away as measured along the vehicle drive aisle from a building entrance.

#### ***E. Internal Circulation***

##### ***1. General Circulation***

*The Planning Director has the authority to review the pedestrian, bicycle, and vehicular circulation of the site and impose conditions to ensure safe and efficient on-site circulation. Such conditions may include, but are not limited to, on-site signage, pavement markings, addition or modification of curbs, and modifying drive aisle dimensions.*

**RESPONSE:** The Applicant is aware of the above authority and understands that approval of the request may include conditions of approval necessary to assure compliance with all applicable MMC requirements.

##### ***2. Connections to Adjacent Parking Areas***

*Where feasible, parking areas shall be designed to connect with parking areas on adjacent sites to eliminate the use of the street for cross movements.*

##### ***3. Drive-Through Uses and Queuing Areas***

*The following standards apply to uses with drive-through services and uses such as gas stations and quick vehicle service facilities where vehicles queue rather than park on the site. The Planning Director has the authority to determine when the standards apply to a proposed use.*

- a. *The drive-up/drive-through facility shall be along a building face that is oriented to an alley, driveway, or interior parking area, and shall not be on a building face oriented toward a street.*
- b. *None of the drive-up, drive-in, or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 ft of the right-of-way.*
- c. *Queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way. Applicants may be required to submit additional information regarding the expected frequency and length of queues for a proposed use.*

**RESPONSE:** The above criteria do not apply to the Applicant's request because the business is not a drive-through use requiring a queuing area.

#### **F. Lighting**

*Lighting is required for parking areas with more than 10 spaces. The Planning Director may require lighting for parking areas of less than 10 spaces if the parking area would not be safe due to the lack of lighting. Lighting shall be designed to enhance safe access for vehicles and pedestrians on the site, and shall meet the following standards:*

1. *Lighting luminaires shall have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface.*
2. *Parking area lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site.*
3. *Pedestrian walkways and bicycle parking areas in off-street parking areas shall have a minimum illumination level of 0.5 footcandles, measured horizontally at the ground level.*
4. *Where practicable, lights shall be placed so they do not shine directly into any WQR and/or HCA location. The type, size, and intensity of lighting shall be selected so that impacts to habitat functions are minimized.*

**RESPONSE:** The existing parking lot already has three (3) parking lot lights located along the east side of the existing parking lot. With this proposal the Applicant is proposing to relocate the existing parking lot light located along the west side of the lot to the southwest corner of the new addition to better light the new parking lot design, as well as to install an additional parking lot light at the southwest end of the lot to enhance the lighting of the lot. All existing and proposed parking lot lighting will have cutoff angles of 90 degrees or greater to ensure that lighting is directed downward toward the parking surface.

### **19.609 BICYCLE PARKING**

#### **19.609.1 Applicability**

*Bicycle parking shall be provided for all new commercial, industrial, community service use, and multifamily residential development. Temporary and seasonal uses (e.g., fireworks and Christmas tree stands) and storage units are exempt from Section 19.609. Bicycle parking shall be provided in the downtown zones and at transit centers.*

#### **19.609.2 Quantity of Spaces**

- A. *The quantity of required bicycle parking spaces shall be as described in this subsection. In no case shall less than 2 spaces be provided.*

1. *Unless otherwise specified, the number of bicycle parking spaces shall be at least 10% of the minimum required vehicle parking for the use.*
2. *The number of bicycle parking spaces at transit centers shall be provided at the ratio of at least 1 space per 100 daily boardings.*
3. *Multifamily residential development with 4 or more units shall provide 1 space per unit.*

**RESPONSE:** Section 19.609 sets standards for required bicycle parking for commercial uses. Section 19.609.2.A.1 requires that bicycle parking spaces be provided in a number that is at least 10 percent of the number of automobile parking spaces which are required for the use. In this case, 26 vehicle parking spaces are required; therefore, a minimum of 2.6 bicycle parking spaces are required. There are five (5) existing bicycle parking spaces provided on site, thereby satisfying this requirement.

### **19.911.3 Review Process**

#### **A. General Provisions**

1. *Variance applications shall be evaluated through either a Type II or III review, depending on the nature and scope of the variance request and the discretion involved in the decision-making process.*
2. *Variance applications may be combined with, and reviewed concurrently with, other land use applications.*
3. *One variance application may include up to three variance requests. Each variance request must be addressed separately in the application. If all of the variance requests are Type II, the application will be processed through a Type II review. If one or more of the variance requests is Type III, the application will be processed through a Type III review. Additional variance requests must be made on a separate variance application.*

**RESPONSE:** The Applicant is requesting a Type II Variance to the side yard setback requirement of the BI zone. The proposed Variance application has been combined with a Development Review and Parking Lot Modification request for a 1,299 square foot addition. Only a single Variance is being requested.

#### **B. Type II Variances**

*Type II variances allow for limited variations to numerical standards. The following types of variance requests shall be evaluated through a Type II review per Section 19.1005:*

1. *A variance of up to 40% to a side yard width standard.*
2. *A variance of up to 25% to a front, rear, or street side yard width standard. A front yard width may not be reduced to less than 15 ft through a Type II review.*

**RESPONSE:** The Applicant is requesting a 20% variance to the required side yard setback of the BI zone from 10-feet to 8-feet.

3. *A variance of up to 10% to lot coverage or minimum vegetation standards.*



**RESPONSE:** The above criterion does not apply to the Applicant's proposal because the applicant is not requesting a variance to the lot coverage or minimum vegetation standards.

**4. A variance of up to 10% to lot width or depth standards.**

**RESPONSE:** The above criterion does not apply to the Applicant's proposal because the applicant is not requesting a variance to the lot width or depth standards.

**5. A variance of up to 10% to a lot frontage standard.**

**RESPONSE:** The above criterion does not apply to the Applicant's proposal because the applicant is not requesting a variance to the lot frontage standard.

**6. A variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) in cases where a unique and creative housing design merits flexibility from the requirements of that subsection.**

**RESPONSE:** The above criterion does not apply to the Applicant's proposal because the applicant is not requesting a variance to compliance with Subsection 19.505.1.C.4 Detailed Design, or with Subsection 19.901.1.E.4.c.(1) as part of this proposal.

**7. A variance to compliance with Subsection 19.505.7.C Building Design Standards in cases where a unique design merits flexibility from the requirements of that subsection.**

**RESPONSE:** The above criterion does not apply to the Applicant's proposal because the applicant is not requesting a variance to compliance with Subsection 19.505.1.C.4 as part of this proposal.

**8. A variance to fence height to allow up to a maximum of 6 ft for front yard fences and 8 ft for side yard, street side yard, and rear yard fences. Fences shall meet clear vision standards provided in Chapter 12.24.**

**RESPONSE:** The above criterion does not apply to the Applicant's proposal because the applicant is not requesting a variance to the fence height standards.

#### **IV. CONCLUSION**

This application narrative and the attached support documents clearly demonstrate that all applicable provisions of the City of Milwaukie Zoning Ordinance and Comprehensive Plan are satisfied by the plans of Milwaukie Chiropractic for a 1,299 square foot addition, redevelopment of the existing parking lot area, and Type I Variance. Milwaukie Chiropractic and Emerio Design, LLC therefore respectfully request approval of the requested Parking Modification application.

1 1 E 36DA  
MILWAUKIE

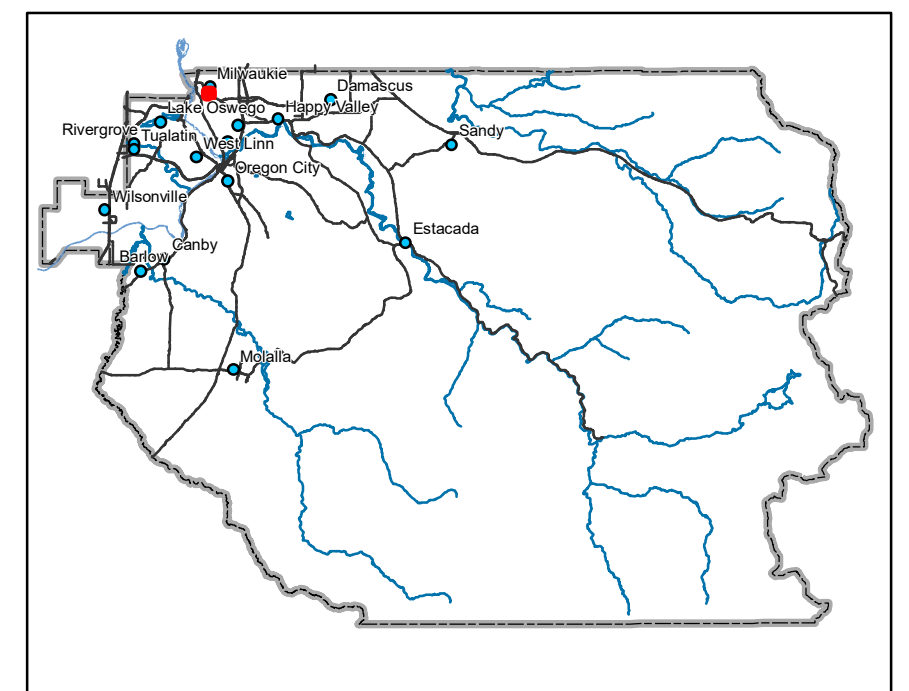
N.E. 1/4 S.E. 1/4 SEC. 36 T. 1S. R. 1E. W.M.  
CLACKAMAS COUNTY  
1" = 100'

D. L. C.  
JOSEPH KELLOGG NO. 67 & 39

Cancelled Taxlots

- 501
- 500
- 502
- 5100
- 5101
- 101
- 590
- 890
- 1200
- 1500
- 1501
- 1800E1
- 1800E2
- 1801
- 1802
- 1800
- 1901
- 2000
- 2001
- 2100
- 3290
- 4300
- 4302
- 4903
- 5000
- 5001
- 5002
- 5003
- 5201
- 3201
- 300

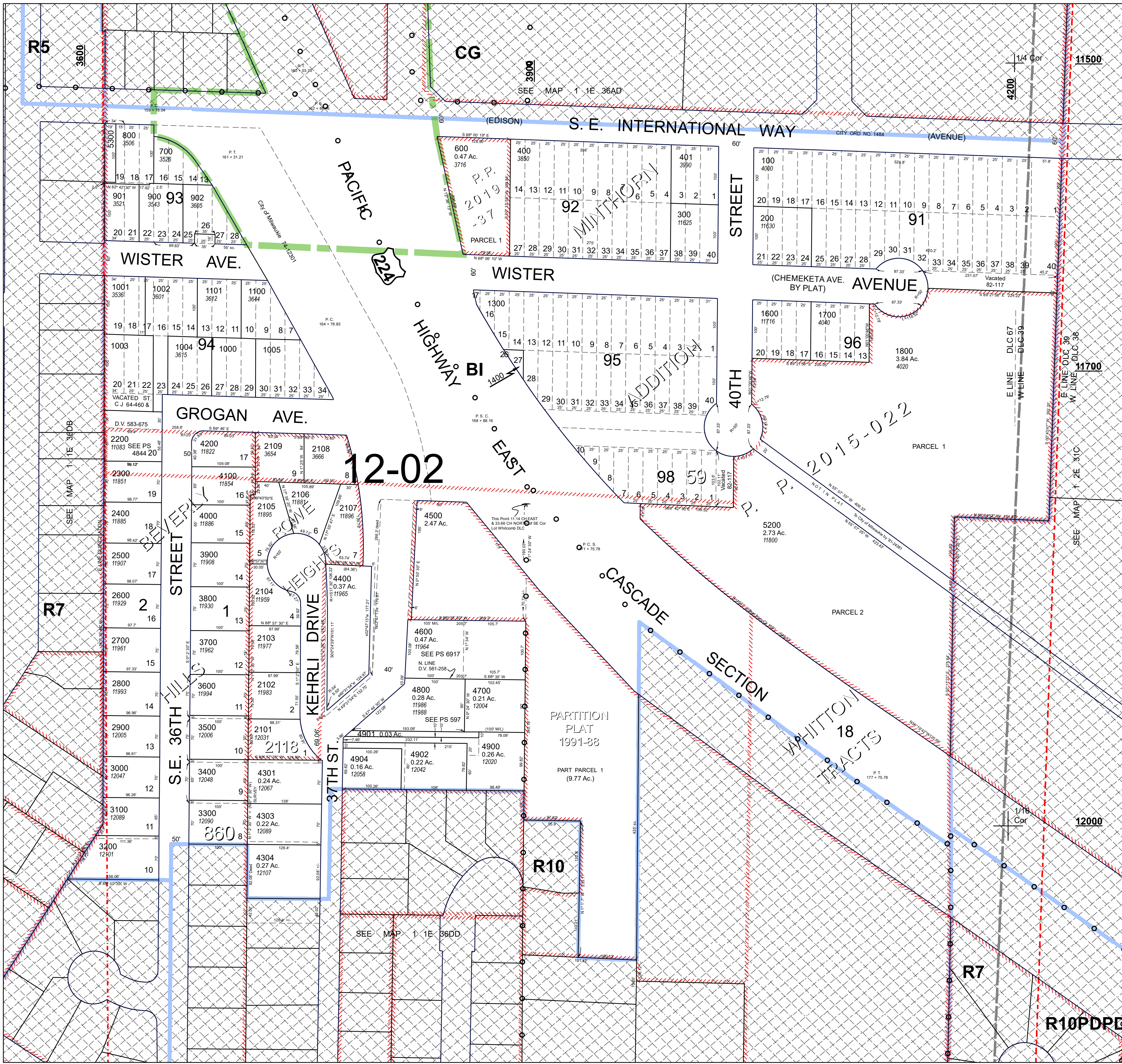
- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT  
PURPOSES ONLY

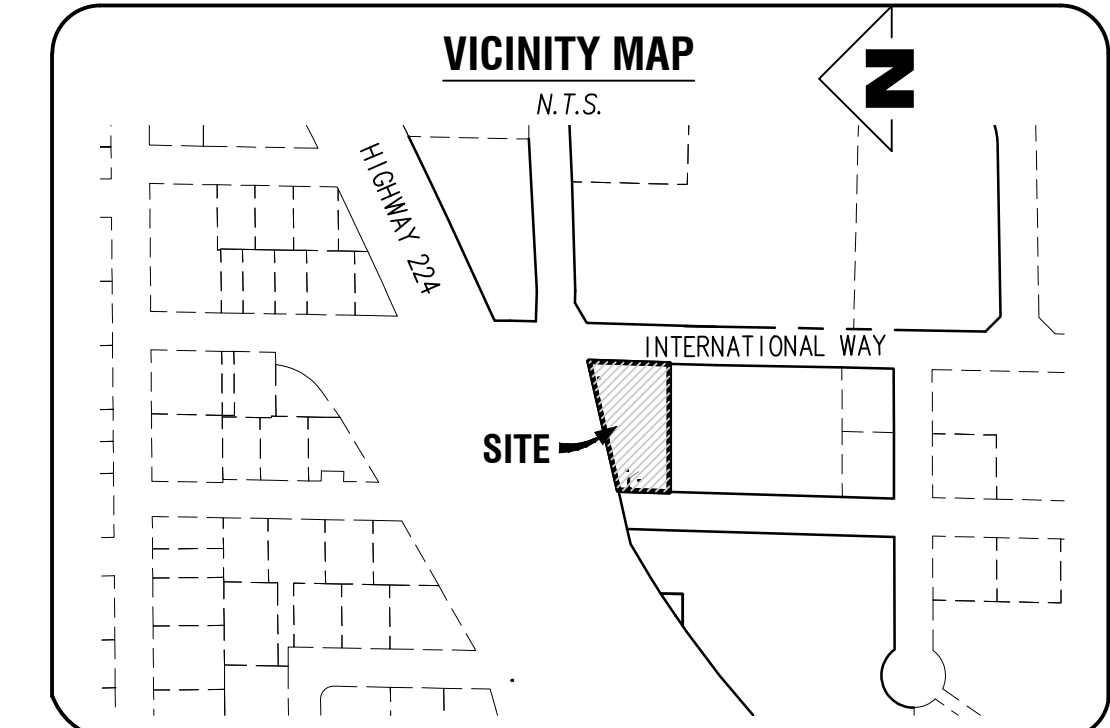
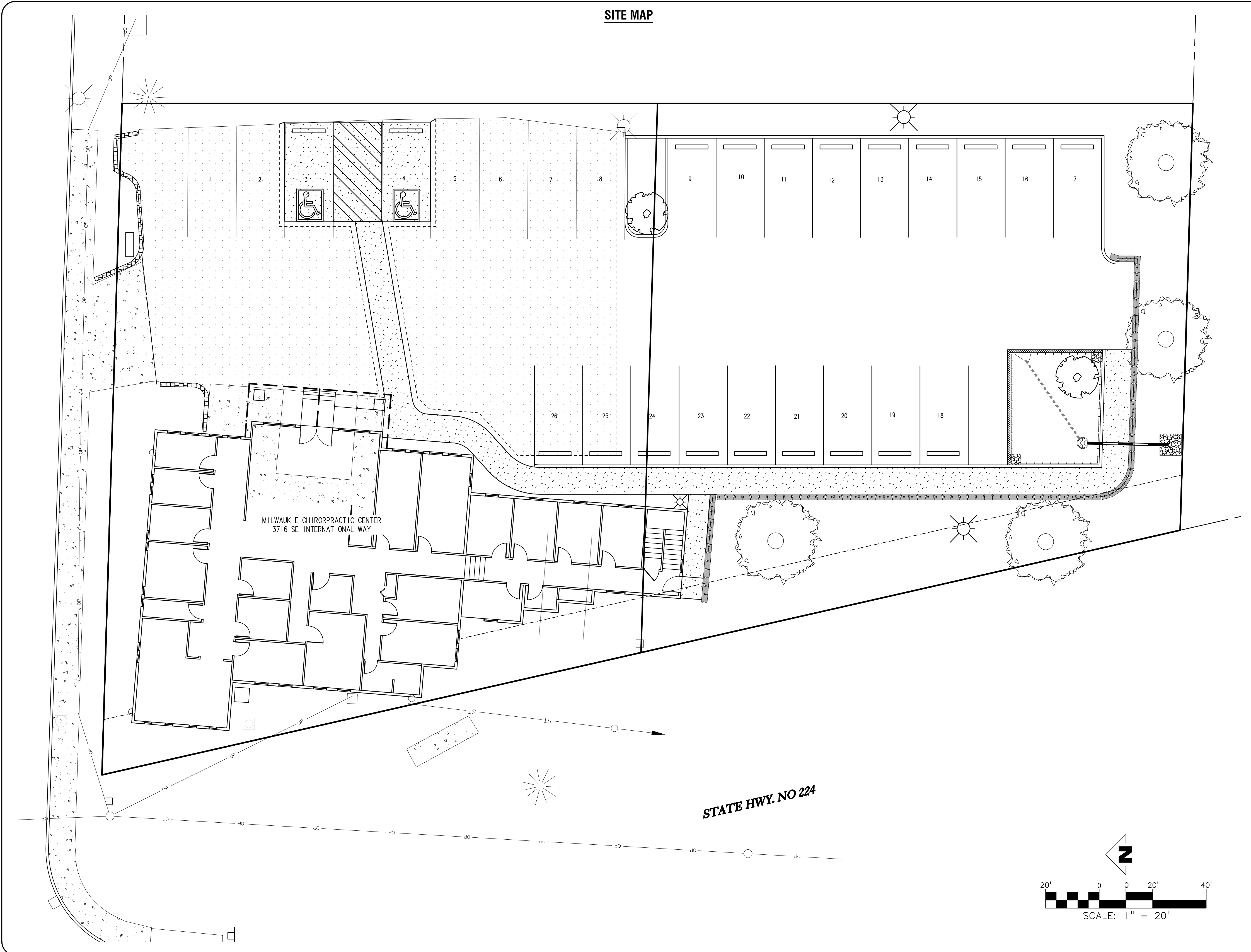
5/15/2019

1 1 E 36DA  
MILWAUKIE



# MILWAUKIE CHIROPRACTIC CENTER

## PARKING LOT EXPANSION CITY OF MILWAUKIE, OREGON



**SITE DATA**

TOTAL AREA:	1.96 Ac.	LANDSCAPED AREA:	19,280 SF (22.7%)
TAX LOT:	100	ZONING:	BI
TAX MAP:	S.E. 1/4 S.W. 1/4 SEC. 31 T.1S R. 2E. W.M.		

**PROJECT CONTACTS**

<b>OWNER:</b>	<b>ENGINEER:</b>
MILWAUKIE CHIROPRACTIC CENTER 3716 SE INTERNATIONAL WAY MILWAUKIE, OR 97222 CONTACT: DR. KEITH JOHNS 503-659-0073 (P)	EMERIO DESIGN, LLC 8285 SW NIMBUS AVE, #180 BEAVERTON, OR 97008 CONTACT: RYAN WALKER ryan@emeriodesign.com 503-746-8812 (P)
<b>CONTRACTOR:</b>	
STEVE GIBSON CONSTRUCTION 10271 SE 54TH AVE PORTLAND, OR 97222 CONTACT: STEVE GIBSON 503-320-2703 (P)	

**DRAWING INDEX**

1	COVER SHEET
2	EXISTING CONDITIONS
3	PRELIMINARY SITE PLAN

MILWAUKIE CHIROPRACTIC CENTER  
3716 SE INTERNATIONAL WAY  
TAX LOTS 500, 590, 501 & 600  
NE 1/4 OF THE SE 1/4 SEC. 36, T1S, R1E  
CITY OF MILWAUKIE, OREGON

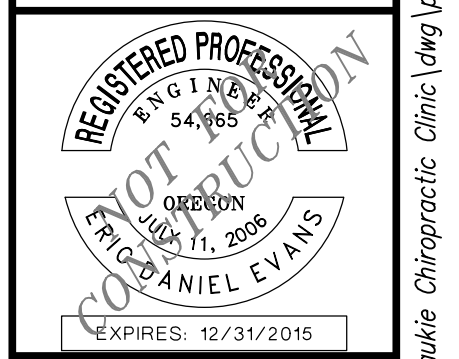
**COVER SHEET**

**REVISIONS**

NO.	DATE	DESCRIPTION
0	X/XXXX	1ST SUBMITTAL

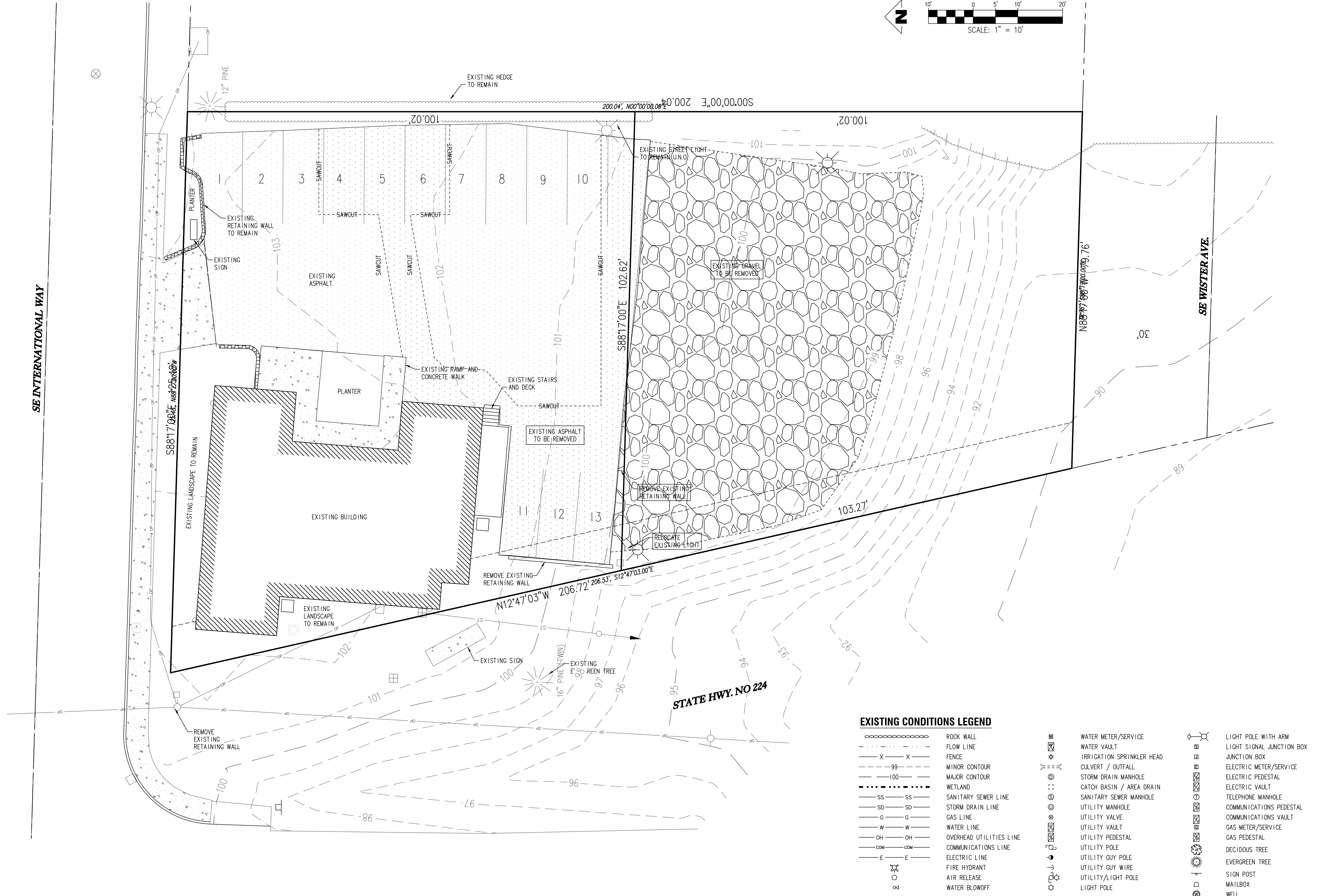
**EMERIO Design**

8285 SW NIMBUS AVE, SUITE 180  
BEAVERTON, OREGON 97008  
PHONE: (503) 639-9592  
FAX: (503) 639-9592  
www.emeriodesign.com



SHEET  
**1**  
OF  
**3**

SE INTERNATIONAL WAY



**EXISTING CONDITIONS LEGEND**

- |           |                         |   |                           |
|-----------|-------------------------|---|---------------------------|
| —○—○—○—○— | ROCK WALL               | ⊠ | WATER METER/SERVICE       |
| —○—○—○—○— | FLOW LINE               | ⊠ | WATER VAULT               |
| —X—X—X—X— | FENCE                   | ⊠ | IRRIGATION SPRINKLER HEAD |
| ---99---  | MINOR CONTOUR           | ⊠ | CULVERT / OUTFALL         |
| ---100--- | MAJOR CONTOUR           | ⊠ | STORM DRAIN MANHOLE       |
| —●—●—●—●— | WETLAND                 | ⊠ | CATCH BASIN / AREA DRAIN  |
| —SS—SS—   | SANITARY SEWER LINE     | ⊠ | SANITARY SEWER MANHOLE    |
| —SD—SD—   | STORM DRAIN LINE        | ⊠ | UTILITY MANHOLE           |
| —G—G—G—   | GAS LINE                | ⊠ | UTILITY VALVE             |
| —W—W—W—   | WATER LINE              | ⊠ | UTILITY VAULT             |
| —OH—OH—   | OVERHEAD UTILITIES LINE | ⊠ | UTILITY PEDESTAL          |
| —COM—COM— | COMMUNICATIONS LINE     | ⊠ | UTILITY POLE              |
| —E—E—E—   | ELECTRIC LINE           | ⊠ | UTILITY GUY WIRE          |
| ⊠         | FIRE HYDRANT            | ⊠ | UTILITY GUY WIRE          |
| ⊠         | AIR RELEASE             | ⊠ | UTILITY/LIGHT POLE        |
| ⊠         | WATER BLOWOFF           | ⊠ | LIGHT POLE                |

**EXISTING CONDITIONS**

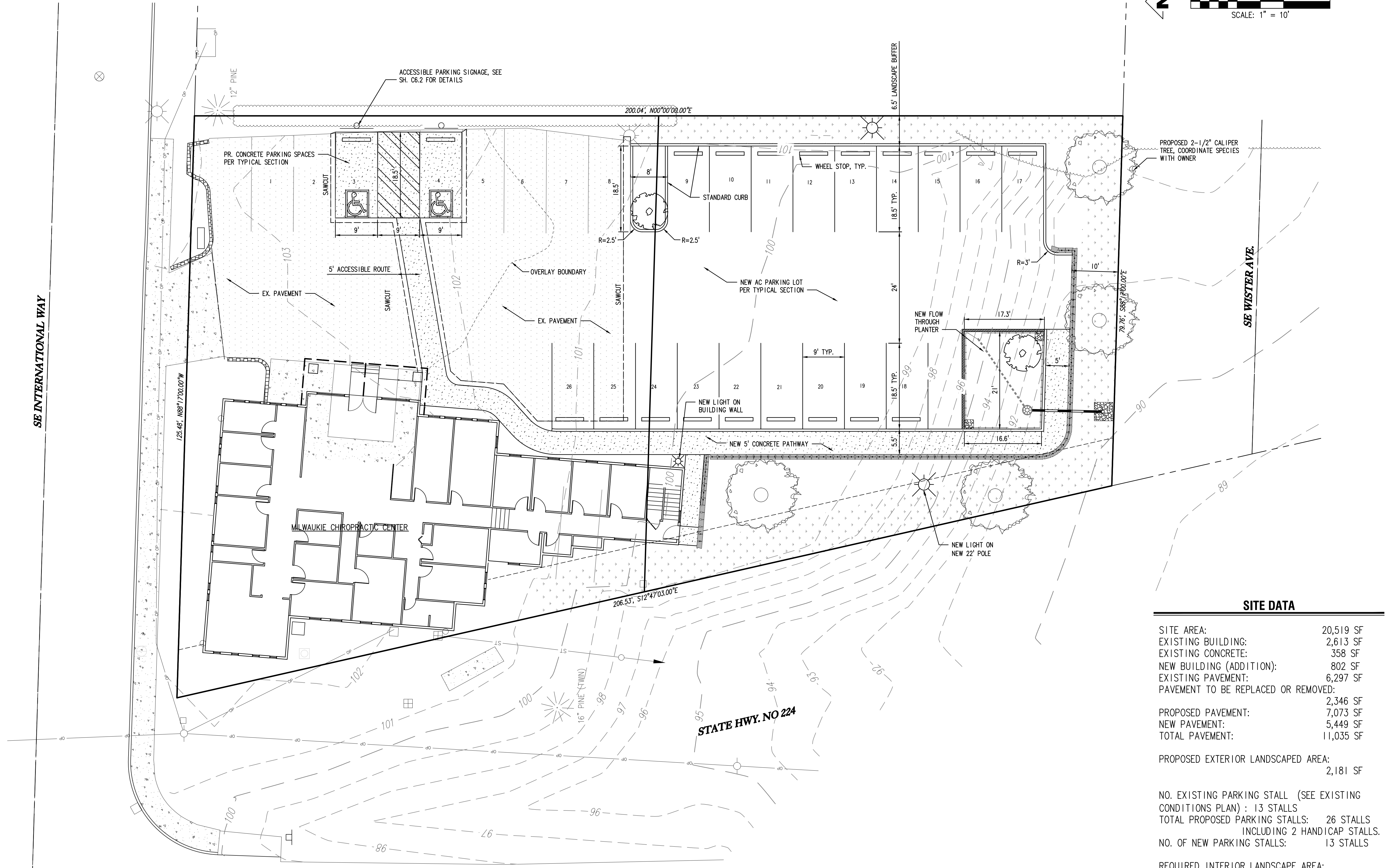
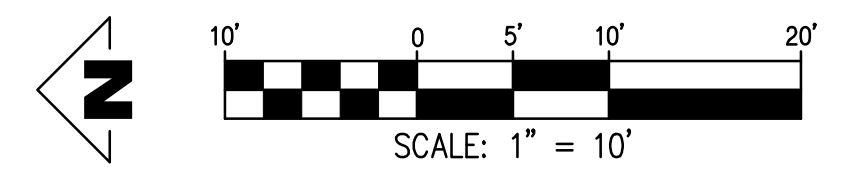
NO.	DATE	DESCRIPTION
0	X/XXXX	1ST SUBMITTAL

**EMERIO Design**  
 8285 SW NIMBUS AVE, SUITE 180  
 BEAVERTON, OREGON 97208  
 FAX: (503) 639-9592  
 www.emeriodesign.com

REGISTERED PROFESSIONAL  
 ENGINEER  
 54165  
 OREGON  
 JULY 11, 2008  
 DANIEL EVANS  
 EXPIRES: 12/31/2015

MILWAUKIE CHIROPRACTIC CENTER  
 3716 SE INTERNATIONAL WAY  
 TAX LOTS 500, 590, 501 & 600  
 NE 1/4 OF THE SE 1/4 SEC. 36, T1S, R1E  
 CITY OF MILWAUKIE, OREGON

SE INTERNATIONAL WAY



MILWAUKIE CHIROPRACTIC CENTER  
 3716 SE INTERNATIONAL WAY  
 TAX LOTS 500, 590, 501 & 600  
 NE 1/4 OF THE SE 1/4 SEC. 36, T1S, R1E  
 CITY OF MILWAUKIE, OREGON

PRELIMINARY SITE PLAN

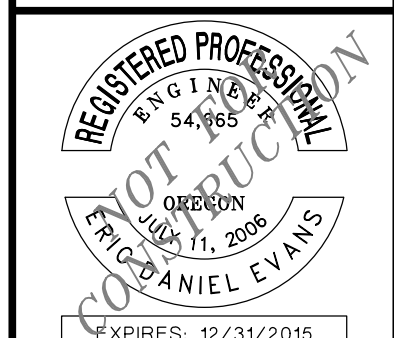
REVISIONS	
NO.	DATE
0	X/XXXX
	DESCRIPTION
	1ST SUBMITTAL

SITE DATA

SITE AREA:	20,519 SF
EXISTING BUILDING:	2,613 SF
EXISTING CONCRETE:	358 SF
NEW BUILDING (ADDITION):	802 SF
EXISTING PAVEMENT:	6,297 SF
PAVEMENT TO BE REPLACED OR REMOVED:	2,346 SF
PROPOSED PAVEMENT:	7,073 SF
NEW PAVEMENT:	5,449 SF
TOTAL PAVEMENT:	11,035 SF
PROPOSED EXTERIOR LANDSCAPED AREA:	
	2,181 SF
NO. EXISTING PARKING STALL (SEE EXISTING CONDITIONS PLAN): 13 STALLS	
TOTAL PROPOSED PARKING STALLS: 26 STALLS	
INCLUDING 2 HANDICAP STALLS.	
NO. OF NEW PARKING STALLS: 13 STALLS	
REQUIRED INTERIOR LANDSCAPE AREA:	
13 STALLS X 25 SF = 325 SF	
PROPOSED INTERIOR LANDSCAPE AREA:	
	480 SF

**EMERIO**  
*Design*

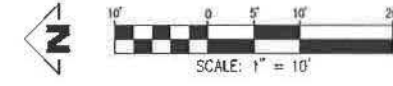
8285 SW NIMBUS AVE, SUITE 180  
 BEAVERTON, OREGON 97208  
 TEL: (503) 639-9592  
 FAX: (503) 639-9592  
 www.emeriodesign.com



CITY OF MILWAUKIE FILE NUMBER:

0670-001 Milwaukie Chiropractic Clinic (eng) plan 0670-001\_03psic. Layout: 3 PRELIMINARY SITE PLAN. Plot Date: 6/10/2020 2:53 PM. by: Kyung Han

SE INTERNATIONAL WAY



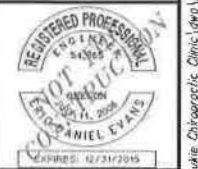
MILWAUKIE CHIROPRACTIC CENTER  
3716 SE INTERNATIONAL WAY  
TAX LOTS 500, 590, 501 & 600  
NE 1/4 OF THE SE 1/4 SEC. 36, T1S, R1E  
CITY OF MILWAUKIE, OREGON

PRELIMINARY SITE PLAN

NO.	DATE	DESCRIPTION
0	3/2008	1ST SUBMITTAL

EMERIO Design

EMERIO Design  
8485 SW HAMBUS AVE., SUITE 180  
BEAVERTON, OREGON 97008  
TEL: (503) 633-9992  
FAX: (503) 633-9992  
www.emeriodesign.com



SHEET  
3

SITE DATA

SITE AREA:	20,519 SF
EXISTING BUILDING:	2,613 SF
EXISTING CONCRETE:	358 SF
NEW BUILDING (ADDITION):	1,299 SF
EXISTING PAVEMENT:	6,297 SF
PAVEMENT TO BE REPLACED OR REMOVED:	2,346 SF
PROPOSED PAVEMENT:	7,073 SF
NEW PAVEMENT:	5,449 SF
TOTAL PAVEMENT:	11,035 SF
PROPOSED EXTERIOR LANDSCAPED AREA:	3,603 SF
NO. EXISTING PARKING STALL (SEE EXISTING CONDITIONS PLAN):	13 STALLS
TOTAL PROPOSED PARKING STALLS:	26 STALLS
INCLUDING 2 HANDICAP STALLS	
NO. OF NEW PARKING STALLS:	13 STALLS
REQUIRED INTERIOR LANDSCAPE AREA:	
13 STALLS X 25 SF =	325 SF
PROPOSED INTERIOR LANDSCAPE AREA:	480 SF

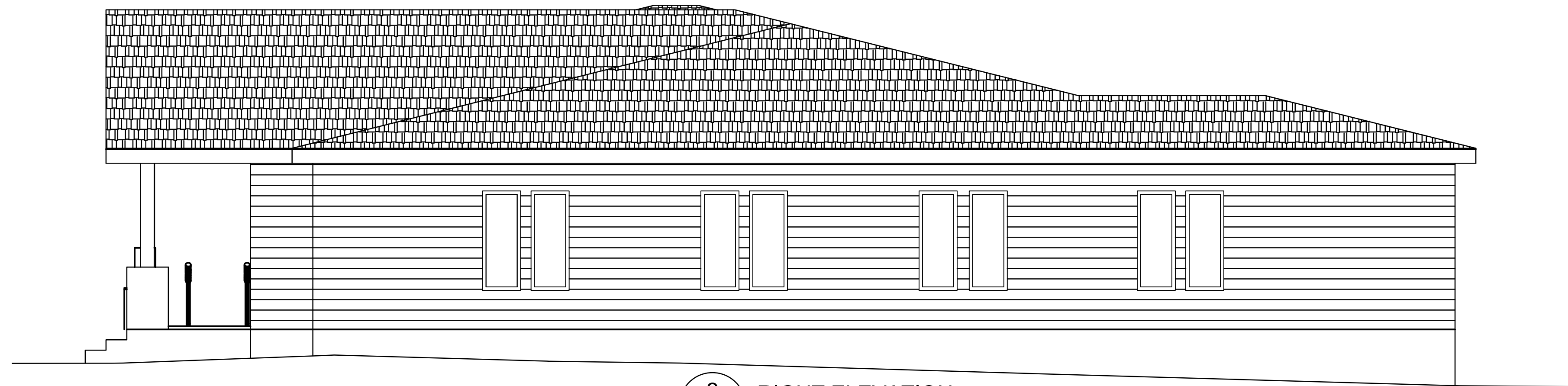
CITY OF MILWAUKIE FILE NUMBER:

FILE P: \0670-001 Milwaukie Chiropractic Clinic Long Term (0670-001) 03.dwg - Layout - 3 PRELIMINARY SITE PLAN, Plot Date: 7/2/2020 11:28 AM, by: Kyong Han

- 18'-8 5/8" RIDGE
- 15'-0 5/8" T.P.
- 9'-0 5/8" F.F.
- 8'-0" T.P.
- 0' - 0" F.F.
- 0' - 0" GRADE



1 FRONT ELEVATION  
D1.1 1/4" = 1'-0"



2 RIGHT ELEVATION  
D1.1 1/4" = 1'-0"

THESE PLANS ARE THE PROPERTY OF EMERIO DESIGN FOR A ONE TIME USE AT THE LISTED ADDRESS ONLY. REPRODUCTION OR REUSE OF THESE PLANS BY ANYONE IS PROHIBITED WITHOUT WRITTEN PERMISSION FROM EMERIO DESIGN. DESIGNER ASSUMES NO LIABILITY OF ERRORS OR OMISSIONS ON THESE PLANS OR ALTERED VERSIONS OF THESE PLANS. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DO NOT SCALE THE PLANS. PRIOR TO START OF CONSTRUCTION, PLANS AND SPECIFICATIONS SHALL BE APPROVED BY LOCAL BUILDING AUTHORITIES.

**EMERIO**  
*Design*  
6445 SW FALLBROOK PL, SUITE 100  
BEAVERTON, OREGON 97008  
PH: (503) 746-8812  
FAX: (503) 639-9592

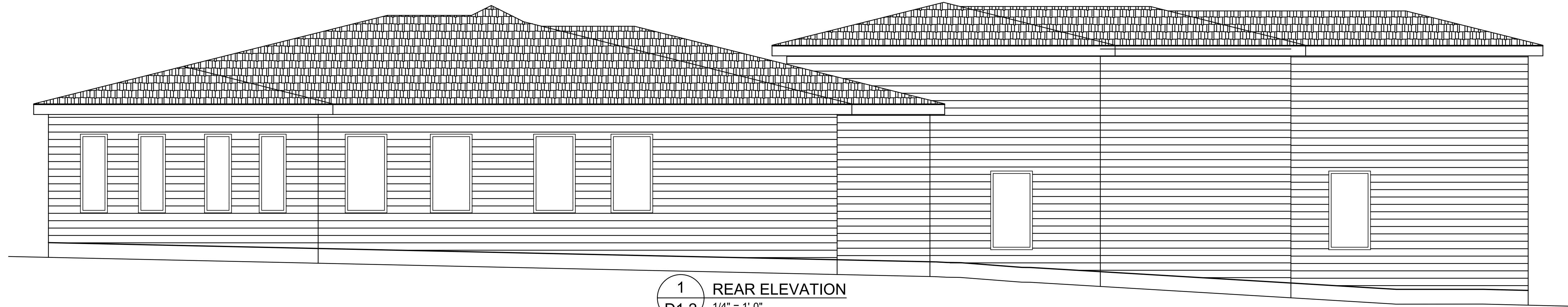
COPYRIGHT 2017

**REMODEL**  
3716 SE INTERNATIONAL WAY, MILWAUKIE OR  
FOR: MILWAUKIE MASSAGE & CHIROPRACTIC

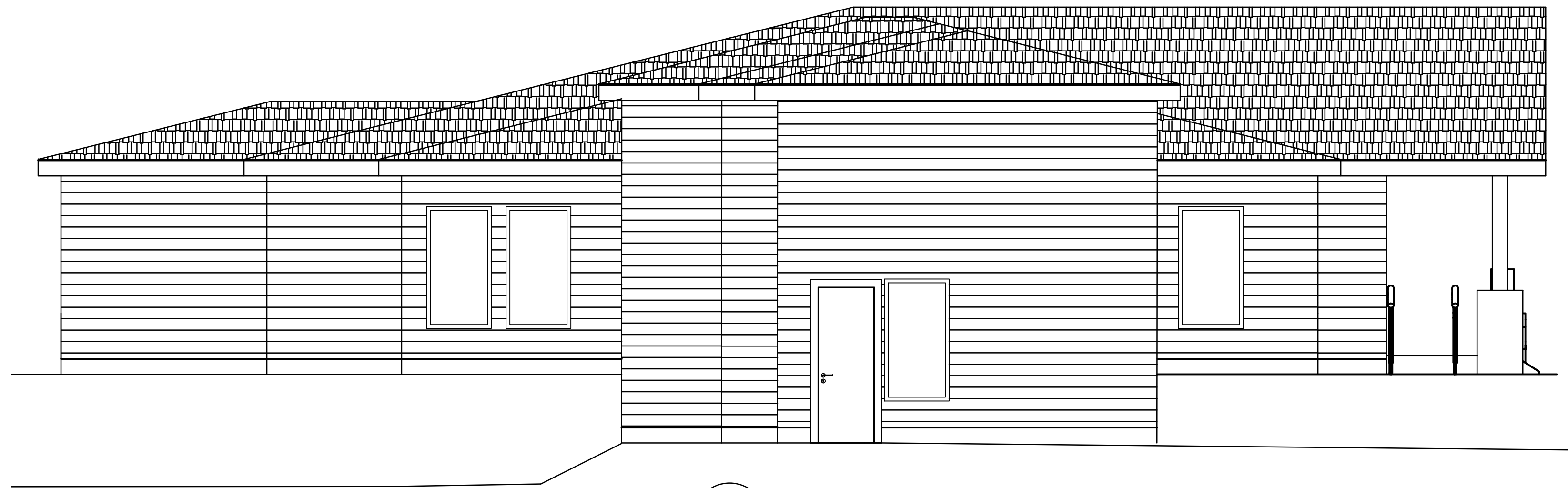
DATE: 11/19/15  
JOB NO: 500-035

SYMBOL	REVISION	DATE

**D1.1**



1 REAR ELEVATION  
D1.2 1/4" = 1'-0"



2 RIGHT ELEVATION  
D1.2 1/4" = 1'-0"

THESE PLANS ARE THE PROPERTY OF EMERIO DESIGN FOR A ONE TIME USE AT THE LISTED ADDRESS ONLY. REPRODUCTION OR REUSE OF THESE PLANS BY ANYONE IS PROHIBITED WITHOUT WRITTEN PERMISSION FROM EMERIO DESIGN. DESIGNER ASSUMES NO LIABILITY OF ERRORS OR OMISSIONS ON THESE PLANS OR ALTERED VERSIONS OF THESE PLANS. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DO NOT SCALE THE PLANS. PRIOR TO START OF CONSTRUCTION PLANS AND SPECIFICATIONS SHALL BE APPROVED BY LOCAL BUILDING AUTHORITIES.

**REMODEL**  
3716 SE INTERNATIONAL WAY, MILWAUKIE OR  
FOR: MILWAUKIE MASSAGE & CHIROPRACTIC

DATE: 11/19/15  
JOB NO: 500-035

SYMBOL	REVISION	DATE

**D1.2**







February 23, 2015

Land Use File(s): P-14-02

## NOTICE OF DECISION

This is official notice of action taken by the Milwaukie Planning Director on February 23, 2015.

**Applicant:** Milwaukie Chiropractic Center/Milwaukie Massage Center  
**Location:** 3716 SE International Way  
**Tax Lot:** 11E36DA 00500, 00501, 00502, 00600  
**Application Types:** Parking Quantity Modification  
**Decision:** Approved with Conditions  
**Review Criteria:** Milwaukie Zoning Ordinance:

- Section 19.1005 Type II Review
- Chapter 19.600 Off-Street Parking and Loading
- Chapter 19.700 Public Facility Improvements

**Neighborhood:** Milwaukie Business Industrial

**Appeal period closes: 5:00 p.m., March 10, 2015**

This notice is issued in accordance with Milwaukie Municipal Code (MMC) Section 19.1006 Type III Review. The complete case file for this application is available for review between 8:00 a.m. and 5:00 p.m. on regular business days at the Planning Department, Johnson Creek Facility, 6101 SE Johnson Creek Blvd. Please contact Vera Koliass, Associate Planner, at 503-786-7653 or [koliassv@milwaukieoregon.gov](mailto:koliassv@milwaukieoregon.gov), if you wish to view this case file.

**This decision may be appealed by 5:00 p.m. on March 10, 2015, which is 15 days from the date of this decision.** Only persons who submitted comments or made an appearance of record at the public hearing have standing to appeal the decision by filing a written appeal. An appeal of this decision would be heard by the Milwaukie City Council following the procedures of MMC Section 19.1010 Appeals. This decision will become final on the date above if no appeal is filed during the appeal period. Milwaukie Planning staff can provide information regarding forms, fees, and the appeal process at 503-786-7630 or [planning@milwaukieoregon.gov](mailto:planning@milwaukieoregon.gov).

Per MMC Subsection 19.1001.7.E, this land use approval expires unless the applicant has: (1) obtained and paid for all necessary development permits and started construction within 2 years of land use approval, and (2) passed final inspection and/or obtained a certificate of occupancy within 4 years of land use approval. Extensions can be granted per MMC Section 19.908.

### **Findings in Support of Approval**

Sections of the Milwaukie Municipal Code not addressed in these findings are found to be inapplicable to the decision on this application.

1. The applicant, Milwaukie Chiropractic Center/Milwaukie Massage Center, has applied for approval to construct additional off-street parking at the company's medical office building at 3716 SE International Way. The proposal requires modification of the maximum allowed parking quantity for the medical office use. This site is in the Business Industrial Zone. The land use application file number is P-14-02.
2. The proposed development will expand the off-street parking area that currently exists on the east side of the medical office building, extending it to the south and reconfiguring some of the existing layout. The proposed parking lot plan shows a total of 27 spaces, resulting in a net increase of 14 spaces. Three (3) spaces will be designated for carpool use and 2 spaces will be designated as handicapped spaces.
3. The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC):
  - MMC Section 19.1005 Type II Review
  - MMC Chapter 19.600 Off-Street Parking and Loading
  - MMC Chapter 19.700 Public Facility Improvements
4. The application has been processed and public notice provided in accordance with MMC Section 19.1005 Type II Review.
5. MMC Chapter 19.600 Off-Street Parking and Loading

MMC 19.600 regulates off-street parking and loading areas on private property outside the public right-of-way. The purpose of these requirements includes providing adequate space for off-street parking, minimizing parking impacts to adjacent properties, and minimizing environmental impacts of parking areas.

a. MMC Section 19.602 Applicability

MMC 19.602 establishes the applicability of the provisions of MMC 19.600.

(1) MMC Subsection 19.602.1 General Applicability

MMC 19.602.1 provides that the regulations of MMC 19.600 apply to all off-street parking areas, whether required by the City as part of development or voluntarily installed for the convenience of users. Activity that is not described by MMC Subsections 19.602.3 or 19.602.4 is exempt from compliance with the provisions of MMC 19.600.

The subject property includes existing off-street parking areas. The proposed development is an activity that meets the applicability standards of MMC 19.602.4.

(2) MMC Subsection 19.602.2 Maintenance Applicability

MMC 19.602.2 provides that property owners shall ensure conformance with the standards of MMC 19.600 with regard to ongoing maintenance, operations, and use of off-street parking areas. Any change to an existing off-street parking area shall not bring the area out of conformance, or further out of conformance if already nonconforming.

The proposed development will expand an existing off-street parking area. The proposed improvements are in conformance with the applicable standards of MMC 19.606, including for stall dimensions, landscaping, and lighting.

(3) MMC Subsection 19.602.4 Applicability not Associated With Development or Change in Use

MMC 19.602.4.A addresses applicability for parking projects developed to serve an existing use but not associated with other development activity or a change in use. Such activity shall conform to the requirements of MMC Sections 19.604 and 19.606-19.611. In addition, the total number of new spaces in the existing and new parking areas shall not exceed the maximum allowed quantity of parking as established in MMC Section 19.605.

The proposed development will serve an existing use on the subject property and is not associated with other development activity or a change in use. As addressed in Findings 5-c and 5-e through 5-h, the proposed development will meet all applicable standards of MMC Sections 19.604 and 19.606-611. As discussed in Finding 5-d, the applicant has requested a modification to the maximum allowed parking quantity.

The Planning Director finds that the standards and requirements of MMC 19.600 are applicable to the proposed development.

b. MMC Section 19.603 Review Process and Submittal Requirements

(1) MMC Subsection 19.603.1 Review Process

MMC 19.603.1 establishes the Planning Director as the entity with authority to apply the provisions of Chapter 19.600 unless an application is subject to a quasi-judicial review or appeal, in which case the body reviewing the application has the authority.

(2) MMC Subsection 19.603.2 Submittal Requirements

MMC 19.603.2 establishes the requirements for submittal of a parking plan, including the various details that must be presented.

The applicant has submitted a parking plan and supporting information with sufficient detail to demonstrate compliance with the applicable standards of Chapter 19.600.

The Planning Director finds that this standard is met.

c. MMC Section 19.604 General Parking Standards

MMC 19.604 establishes general standards for off-street parking areas, including requirements related to the provision of parking in conjunction with development activity, the location of accessory parking, and use and availability of parking areas.

The proposed development is an expansion of an existing off-street parking area related to an ongoing office use on the subject property. The new parking will be on the same site as the primary medical office use and will be available for the medical office use.

The Planning Director finds that this standard is met.

d. MMC Section 19.605 Vehicle Parking Requirements

MMC 19.605 establishes standards to ensure that development provides adequate vehicle parking based on estimated parking demand.

(1) MMC Subsection 19.605.1 Minimum and Maximum Requirements

MMC Table 19.605.1 provides minimum and maximum requirements for a range of different uses. For medical office uses, a minimum of 3.9 spaces per 1,000 sq

ft of floor area are required; a maximum of 4.9 spaces per 1,000 sq ft are allowed.

The subject property is developed with a medical office building approximately 2,620 SF in area. A minimum of 10 parking spaces are required for that size of medical office use; a maximum of 13 spaces are allowed. The site's existing off-street parking area provides a total of 13 spaces.

The proposed development would result in a total of 27 spaces, with 3 of the spaces reserved for carpool vehicles (the carpool spaces are exempt from the maximum parking requirement). The applicant has requested a quantity modification as per the standards provided in MMC Subsection 19.605.2. The quantity modification request is addressed in Finding 5-d-(2).

The Planning Director finds that, with the approved modification discussed in Finding 5-d-(2), this standard is met.

(2) MMC Subsection 19.605.2 Quantity Modifications and Required Parking Determinations

MMC 19.605.2 establishes a process for modifying parking requirements and determining the requirements for uses not similar to those listed in the table.

(a) MMC 19.605.2.B Application

An application for determination of parking ratios shall be reviewed as a Type II land use decision, and shall include a description of the site and site users, factors such as proximity of transit and parking demand management programs, data and analysis to support the determination request, and proposal of a minimum and/or maximum ratio.

The applicant has submitted a narrative that includes the information required by MMC 19.605.2.B, including a proposed maximum ratio of 9.2 spaces per 1,000 sq ft of office space.

(b) MMC 19.605.2.C Approval Criteria

MMC 19.605.2.C.1 establishes the approval criteria for parking quantity modification requests, with an allowance for placing conditions of approval to ensure compliance with the parking determination. In addition, MMC 19.605.2.C.3 provides other specific criteria for requests to increase the maximum amount of parking allowed for a particular use.

(i) *Demonstration that the proposed parking quantities are reasonable, based on existing parking demand for similar use in other locations, parking quantity requirements for the use in other jurisdictions, and professional literature about the parking demands of the proposed use.*

The applicant's narrative provides a comparison of the maximum allowed parking ratio for medical office uses established in MMC Table 19.605.1 (4.9 spaces per 1,000 sq ft) with the ratios from several other nearby jurisdictions. In general, the Milwaukie maximum allowance is more restrictive than that from other nearby jurisdictions, which allow up to 5.9 spaces per 1,000 sq ft.

The applicant has noted that the professional literature on this specific issue is inconclusive and indicates a wide variety of standards across the country. There is some description of a growing trend in medical practices that shows a shift from single doctor practices to group style

practices with multiple providers seeing clients at the same time. As more employees occupy a fixed square footage, the potential demand for parking increases and the existing ratio fails to adequately address this reality.

Milwaukie Chiropractic Center/Milwaukie Massage Center is not increasing the building square footage, though the company is experiencing growth in employment. Despite the company's efforts to manage parking demand—by offering transit pass subsidies, a monthly incentive program for users of alternative means of transportation and providing bicycle parking and amenities—the applicant reports a continued increase in parking demand and that the existing parking areas are filled to capacity. The company has also worked to establish shared parking agreements with two abutting businesses, but has not been successful, due to liability concerns on the part of those businesses. The proposal also includes 3 carpool spaces to encourage shared travel. The proposed increase in parking ratio (to 9.2 spaces per 1,000 sq ft) is a reasonable request given the current use of existing parking.

- (ii) *The proposed development has unique or unusual characteristics that create a higher-than-typical parking demand.*

The medical office use at the subject property includes 5 physicians and 10 massage therapists, in addition to administrative staff, which are more employees than in a traditional single-provider medical office. According to the applicant's materials, Milwaukie Chiropractic Center/Milwaukie Massage Center has a very high ratio of employees to square footage, at approximately 6.9 employees per 1,000 sq ft. This is 40% higher than the 4.9 ratio established in MMC Table 19.605.1.F as the maximum number of spaces allowed for medical office uses. Further, this ratio does not account for patients/clients and other visitors to the business.

There is one transit service stop near the subject property. A TriMet bus line (#152) stops on SE International Way approximately 500 feet east of the site. The route 152 bus provides 20-minute peak hour service, but it is the only line within one-quarter mile that does so. The nearest station for the new light rail line opening in 2015 is in the south downtown area, nearly 1 mile from the subject property. Despite the company's provision of subsidies for transit passes, mass transit is not conveniently located to significantly reduce parking demand.

- (iii) *The parking demand cannot be accommodated by shared or joint arrangements or by increasing the supply of spaces that are parking exempt from the maximum amount of parking allowed under Subsection 19.605.3.A.*

According to the Applicant, in the past, employees of Milwaukie Chiropractic Center/Milwaukie Massage Center were able to park at the Mar-Hy business just east of the site. However, because of potential liability, this was discontinued by Mar-Hy. The applicant also contacted Public Storage, located immediately north of the site, about shared parking, but permission was not granted. Shared parking with adjacent businesses, the only sites reasonably located in proximity to the site, is not possible.

As proposed, the site will provide a total of 3 carpool spaces, which is approximately 11% of the total number of spaces that will be provided on the entire site. The applicant would have to designate 11 more carpool spaces to stay below the maximum of 13 allowed by the parking code. The total of 14 carpool spaces would equate to 52% of the total spaces on site. It would be highly unusual to require more than 10% carpool parking on the site in order to meet parking demand.

- (iv) *The requested increase is the smallest increase needed based on the specific circumstances of the use and/or site.*

According to MMC Table 19.605.1, the maximum number of spaces allowed for medical office uses is 4.9 spaces per 1,000 sq ft of floor area. Considering the exemptions to the maximum parking allowance provided in MMC Subsection 19.605.3.A, the applicant is proposing a total of 27 spaces, or 9.2 spaces per 1,000 sq ft of office use. Given the high ratio of employees per square foot within the medical office building, and the applicant's efforts to reduce parking demand including by providing transit passes, bicycle parking, and promotion of carpooling, the requested increase represents the smallest increase needed.

The Planning Director finds that the approval criteria of MMC 19.605.2. are met.

- (3) MMC Subsection 19.605.3 Exemptions and By-Right Reductions to Quantity Requirements

MMC 19.605.3.A provides exemptions to the maximum quantity of parking allowed, including for employee carpool parking and fleet parking.

The proposed development will result in a gross total of 27 parking spaces. Three (3) spaces will be reserved for carpool vehicles.

As proposed, the Planning Director finds that the proposed development will result in net total of 24 spaces that count toward the maximum allowed parking quantity.

- e. MMC Section 19.606 Parking Area Design and Landscaping

- (1) MMC Subsection 19.606.1 Parking Space and Aisle Dimension

MMC 19.606.1 establishes dimensional standards for required off-street parking spaces and drive aisles. For perpendicular (90° angle) spaces, the minimum width is 9 ft and minimum depth is 18 ft, with 22 ft-wide drive aisles.

The applicant has submitted a parking plan that utilizes perpendicular spaces. As proposed, the dimensions for new or reconfigured spaces and drive aisles appear to meet the minimum standards. A condition has been established to ensure that the final construction plans provided at the time of development permit submittal demonstrate that the applicable dimensional requirements are met.

As conditioned, this standard will be met.

- (2) MMC Subsection 19.606.2 Landscaping

MMC 19.606.2 establishes standards for parking lot landscaping, including for perimeter and interior areas. The purpose of these landscaping standards is to provide buffering between parking areas and adjacent properties, break up large expanses of paved area, help delineate between parking spaces and drive

aisles, and provide environmental benefits such as stormwater management, carbon dioxide absorption, and a reduction of the urban heat island effect.

(a) MMC 19.606.2.C Perimeter Landscaping

In the BI zone, perimeter landscaping areas along lot lines abutting other properties must be at least 6-ft wide. At least 1 tree must be planted for every 40 lineal feet of landscaped buffer area, with the remainder of the buffer planted with grass, shrubs, ground cover, mulch, or other landscaped treatment.

As proposed, perimeter landscaping areas at the lot line abutting the property to the east is 6 ft in width. A condition has been established to ensure that the final construction plans provided at the time of development permit submittal demonstrate that the applicable interior landscaping requirements are met.

As conditioned, this standard will be met.

(b) MMC 19.606.2.D Interior Landscaping

At least 25 sq ft of interior landscaped area must be provided for each parking space. Planting areas must be at least 120 sq ft in area, at least 6 ft in width, and dispersed throughout the parking area. For landscape islands, at least 1 tree shall be planted per island, with the remainder of the buffer planted with grass, shrubs, ground cover, mulch, or other landscaped treatment.

As a result of the proposed development, the new parking area will provide an additional 17 spaces, which require a total of 425 sq ft of interior landscaping. A condition has been established to ensure that the final construction plans provided at the time of development permit submittal demonstrate that the applicable interior landscaping requirements are met.

As conditioned, this standard will be met.

(c) MMC 19.606.2.E Other Parking and Landscaping Provisions

Preservation of existing trees in the off-street parking area is encouraged and may be credited toward the total number of trees required. Parking area landscaping must be installed prior to final inspection, unless a performance bond is posted with the City. Required landscaping areas may serve as stormwater management facilities, and pedestrian walkways are allowed within landscape buffers if the buffer is at least 2 ft wider than required by MMC 19.606.2.C and 19.606.2.D.

There are no existing trees within the new parking area. As required, parking area landscaping will be installed prior to final inspection, unless a bond is posted with the City.

This standard is met.

(3) MMC Subsection 19.606.3 Additional Design Standards

MMC 19.606.3 establishes various design standards, including requirements related to paving and striping, wheel stops, pedestrian access, internal circulation, and lighting.

(a) MMC 19.606.3.A Paving and Striping



Paving and striping are required for all required maneuvering and standing areas, with a durable and dust-free hard surface and striping to delineate spaces and directional markings for driveways and accessways.

As proposed, the expanded parking area will be paved and striped, including designations for carpool spaces.

This standard is met.

(b) MMC 19.606.3.B Wheel Stops

Parking bumpers or wheel stops are required to prevent vehicles from encroaching onto public right-of-way, adjacent landscaped areas, or pedestrian walkways. Curbing may substitute for wheel stops if vehicles will not encroach into the minimum required width for landscape or pedestrian areas.

As proposed, wheel stops along the newly expanded perimeter of the parking area will be provided. The width of all perimeter landscaping areas is at least 6 ft, which provides the required 4-ft width plus an additional 2 ft, sufficient to prevent vehicles from encroaching into the minimum required perimeter landscaping width.

This standard is met.

(c) MMC 19.606.3.C Site Access and Drive Aisles

Accessways to parking areas shall be the minimum number necessary to provide access without inhibiting safe circulation on the street. Drive aisles shall meet the dimensional requirements of MMC 19.606.1.

The existing parking area has only 1 access onto a public street. Access is provided onto SE International Way at the north end of the lot. No new accessways are proposed and no modifications to the existing accessway are proposed. As proposed, all new drive aisles, as well as drive aisles modified by the proposed development, appear to meet the minimum dimensional requirements.

This standard is met.

(d) MMC 19.606.3.D Pedestrian Access and Circulation

Pedestrian access shall be provided so that no off-street parking space is further than 100 ft away, measured along vehicle drive aisles, from a building entrance or a walkway that is continuous, leads to a building entrance, and meets the design standards of Subsection 19.504.9.E.

As proposed, none of the new or modified parking spaces will be further than 100 ft from a pedestrian walkway. All new and modified pedestrian walkways will be reviewed through the development permitting process to ensure compliance with the various applicable standards established in Subsections 19.606.3.D and 19.504.9.E.

This standard is met.

(e) MMC 19.606.3.E Internal Circulation

The Planning Director has the authority to review the pedestrian, bicycle, and vehicular circulation of the site and impose conditions to ensure safe and efficient on-site circulation. Such conditions may include, but are not limited to, on-site signage, pavement markings, addition or modification of curbs, and modification of drive aisle dimensions.

The Planning Director has reviewed the proposed parking plan and determined that no additional requirements are necessary to ensure safe and efficient on-site circulation.

This standard is met.

(f) MMC 19.606.3.F Lighting

Lighting is required for parking areas with more than 10 spaces and must have a cutoff angle of 90 degrees or greater to ensure that lighting is directed toward the parking surface. Lighting shall not cause a light trespass of more than 0.5 footcandles measured vertically at the boundaries of the site, and shall provide a minimum illumination of 0.5 footcandles for pedestrian walkways in off-street parking areas. Where practicable, lights shall be placed so they do not shine directly into any Water Quality Resource (WQR) and/or Habitat Conservation Area (HCA) location.

The proposed development will result in a total of 27 parking spaces. All new lighting will be reviewed through the development permitting process to ensure compliance with the various applicable illumination standards established in Subsection 19.606.3.F.

This standard is met.

As conditioned, the applicable additional design standards of MMC 19.606.3 will be met.

As conditioned, the Planning Director finds that the applicable design and landscaping standards of MMC 19.606 will be met.

f. MMC Section 19.609 Bicycle Parking

MMC 19.609 establishes standards for bicycle parking, including a requirement to provide a number of bicycle spaces equal to at least 10% of the minimum number of required vehicle spaces. If more than 10 bicycle spaces are required, then a minimum of 50% of the bicycle spaces must be covered and/or enclosed in lockers or a secure room.

The existing medical office use requires a minimum of 10 vehicle spaces; a minimum of one (1) bicycle space is required. According to the applicant's materials, the existing development provides 5 bicycle spaces. No additional bicycle parking is proposed.

The Planning Director finds that this standard is met.

g. MMC Section 19.610 Carpool and Vanpool Parking

MMC 19.610 establishes parking standards for vehicles used to carpool. For new development that requires at least 20 parking spaces, a minimum of 10% of the minimum amount of required parking shall be dedicated to carpool or vanpool vehicles. Carpool spaces shall be located closer to the main entrances of the building than other employee parking and shall be clearly designated with signage or pavement markings.

The medical office use requires a minimum of 10 vehicle spaces; no carpool spaces are required. The existing development does not provide any carpool spaces; the proposed improvements will provide 3 carpool spaces near the building entrance, for a total of 3 designated carpool spaces on the site.

The Planning Director finds that this standard is met.

6. MMC Chapter 19.700 Public Facility Improvements

MMC 19.700 establishes provisions to ensure that development provides public facilities that are safe, convenient, and adequate in rough proportion to their public facility impacts. MMC 19.702 establishes the applicability of the provisions of MMC 19.700, including land divisions, new construction, expansions of existing structures, and changes or intensifications in use.

The proposed development consists of expansion of an existing parking area, which in and of itself does not increase the vehicle trip generation to and from the site. The Engineering Department has reviewed the application and finds that MMC 19.700 does not apply to this application.

The Planning Director finds that the standards and requirements of MMC 19.700 are not applicable to the proposed development.

7. The application was referred to the following departments and agencies on January 28, 2015:

- Milwaukie Building Department
- Milwaukie Engineering Department
- Clackamas Fire District #1

The comments received are summarized as follows:

- a. **Milwaukie Building Department:** The proposal to add 14 additional parking spaces for a total of 27 spaces will require 2 ADA compliant spaces, one of which will need to be van accessible.
- b. **Milwaukie Engineering Department:** Comments regarding a stormwater management plan which have been incorporated into this decision.
- c. **Matt Amos, Clackamas Fire District:** No comments on the proposal.

**Conditions of Approval**

1. An application for Type I development review is required in conjunction with the submittal of the associated development permit application. Final construction plans provided at the time of development permit submittal shall demonstrate that the applicable design, landscaping, and lighting requirements are met.

**Other requirements**

1. Stormwater Management

Submit a stormwater management plan prepared by a qualified professional engineer with required development/building permits as part of the proposed development. The plan shall conform to Section 2 – Stormwater Design Standards of the City of Milwaukie Public Works Standards.

- a. The stormwater management plan shall demonstrate that the post-development runoff does not exceed the pre-development, including any existing stormwater management facilities serving the development site.
- b. The stormwater management plan shall demonstrate compliance with water quality standards in accordance with the City of Portland Stormwater Management Manual.

Development/building permits will not be issued for construction until the stormwater management plan has been approved by the City of Milwaukie.

2. Expiration of Approval

As per MMC 19.1001.7.E.1.a, proposals requiring any kind of development permit must complete both of the following steps:

- a. Obtain and pay for all necessary development permits and start construction within 2 years of land use approval.
- b. Pass final inspection and/or obtain a certificate of occupancy within 4 years of land use approval.

As per MMC 19.1001.7.E.2.b, land use approvals shall expire unless both steps noted above have been completed or unless the review authority specifies a different expiration date in the land use decision to accommodate large, complex, or phased development projects.



---

Dennis Egner, AICP  
Planning Director

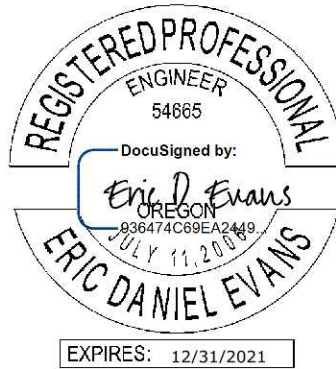
cc: Dr. Keith D. Johns (3716 SE International Way, Milwaukie, OR 97222)  
Steve Miller (c/o Emerio Design, LLC, 8285 SW Nimbus Ave, Ste 180, Beaverton, OR 97008)  
Jason Rice, Engineering Director/ Acting Community Development Director (*via e-mail*)  
Brad Albert, Civil Engineer (*via e-mail*)  
Bonnie Lanz, Permit Specialist (*via e-mail*)  
Matt Amos, CCFD#1 (*via e-mail*)  
Interested Persons  
Land Use File: P-14-02



Civil Engineering | Land Surveying | Construction Management | Land Use Planning | Structural Design | House Design

Stormwater Management Report  
Milwaukie Chiropractic Center  
3716 SE International Way  
Milwaukie, Oregon 97222  
Tax Lots 500, 590, 501 & 600  
Tax Map NE ¼ of the SE ¼ Sec. 36, T1S, R1E

Emerio Project Number: 0670-001  
City of Milwaukie File Number: DEV-2020-004  
Date: 07/28/2020



Prepared For:  
Dr. Keith Johns  
Milwaukie Chiropractic Center  
3716 SE International Way  
Milwaukie, Oregon 97222  
503-659-0073

Prepared By:  
Eric D. Evans, PE  
Emerio Design, LLC  
6445 SW Fallbrook PL, Suite 100  
Beaverton, Oregon 97008  
[eric@emeriodesign.com](mailto:eric@emeriodesign.com)  
(503) 853-1910

**Table of Contents:**

APPENDIX A

- (1) Vicinity Map

APPENDIX B

- (1) Soils Maps—"Soils Survey for Clackamas County"
- (2) Curve Number Table

APPENDIX C

- (1) PAC Report

APPENDIX D

- (1) Pre-Developed Site Map
- (2) Post-Developed Basin Map

### **Project Overview and Description:**

Location of project site (vicinity map): The development site is located at 3716 SE International Way. Reference the Vicinity Map located in appendix A(1).

Property Zoning: The property is zoned Industrial (I).

Type of Development/Proposed Improvements: The proposed development will expand the existing paved parking lot, add paved pathway areas, restripe existing paved areas, and expand the existing building.

Existing vs. post-construction conditions: The current (existing) site condition consists of a single commercial building with associated paved and gravel parking lot areas surrounded by grassy landscape areas (see Appendix D(1)). The proposed development will expand the existing building, replace the gravel parking areas with a paved expansion of the parking lot, add a paved pathway along the south and west boundaries of the proposed parking lot expansion, and restripe the existing parking lot to mark pathways and parking spots.

### **City of Portland Hierarchy:**

City of Milwaukie adopts the 2016 City of Portland Stormwater Management Manual (SWMM) as the standard for stormwater management requirements. The City of Portland SWMM contains a water hierarchy category selection for treatment methods, which is satisfied by the following methodology.

Category 1 requires total onsite infiltration with vegetated infiltration facilities.

Category 2 requires total onsite infiltration with vegetated facilities that overflow to subsurface infiltration facilities.

Category 3 requires onsite detention with vegetated facilities that overflow to a drainage way, river or storm-only pipe. Vegetated facilities must meet pollution reduction and flow control requirements to the maximum extent feasible prior to onsite discharge.

Category 4 requires onsite detention and water quality, but the discharge is routed to the combined sewer.

Category 3 from above is the preferred design method for this development site. A proposed flow-through planter will meet water quality and flow control standards for the proposed improvements.

### **Methodology:**

The proposed development will produce 6,963 SF of new or replaced impervious area. 791 SF of proposed impervious area is associated with the building expansion and will not be treated. Additionally, 78 SF of proposed sidewalk area adjacent to the proposed building will not be treated, totaling in 869 SF of new untreated impervious surface. The proposed planter will be sized to proxy treat an equal amount of impervious area from the existing paved parking lot to meet stormwater requirements for the whole site. See Appendix D(2) for an onsite basin map.

The proposed planter was sized using the Bureau of Environmental Services Presumptive Approach Calculator (PAC). Sizing calculations assumed a pre-developed curve number of 74, a post-developed curve number of 98 for all impervious surfaces, and that the planter would intake 6,963 SF of proposed and existing impervious area. See Appendix B(1) and B(2) for soil classification and curve number data, and Appendix C(1) for the PAC report.

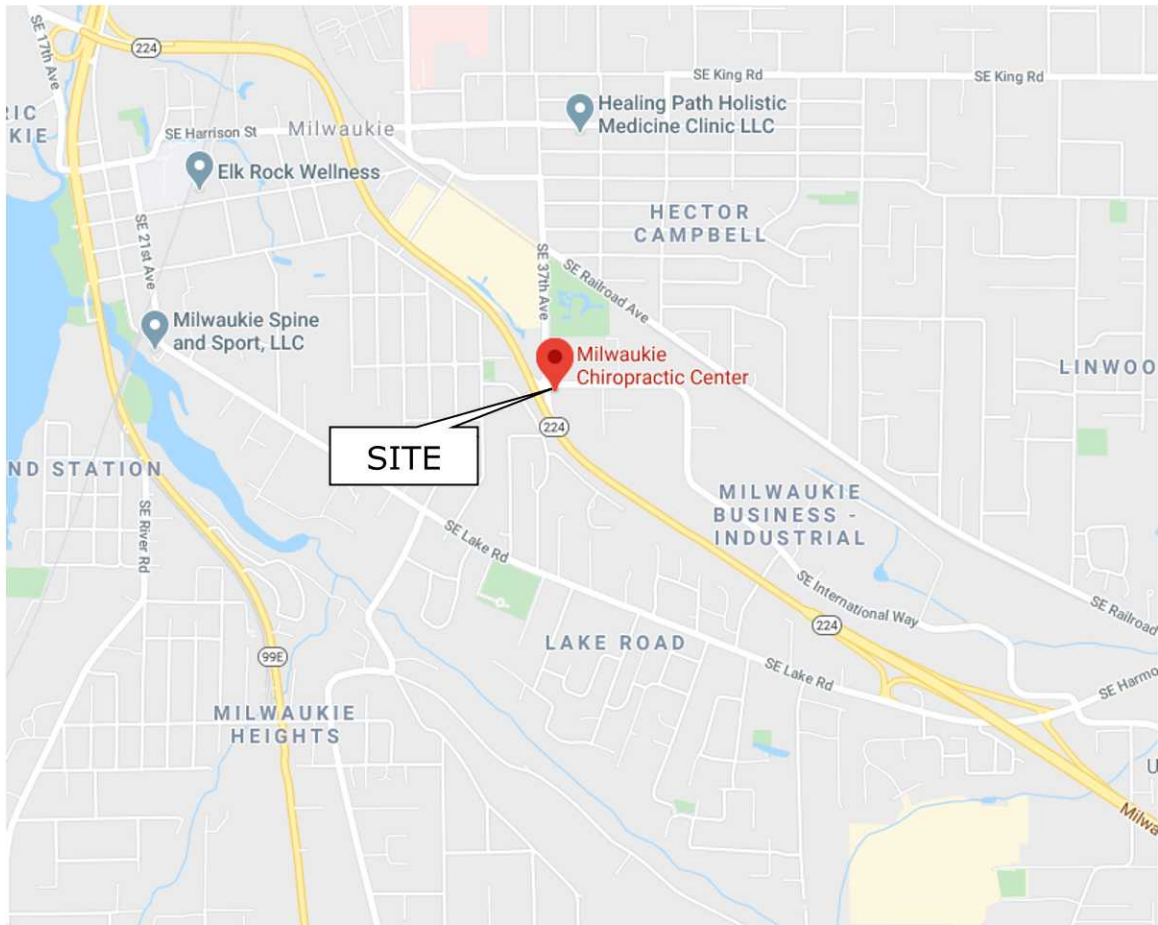
**Engineering Conclusions:**

Based on the results of this analysis, the proposed onsite stormwater management system meets the 2016 City of Portland Stormwater Management Manual standards adopted by City of Milwaukie.



**Appendix A:**

Appendix A(1)  
Vicinity Map



**Appendix B:**

Appendix B(1)  
Soil Classification



Tables — Hydrologic Soil Group — Summary By Map Unit

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
42	Humaquepts, ponded	C/D	0.0	2.7%
91B	Woodburn silt loam, 3 to 8 percent slopes	C	0.5	97.3%
<b>Totals for Area of Interest</b>			<b>0.5</b>	<b>100.0%</b>

Appendix B(2)  
Curve Number Table

<b>RUNOFF CURVE NUMBERS (TR55)</b>					
<b>Table 2-2a: Runoff curve numbers for urban areas <sup>1</sup></b>					
<b>Cover description</b>	<b>Average percent impervious area<sup>2</sup></b>	<b>CN for hydrologic soil group</b>			
		<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
<b>Cover type and hydrologic condition</b>					
<i>Fully developed urban areas (vegetation established)</i>					
Open space (lawns, parks, golf courses, cemeteries, etc.) <sup>3</sup> :					
Poor condition (grass cover <50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover >75%)		20	61	74	80
<b>Impervious areas:</b>					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
<b>Western desert urban areas:</b>					
Natural desert landscaping (pervious areas only) <sup>4</sup>		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
<b>Urban districts:</b>					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
<b>Residential districts by average lot size:</b>					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82

Pre-Developed Pervious

Post-Developed Impervious

**Appendix C:**

# PAC Report

Appendix C(1)



Project Name <b>Milwaukie Chiropractic Clinic</b>	Permit No.	Created <b>6/8/20 8:04 AM</b>
Project Address <b>3716 SE International Way Milwaukie, OR 97222</b>	Designer <b>Emerio Design</b>	Last Modified <b>7/28/20 7:58 AM</b>
	Company <b>Emerio Design</b>	Report Generated <b>7/28/20 7:58 AM</b>


## Project Summary

Parking lot expansion and proxy treatment for the building expansion.

Catchment Name	Impervious Area (sq ft)	Native Soil Design Infiltration Rate	Hierarchy Category	Facility Type	Facility Config	Facility Size (sq ft)	Facility Sizing Ratio	PR Results	Flow Control Results
Parking Lot	6963	0.00	3	Planter (Flat)	D	355	5.1%	Pass	Fail

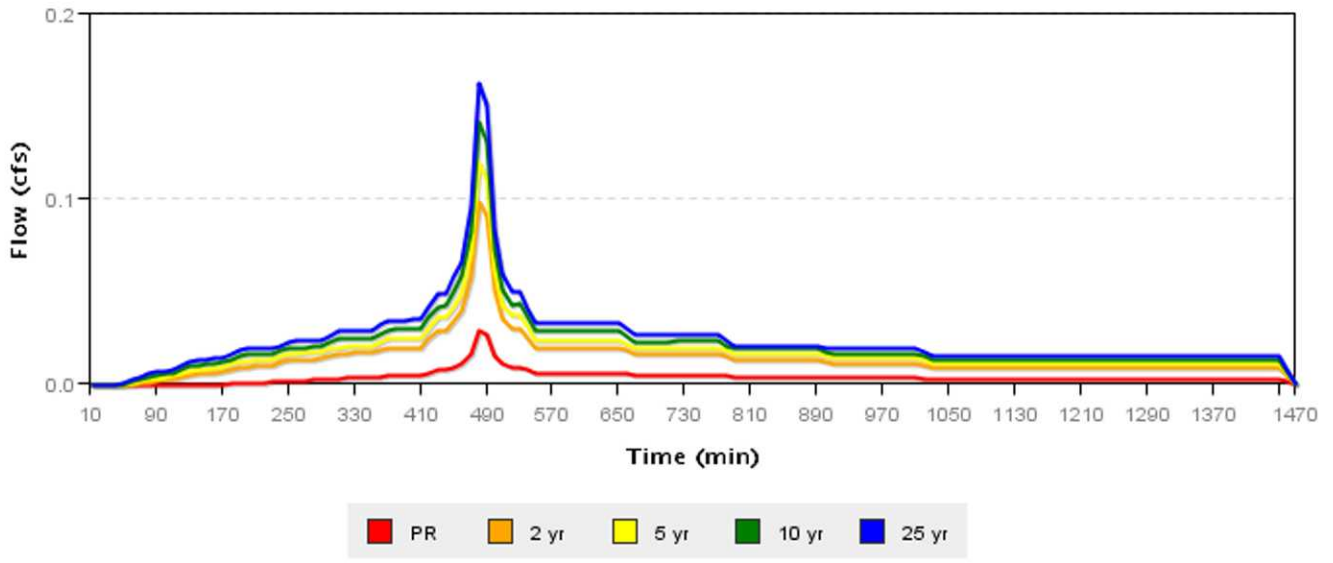
## Catchment Parking Lot

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	Open Pit Falling Head
	Native Soil Infiltration Rate ( $I_{test}$ )	0.00 
Correction Factor	$CF_{test}$	2
Design Infiltration Rates	Native Soil ( $I_{dsgn}$ )	0.00 in/hr 
	Imported Growing Medium	2.00 in/hr
Catchment Information	Hierarchy Category	3
	Disposal Point	B
	Hierarchy Description	Off-site flow to drainageway, river, or storm-only pipe system
	Pollution Reduction Requirement	Pass
	10-year Storm Requirement	N/A
	Flow Control Requirement	If discharging to an overland drainage system or to a storm sewer that discharges to an overland drainage system, including streams, drainageways, and ditches, the 2-year post-development peak flow must be equal or less than half of the 2-year pre-development rate and the 5, 10, and 25-year post-development peak rate must be equal or less than the pre-development rates for the corresponding design storms.
	Impervious Area	6963 sq ft 0.160 acre
	Time of Concentration ( $T_c$ )	5
	Pre-Development Curve Number ( $CN_{pre}$ )	74
	Post-Development Curve Number ( $CN_{post}$ )	98

 Indicates value is outside of recommended range



## SBUH Results



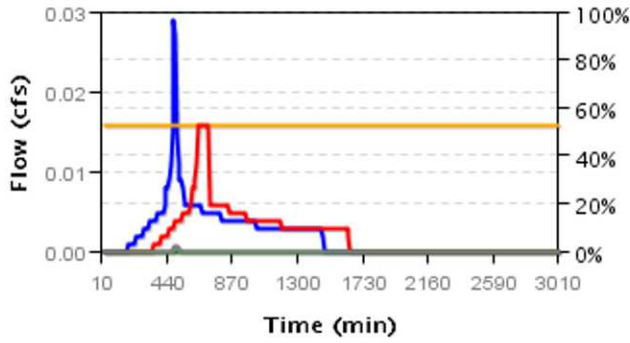
	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0	2.583	0.029	363.836
2 yr	0.013	320.794	0.098	1259.926
5 yr	0.025	490.563	0.12	1548.512
10 yr	0.039	679.711	0.142	1837.53
25 yr	0.055	883.906	0.163	2126.821

## Facility Parking Lot

<b>Facility Details</b>	Facility Type	<b>Planter (Flat)</b>
	Facility Configuration	<b>D: Lined Facility with RS and Ud</b>
	Facility Shape	<b>Planter</b>
<b>Above Grade Storage Data</b>		
	Bottom Area	<b>355 sq ft</b>
	Bottom Width	<b>15.00 ft</b>
	Storage Depth 1	<b>18.0 in</b>
	Growing Medium Depth	<b>18 in</b>
	Surface Capacity at Depth 1	<b>532.5 cu ft</b>
	Design Infiltration Rate for Native Soil	<b>0.000 in/hr</b>
	Infiltration Capacity	<b>0.016 cfs</b>
<b>Facility Facts</b>	Total Facility Area Including Freeboard	<b>355.00 sq ft</b>
	Sizing Ratio	<b>5.1%</b>
<b>Pollution Reduction Results</b>	Pollution Reduction Score	<b>Pass</b>
	Overflow Volume	<b>367.754 cf</b>
	Surface Capacity Used	<b>3%</b>
<b>Flow Control Results</b>	Flow Control Score	<b>Fail</b>
	Overflow Volume	<b>1832.637 cf</b>
	Surface Capacity Used	<b>100%</b>

	<b>Post-development outflow (cfs)</b>		<b>Pre-development inflow (cfs)</b>	
<b>2 year</b>	0.016	≤ ½ of	0.013	<b>Fail</b>
<b>5 year</b>	0.016	≤	0.025	<b>Pass</b>
<b>10 year</b>	0.029	≤	0.039	<b>Pass</b>
<b>25 year</b>	0.05	≤	0.055	<b>Pass</b>

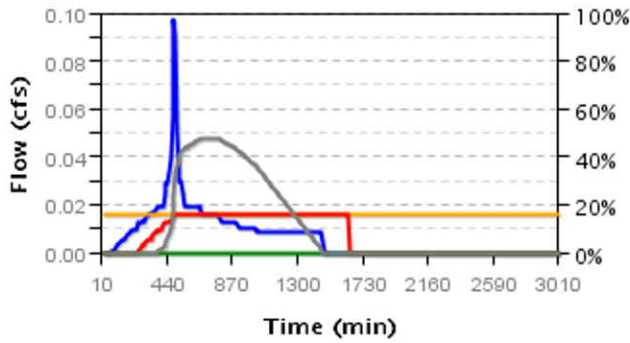
**Pollution Reduction Event Surface Facility Modeling**



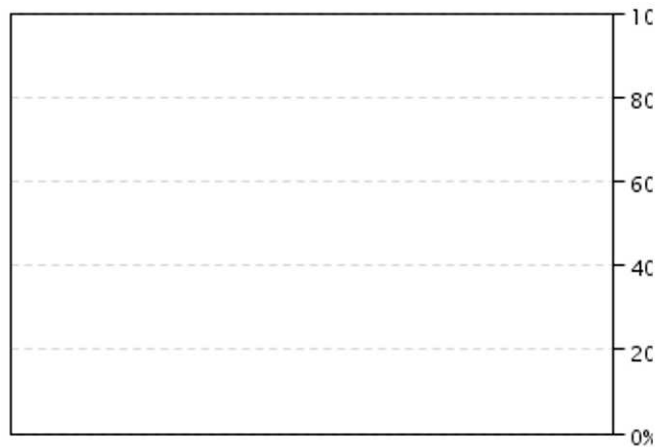
**Pollution Reduction Event Below Grade Modeling**



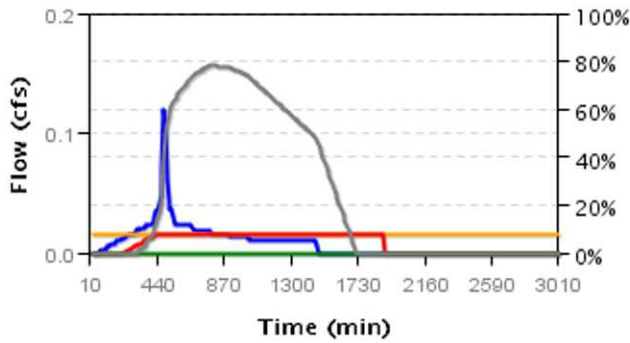
**2 Year Event Surface Facility Modeling**



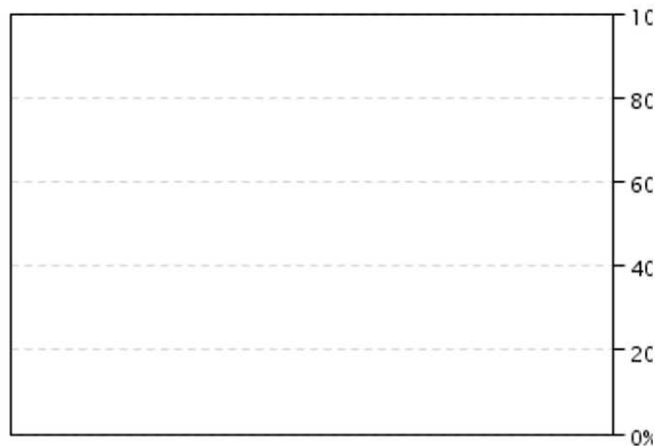
**2 Year Event Below Grade Modeling**



**5 Year Event Surface Facility Modeling**

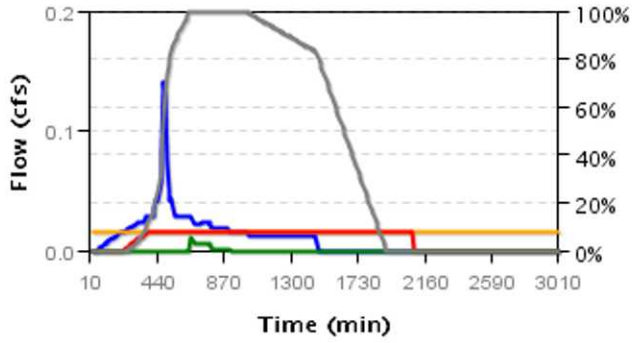


**5 Year Event Below Grade Modeling**





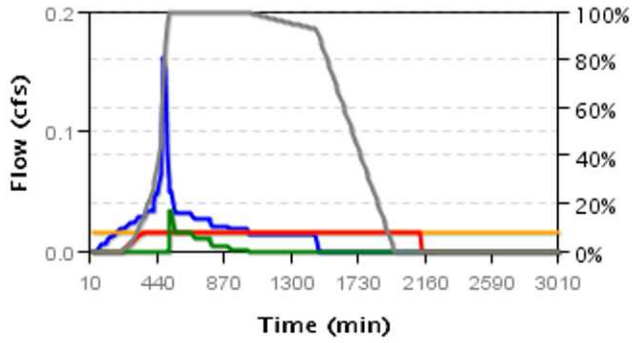
### 10 Year Event Surface Facility Modeling



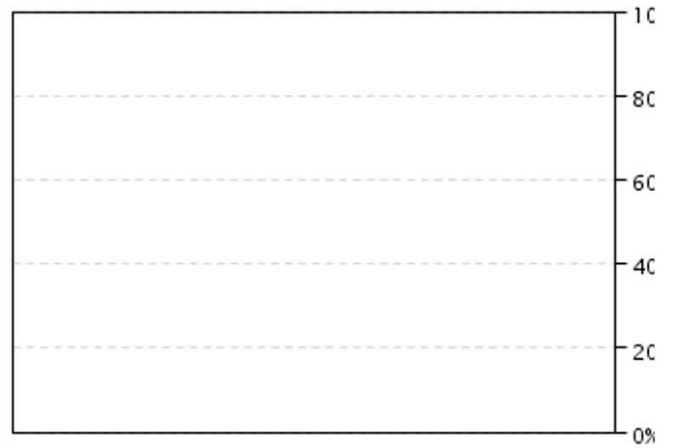
### 10 Year Event Below Grade Modeling



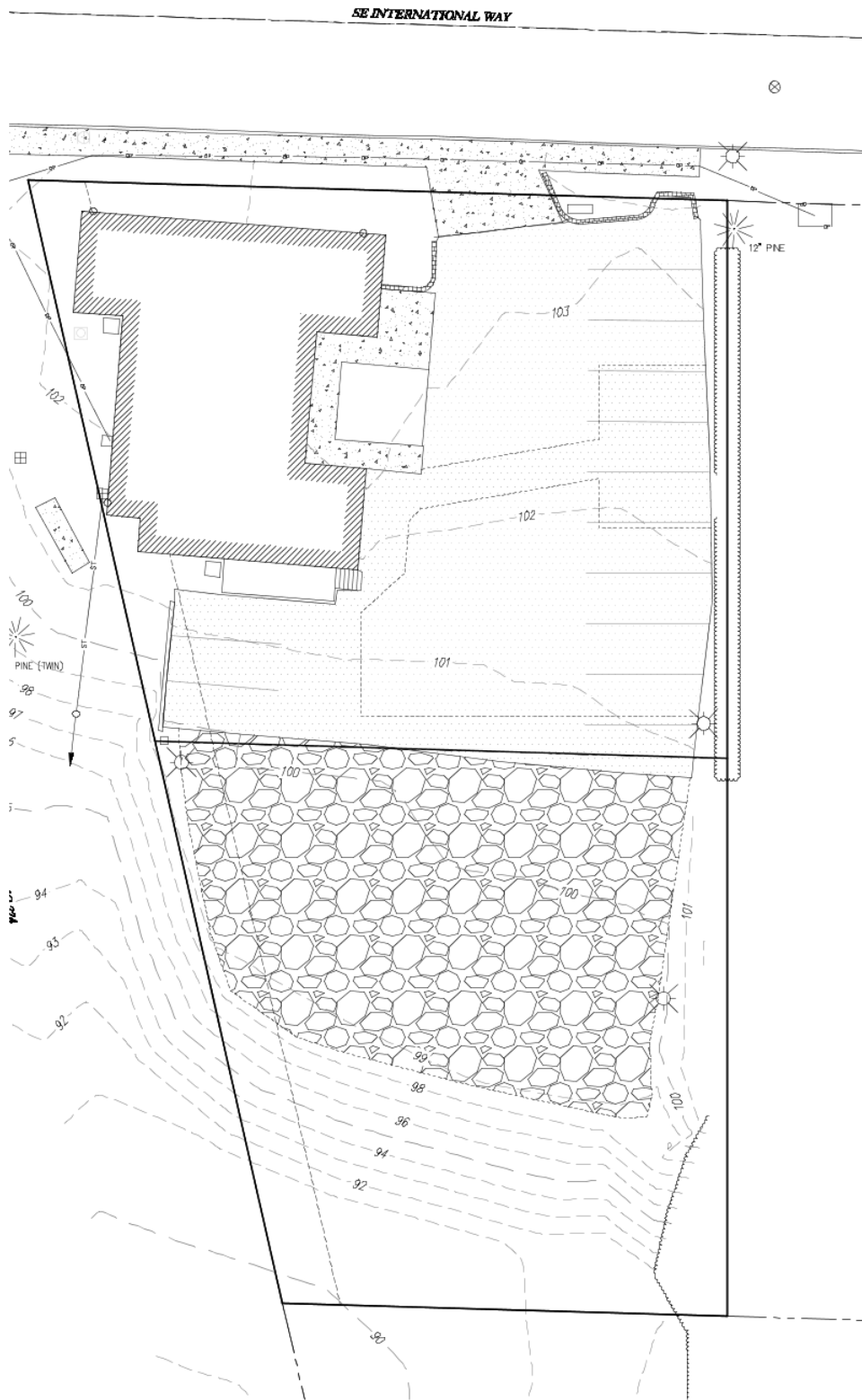
### 25 Year Event Surface Facility Modeling



### 25 Year Event Below Grade Modeling



**Appendix D:**



CITY OF MILWAUKIE FILE NUMBER: P-14-018

01  
SHEET  
02

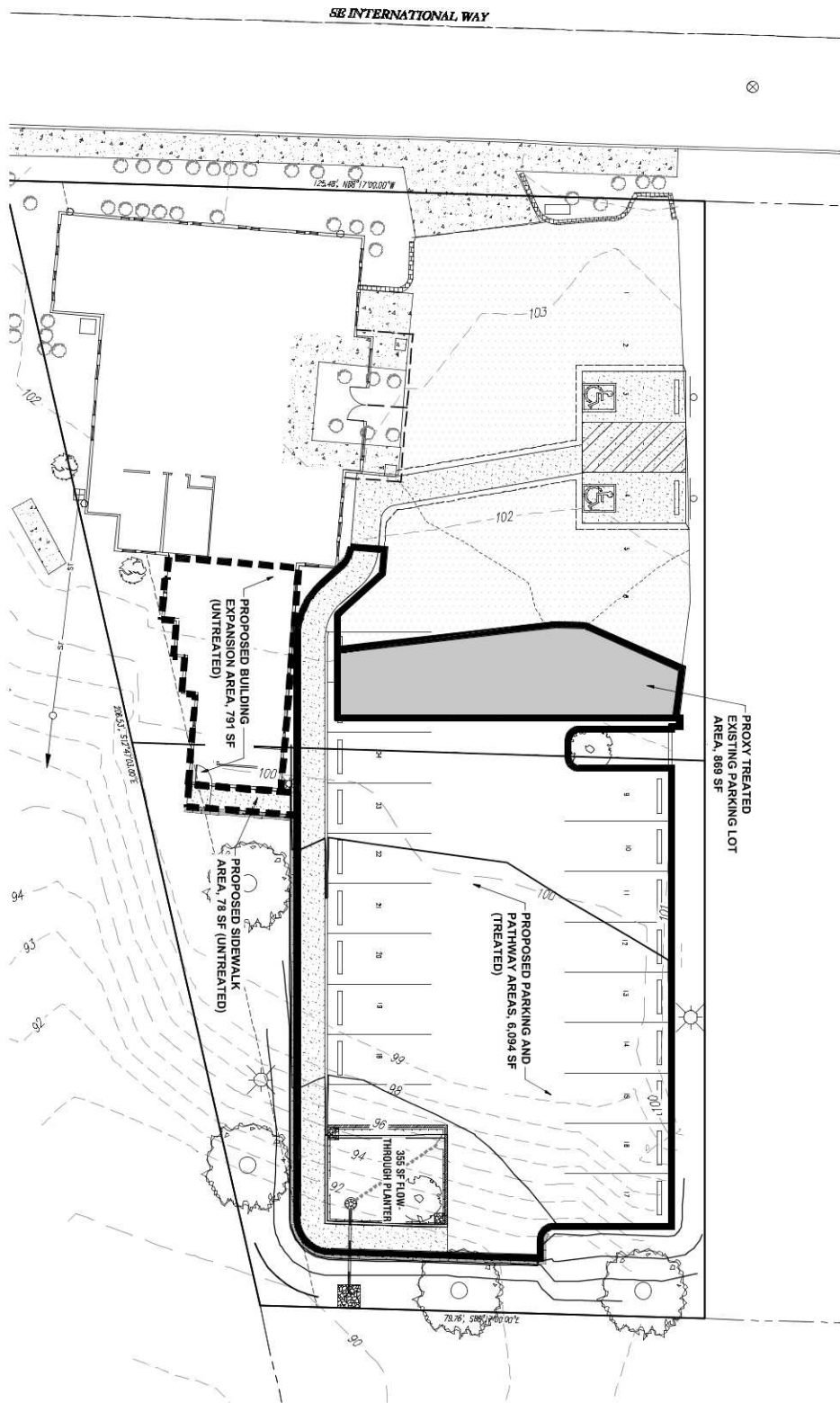
**EMERIO**  
*Design*

8285 SW NIMBUS AVE, SUITE 180  
BENHURST, OREGON 97008  
TEL: (503) 746-9912  
FAX: (503) 639-9699  
www.emeriodesign.com

REVISIONS	
NO.	DATE
01	X/XXXX
	1ST SUBMITTAL

**APPENDIX D(1)  
PRE-DEVELOPED SITE MAP**

**MILWAUKIE CHIROPRACTIC CENTER**  
3716 SE INTERNATIONAL WAY  
TAX LOTS 500, 590, 501 & 600  
NE 1/4 OF THE SE 1/4 SEC. 36, T1S, R1E  
CITY OF MILWAUKIE, OREGON



CITY OF MILWAUKIE FILE NUMBERS

02  
of  
02

**EMERIO**  
*Design*

3025 SW HAMBUS AVE, SUITE 180  
BEAVERTON, OREGON 97008  
TEL: (503) 746-8812  
FAX: (503) 639-8692  
www.emeriodesign.com

REVISIONS	
NO.	DATE
0	X/XXXX
	1ST SUBMITTAL

**APPENDIX D(2)  
POST-DEVELOPED BASIN  
MAP**

**MILWAUKIE CHIROPRACTIC CENTER**  
3716 SE INTERNATIONAL WAY  
TAX LOTS 500, 590, 501 & 600  
NE 1/4 OF THE SE 1/4 SEC. 36, T1S, R1E  
CITY OF MILWAUKIE, OREGON