

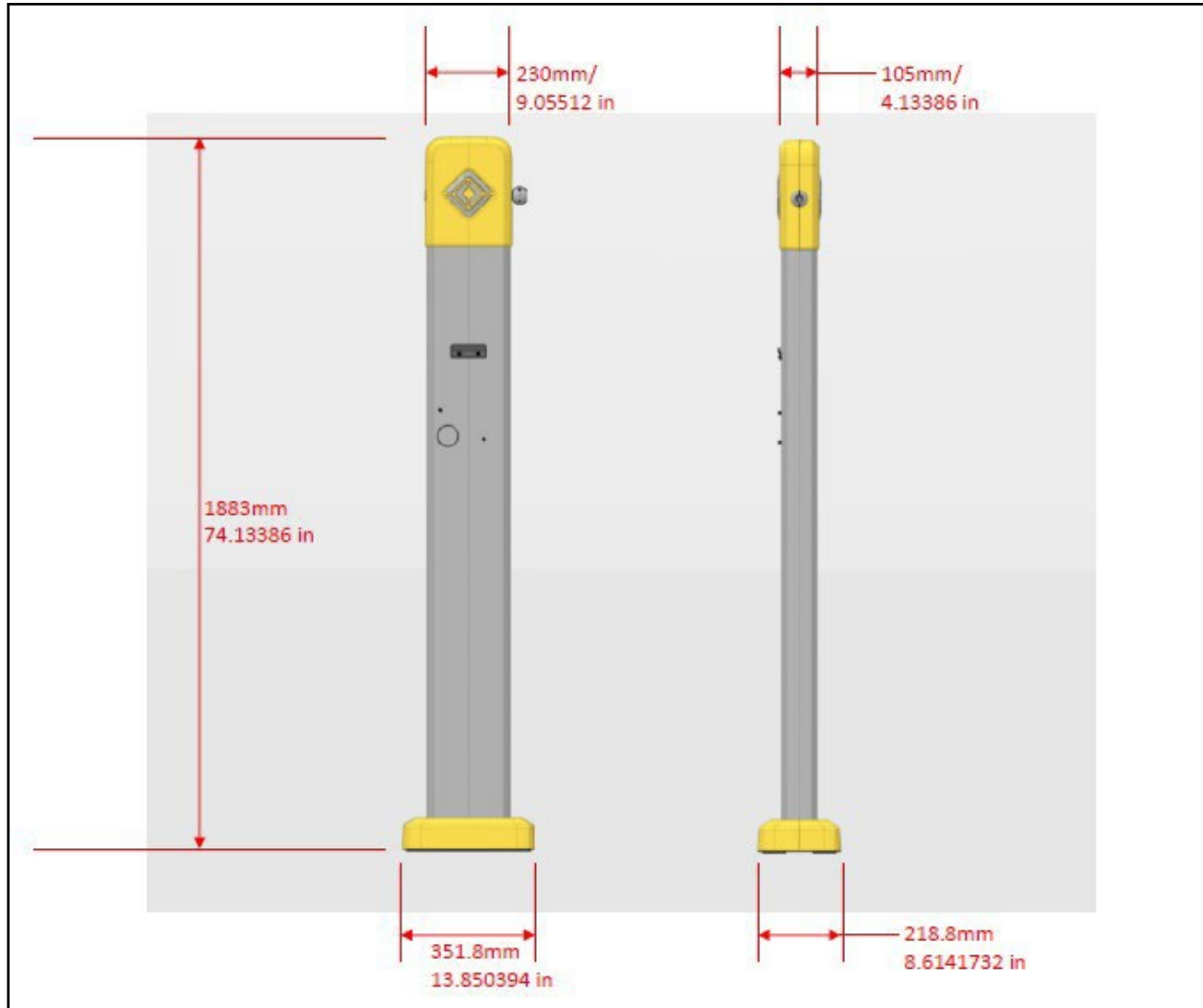
OPRD Rooster Rock EV Charging Project

MCC 38.2860 (C) & (D) Dimensional Requirements

Front	Side	Street Side	Rear
30	10	30	30

(C) Minimum Yard Dimensions - Feet Front Side Street Side Rear 30 10 30 30 Maximum Structure Height – 35 feet Minimum Front Lot Line Length – 50 feet. 4-44 Multnomah County – Chapter 38 - Columbia River Gorge National Scenic Area (S-1 2022) (D) The minimum yard requirement shall be increased where the yard abuts a street having insufficient right-of-way width to serve the area. The Planning Commission shall determine the necessary right-of-way widths and additional yard requirements not otherwise established by ordinance.

RESPONSE:



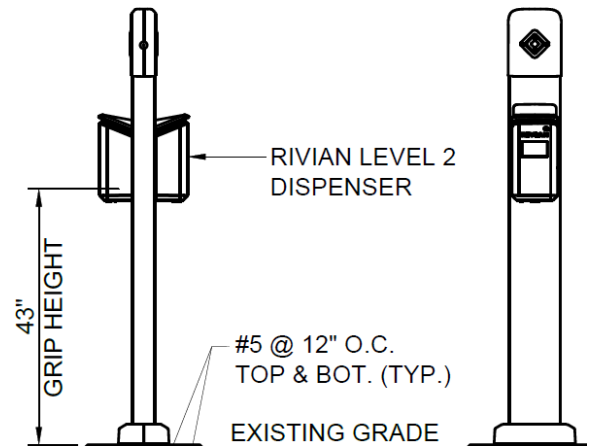
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(C) The proposed charging stations pedestals are noted above. They are about 6'1" in height.

There are two pedestals, each with two waypoints charging stations mounted on either side for this project location. Each charging station pedestal is well under the maximum structure height of 35 feet.

The waypoints charging stations are:

Height: 41.6 cm (16.4 in), Width: 19.63 cm (7.7 in), Depth: 14.45 cm (5.8 in) and they are mounted on either side of the wider side of the pedestals.



(D) The parking stall dimensions do not change the minimum yard requirement because no yard abuts a street having insufficient right of way width to serve the area.

MCC 38.2885 Off-Street Parking and Loading

Off-street parking and loading shall be provided as required by MCC 38.4100 through 38.4215.

The current project is to modify five of the existing parking stalls to four electric vehicle charging parking stalls. This parking lot currently has 1450 stalls. Off-street parking and loading are not part of this project.

Conditional Use - Required Lane Use Permits (Type III Process²)

MCC 38.2830 Conditional Use, (C)(3) Utility facilities for public service

(C) The following conditional uses may be allowed on lands designated GS- PR, pursuant to the provisions of MCC 38.0045 and 38.7085:

(3) Utility facilities for public service upon a showing that: (a) There is no alternative location with less adverse effect on Public Recreation land. (b) The size is the minimum necessary to provide the service.

RESPONSE: (C)(3)(a) Upon review of Rooster Rock State Park, there are no alternative locations other than the existing parking lot to install electric vehicle charging parking spots that would have a less adverse effect on Public Recreation land.

(b) The presented size in the plans is the minimum size necessary to provide service based on the size of the existing parking lot and the number of visitations this site receives on an annual basis. Rooster Rock State Park has almost a million visitors per year and four electric vehicle parking stalls are a small but important start to a pilot project in the area.

MCC 38.4100 - 38.4215 ... Parking and Loading

§ 38.4100- PURPOSES The purposes of these off-street parking and loading regulations are to reduce traffic congestion associated with residential, commercial, and other land uses; to protect the character of neighborhoods; to protect the public's investment in streets and arterials and to provide standards for the development and maintenance of off-street parking and loading areas. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4105 GENERAL PROVISIONS In the event of the erection of a new building or an addition to an existing building, or any change in the use of an existing building, structure or land which results in an intensified use by customers, occupants, employees or other persons, off-street parking and loading shall be provided according to the requirements of this Section. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4115 CONTINUING OBLIGATION The provision for and maintenance of off-street parking and loading facilities without charge to users shall be a continuing obligation of the property owner. No building or any other required permit for a structure or use under this or any other applicable rule, ordinance or regulation shall be issued until satisfactory evidence in the form of a site development plan, plans of existing parking and loading improvements, a deed, lease, contract or similar document is presented demonstrating that the property is and will remain available for the designated use as a parking or loading facility. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4120 PLAN REQUIRED A plot plan showing the dimensions, legal description, access and circulation layout for vehicles and pedestrians, space markings, the grades, drainage, setbacks, landscaping and abutting land uses in respect to the off-street parking area and such other information as shall be required, shall be submitted in duplicate to the Planning Director with each application for approval of a building or other required permit, or for a change of classification to O-P. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4125 USE OF SPACE (A) Required parking spaces shall be available for the parking of vehicles of customers,

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occupants, and employees without charge or other consideration. (B) No parking of trucks, equipment, materials, structures or signs or the conducting of any business activity shall be permitted on any required parking space. (C) A required loading space shall be available for the loading and unloading of vehicles concerned with the transportation of goods or services for the use associated with the loading space. (D) Except for residential and local commercial districts, loading areas shall not be used for any purpose other than loading or unloading. (E) In any district, it shall be unlawful to store or accumulate equipment, material or goods in a loading space in a manner which would render such loading space temporarily or permanently incapable of immediate use for loading operations. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) 5-2 Multnomah County – Chapter 38 - Columbia River Gorge National Scenic Area (S-1 2006) § 38.4130 LOCATION OF PARKING AND LOADING SPACES (A) Parking spaces required by this Section shall be provided on the lot of the use served by such spaces. (B) Exception – The Planning Director may authorize the location of required parking spaces other than on the site of the primary use, upon a written finding by the Director that: (1) Parking use of the alternate site is permitted by this Ordinance; (2) The alternate site is within 350 feet of the use; (3) There is a safe and convenient route for pedestrians between the parking area and the use; (4) Location of required parking other than on the site of the use will facilitate satisfaction of one or more purposes or standards or requirements of this Chapter; and, (5) There is assurance in the form of a deed, lease, contract or other similar document that the required spaces will continue to be available for off-street parking use according to the required standards. (C) Loading spaces and vehicle maneuvering area shall be located only on or abutting the property served. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4135 IMPROVEMENTS REQUIRED (A) Required parking and loading areas shall be improved and placed in condition for use before the grant of a Certificate of Occupancy or a Performance Bond in favor of Multnomah County equivalent to the cost of completing such improvements shall be filed with the Planning Director. (B) Any such bond shall include the condition that if the improvement has not been completed within one year after issuance of the Certificate of Occupancy, the bond shall be forfeited. Any bond filed hereunder shall be subject to the approval of the Planning Director and the County Attorney. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 994, Amended, 09/26/2002) § 38.4140 CHANGE OF USE (A) Any alteration of the use of any land or structure under which an increase in the number of parking or loading spaces is required by this Section shall be unlawful unless the additional spaces are provided. (B) In case of enlargement or change of use, the number of parking or loading spaces required shall be based on the total area involved in the enlargement or change in use. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4145 JOINT PARKING OR LOADING FACILITIES (A) In the event different uses occupy the same lot or structure, the total off-street parking and loading requirements shall be the sum of the requirements for each individual use. (B) Owners of two or more adjoining uses, structures, or parcels of land may utilize jointly the same parking or loading area, when approved by the Planning Director, upon a finding by the Director that the hours of operation do not overlap and provided satisfactory legal evidence is presented to the Director in the form of a deed, lease, contract or similar document, securing full access to such parking or loading areas for all the parties jointly using them. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) Chapter 38 - Columbia River Gorge National Scenic Area 5-3 (S-1 2022) § 38.4150 EXISTING SPACES Off-street parking or loading spaces existing prior to February 6, 1993 may be included in calculating the number of spaces necessary to meet these requirements in the event of subsequent enlargement of the structure or change of use to which such spaces are accessory. Such spaces shall meet the design and improvement standards of this Section. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4155 INTERPRETATION Off-street parking or loading requirements for structures or uses not specifically listed in MCC 38.4205 shall be determined by written decision of the Planning Director. The Director shall base such requirements on the standards for parking or loading of similar uses. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 994, Amended, 09/26/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4160 STANDARDS OF MEASUREMENT (A) Square feet means square feet of floor or land area devoted to the functioning of the particular use and excluding space devoted to offstreet parking and loading. (B) When a unit or measurement determining the number of required off-street parking or offstreet loading spaces results in a requirement of a fractional space, any fraction up to and including one-half shall be disregarded, and any fraction over one-half shall require one off-street parking or off-street loading space. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4165 DESIGN STANDARDS: SCOPE (A) The design standards of this section shall apply to all parking, loading, and maneuvering areas except those serving a single or twofamily residential dwelling or mobile home on an individual lot. (B) All parking and loading areas shall provide for the turning, maneuvering and parking of all vehicles on the lot. After February 6, 1993 it shall be unlawful to locate or construct any parking or loading space so that use of the space requires a vehicle to back into the right-of-way of a public street. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4170 ACCESS (A) Where a parking or loading area does not abut directly on a public street or private street approved under MCC 38.7700 et seq., the Land Division Chapter, there shall be provided an unobstructed driveway not less than 20 feet in width for two-way traffic, leading to a public street or approved private street. Traffic directions therefore shall be plainly marked. (B) The Approval Authority may permit and authorize a deviation from the dimensional standard in paragraph (A) of this section upon finding that all the following standards in subparagraphs (1) through (4) are met: (1) The authorized provider of structural fire protection services verifies that the proposed deviation complies with such provider's fire apparatus access standards, or, if there is no such service provider, the building official verifies that the proposed deviation complies with the Oregon Fire Code; (2) The County Engineer verifies that the proposed deviation complies with the County Road Rules and the County Design and Construction Manual Standards; (3) Application of the dimensional standard would present a practical difficulty, subject the property owner to unnecessary hardship, or adversely affect one or more scenic, natural, cultural or recreational resources of the National Scenic Area; and (4) Authorization of the proposed deviation would not: 5-4 Multnomah County – Chapter 38 - Columbia River Gorge National Scenic Area (S-1 2022) (a) be materially detrimental to the public welfare. Material detriment to the public welfare includes, but is not limited to, authorization of a deviation that would adversely affect one or more scenic, natural, cultural or recreational resources of the National Scenic Area; (b) be injurious to property in the vicinity or the zoning district in which the property is located; or (c) adversely affect the appropriate development of adjoining properties. (C) Parking or loading space in a public street shall not be counted in fulfilling the parking and loading requirements of this section. Required spaces may be located in a private street when authorized in the approval of such private street. (Ord. 1302, Amended, 12/16/2021; Ord 1210, Amended, 9/4/2014; Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4175 DIMENSIONAL STANDARDS (A) Parking spaces shall meet the following requirements: (1) At least 70% of the required off-street parking spaces shall have a minimum width of nine feet, a minimum length of 18 feet, and a minimum vertical clearance of six feet, six inches. (2) Up to 30% of the required off-street parking spaces may have a minimum width of eight-and-one-half feet, a minimum length of 16 feet, and a vertical clearance of six feet if such spaces are clearly marked for compact car use. (3) For parallel parking, the length of the parking space shall be 23 feet. (4) Space dimensions shall be exclusive of access drives, aisles, ramps or columns. (B) Aisle width shall be not less than: (1) 25 feet for 90 degree parking, (2) 20 feet for less than 90 degree parking, and (3) 12 feet for parallel parking. (4) Angle measurements shall be between the center line of the parking space and the center line of the aisle. (C) Loading spaces shall meet the following requirements: (1) District Minimum Width Minimum Depth All 12 Feet 25 Feet (2) Minimum vertical clearance shall be 13 feet. (Ord. 997, Repealed

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and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4180 IMPROVEMENTS (A) Surfacing (1) Unless as otherwise provided in either this section or MCC 38.7380 for Special Uses in Historic Buildings; all areas used for parking, loading or maneuvering of vehicles, including the driveway, shall be surfaced with at least gravel or two inches of blacktop on a four inch crushed rock base or at least six inches of Portland cement, unless a design providing additional load capacity is required by the fire service provider, building official or County Engineer, as applicable. (2) The Approval Authority may permit and authorize a deviation from the surfacing standard in paragraph (A)(1) of this section and thereby authorize alternate surfacing systems that provide a durable and dustless surface, including gravel. A deviation under this paragraph may be permitted and authorized only upon finding that each parking area supporting the existing and proposed development meets the following standards in subparagraphs (a) and (b) and, for parking areas of four or more required spaces, Chapter 38 - Columbia River Gorge National Scenic Area 5-5 (S-1 2022) also meets the following standards in subparagraphs (c) and (d): (a) The authorized provider of structural fire protection services verifies that the proposed deviation complies with such provider's fire apparatus access standards, or, if there is no such service provider, the building official verifies that the proposed deviation complies with the Oregon Fire Code; (b) The County Engineer verifies that the proposed deviation complies with the County Road Rules and the County Design and Construction Manual Standards. Alternative surfacing can be considered for all areas used for parking, loading and maneuvering, including the driveway; however, approaches to paved public rights-of-way shall be paved for a minimum distance of 21 feet from the fog line, or for a greater distance when required by the County Engineer; (c) Authorization of the proposed deviation would not: 1. be materially detrimental to the public welfare. Material detriment to public welfare includes, but is not limited to, authorizing a proposed deviation that would adversely affect one or more scenic, natural, cultural or recreational resources of the National Scenic Area; 2. be injurious to property in the vicinity or the zoning district in which the property is located; or 3. adversely affect the appropriate development of adjoining properties; and (d) Any impacts resulting from the proposed surfacing are mitigated to the extent practical. Mitigation may include but is not limited to such considerations as provision for pervious drainage capability, drainage runoff control and dust control. A dust control plan is required when a dwelling, excluding any dwelling served by the driveway, is located within 200-feet of any portion of the driveway for which gravel or other similar surfacing materials is proposed. Common dust control measures include, but are not limited to, reduced travel speeds, gravel maintenance planning, establishment of windbreaks and use of binder agents. (B) Curbs and Bumper Rails (1) All areas used for parking, loading, and maneuvering of vehicles shall be physically separated from public streets or adjoining property by required landscaped strips or yards or in those cases where no landscaped area is required, by curbs, bumper rails or other permanent barrier against unchanneled motor vehicle access or egress. (2) The outer boundary of a parking or loading area shall be provided with a bumper rail or curbing at least four inches in height and at least three feet from the lot line or any required fence. (C) Marking – All areas for the parking and maneuvering of vehicles shall be marked in accordance with the approved plan required under MCC 38.4120, and such marking shall be continually maintained. (D) Drainage – All areas for the parking and maneuvering of vehicles shall be graded and drained to provide for the disposal of all surface water on the lot. (Ord. 1302, Amended, 12/16/2021; Ord. 1210, Amended, 9/4/2014; Ord. 1064, Amended, 06/23/2005; Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) 5-6 Multnomah County – Chapter 38 - Columbia River Gorge National Scenic Area (S-1 2022) § 38.4185 LIGHTING Any artificial lighting which may be provided shall be shielded or deflected so as to not shine into adjoining dwellings or other types of living units, and so as not to create a hazard to the traveling public on any street. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4190 SIGNS Signs, pursuant to the provisions of MCC 38.0080. (Ord. 1064, Amended, 06/23/2005; Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4195 DESIGN STANDARDS: SETBACKS (A) Any required yard which abuts upon a street lot line shall not be used for a parking or loading space, vehicle maneuvering area or access drive other than a drive connecting directly to a street. (B) A required yard which abuts a street lot line shall not be paved, except for walkways which do not exceed 12 feet in total width and not more than two driveways which do not exceed the width of their curb cuts for each 150 feet of street frontage of the lot. (Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4205 MINIMUM REQUIRED OFFSTREET PARKING SPACES (A) Residential Uses (1) Single Family Dwelling – Two spaces for each dwelling unit. (2) Two Family Dwelling – Two spaces for each dwelling unit. (B) Public and Semi-Public Buildings and Uses (1) Auditorium or Meeting Room (except schools) – One space for each 60 square feet of floor area in the auditorium or, where seating is fixed to the floor, one space for each four seats or eight feet of bench length. (2) Church – One space for each 80 square feet of floor area in the main auditorium or, where seating is fixed to the floor, one space for each four seats or eight feet of bench length. (3) Church Accessory Use – In addition to spaces required for the church, one space for each ten persons residing in such building. (4) Club or Association – These shall be treated as combinations of uses such as overnight accommodation, restaurant, auditorium etc., and the required spaces for each separate use shall be provided. (5) Library – One space for each 100 square feet of reading room. (6) Senior High School and Equivalent Private and Parochial School – One space for each 56 square feet of floor area in the auditorium or, where seating is fixed to the floor, one space for each eight seats or 16 feet of bench length, or one space for each ten seats in classrooms, whichever is greater. (7) Primary, Elementary, or Junior High and Equivalent Private or Parochial School – One space for 84 square feet of floor area in the auditorium, or one space for each 12 seats or 24 feet of bench length, whichever is greater. (8) Kindergarten, Day Nursery, or Equivalent Private or Parochial School – One driveway, designed for continuous flow of passenger vehicles for the purpose of loading and unloading children plus one parking space for each two employees. (9) Campground – One space for each campsite. Chapter 38 - Columbia River Gorge National Scenic Area 5-7 (S-1 2022) (C) Retail, Office and Commercial Uses (1) Store, and Personal Service Shop – One space for each 400 square feet of gross floor area. (2) Service and Repair Shop – One space for each 600 square feet of gross floor area. (3) Bank or Office, including Medical and Dental – One space for each 300 square feet of gross floor area. (4) Restaurant, Coffee Shop, Tavern or Bar – One space for each 100 square feet of gross floor area. (5) Mortuary – One space for each four chapel seats or eight feet of bench length. (6) Overnight Accommodations – One space per guest room or suite plus extra spaces for dining rooms, ballrooms or meeting rooms as required by this section where the capacity of such areas exceeds the capacity of the guest rooms or suites. (7) Commercial Events – One space for every three guests allowed within the maximum event size plus one space for each two employees (8) Conference or Retreat Facilities – These shall be treated as combinations of uses such as overnight accommodations, restaurant, auditorium, etc., and the required spaces for each separate use shall be provided. (D) Recreation Uses (1) Gymnasium (except Schools) – One space for each 100 square feet of floor area. (2) Moorage (Boat) – One space for each two boat berths. (3) Stadium – One space for each eight seats or 16 feet of bench length. (4) Swimming Pool – One space for each 100 square feet of water surface. (5) Tennis Court or Racquet Club – One space for each court. (E) Storage (1) Storage – One space for each 5,000 square feet of storage area for the first 20,000 square feet, plus one additional space for each additional 50,000 square feet. (F) Unspecified Uses Any use not specifically listed above shall have the requirements of the listed use or uses deemed most nearly equivalent by the Planning Director. (G) Alternative Parking Standards Alternatively, where a mixture of uses is proposed or where the applicant asserts that a different amount or type of parking is appropriate as the required parking, the applicant may submit a parking and loading study. Such a study will include estimates of parking and off-street loading demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates, and should include other reliable data collected from uses

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or combinations of uses that are the same as or comparable with the proposed use. The study will document the source of data used to develop the recommendations for identification of the use's required parking. (Ord. 1187, Amended, 11/17/2011; Ord. 1074, Amended, 05/04/2006; Ord. 997, Repealed and Replaced, 10/31/2002; Ord. 953 §2, Reorg&Renum, 11/30/2000) § 38.4215 EXCEPTIONS FROM REQUIRED OFF-STREET PARKING OR LOADING SPACES (A) As part of Site Review the Planning Director may grant an exception with or without conditions for up to 30% of the required number of off-street parking or loading spaces, upon a finding by the Director that there is substantial evidence that the number of spaces required is inappropriate or unneeded for the particular use, based upon: 5-8 Multnomah County – Chapter 38 - Columbia River Gorge National Scenic Area (S-1 2022) (1) A history of parking or loading use for comparable developments; (2) The age, physical condition, motor vehicle ownership or use characteristics or other circumstances of residents, users or visitors of the use; or (3) The availability of alternative transportation facilities; and (4) That there will be no resultant on-street parking or loading or interruptions or hazards to the movement of traffic, pedestrians or transit vehicles. (B) The Director shall file with the application for the building or other required permit, findings in support of any exception, including any conditions of approval. (C) An exception in excess of 15% of the required number of spaces shall include a condition that a plan shall be filed with the application, showing how the required number of spaces can be provided on the lot in the future. (1) The Director may order the revocation, in whole or in part, of any exception under this section, upon a finding of on-street parking or loading use or of interruptions in or hazards to the movement of traffic, pedestrians or transit vehicles caused by the absence of off-street parking or loading spaces.

RESPONSE: The current project is to modify five of the existing parking stalls to four electric vehicle charging parking stalls. This parking lot currently has 1450 stalls. This project improves existing parking areas by also making room for electric vehicle charging parking.

§38.4125 (A) parking spaces that are converted to electric vehicle charging station stalls will be available for the parking of vehicles of day-use park visitors so long as they are actively charging an electric vehicle while they are parked and occupying the space. (B) No use outside of the public day-use visitor's parking for charging their personal electric vehicle while occupying the space will be allowed in the pilot project's electric vehicle charging parking spaces. (C) There are no changes to currently existing loading areas. (D) There are no changes to currently existing loading areas. (E) There are no changes to currently existing loading areas.

§38.4130 (A) The current project is on an existing parking lot. The project seeks to modify five of the existing parking stalls to four electric vehicle charging parking stalls out of a total 1450 stalls in the parking lot. (B) No alternate site is needed for parking since the project site is a parking lot. (C) There are no changes to currently existing loading areas.

§38.4135 (A) No certificate of occupancy or occupancy bond will be needed to add electric vehicle charging stations. (B) This project does not enlarge the parking lot. There is no change of use, it will remain a parking lot.

§38.4140 (A) The use does not change, the number of parking spots in the existing parking lot is reduced by one. The current project is to modify five of the existing parking stalls to four electric vehicle charging parking stalls. (B) This project is not a case of enlargement or change of use.

§38.4145 (A) In the event different uses occupy the same lot, the total off-street parking and loading requirements are still met because this project does not change the existing off-street parking and loading. (B) There is only one owner applying for this permit on this parcel.

§38.4150 The current project is on an existing parking lot. The project seeks to modify five of the existing parking stalls to four electric vehicle charging parking stalls out of a total 1450 stalls in the parking lot.

§38.4155 The current project does not call for other requirements on the standards for parking or loading of similar uses.

§38.4160 (A) Standard of measurement is understood. (B) The unit of measurement determining the number of required off-street parking or off-street loading spaces does not result in a requirement of a fractional space on this project because off-street parking or off-street loading spaces are not impacted by this project.

§38.4165 (A) The current project is on an existing parking lot. The project seeks to modify five of the existing parking stalls to four electric vehicle charging parking stalls out of a total 1450 stalls in the parking lot and

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doesn't impact design standards of the existing parking lot other than the addition of the electric vehicle charging parking stalls. (B) The current project is on an existing parking lot. The project seeks to modify five of the existing parking stalls to four electric vehicle charging parking stalls out of a total 1450 stalls in the parking lot and doesn't impact right-of-way or use of space of the existing parking lot other than the addition of the electric vehicle charging parking stalls.

§38.4170 (A) The parking stalls where the EV stations are being installed do not change the way traffic flow existed in the parking lot prior to the project. By the nature of the parking stalls being inside a state park parking lot, it does abut a public right of way. (B) This application is not asking for a deviation from the dimensional standards. (C) All of the parking and loading spaces in the state park parking lot will not include the parking or loading spaces in the public streets outside of the state park.

§38.4175 (A) Parking spaces meet all requirements. The current project is on an existing parking lot. The project seeks to modify five of the existing parking stalls to four electric vehicle charging parking stalls out of a total 1450 stalls in the parking lot and does not impact dimensional standards of the existing parking lot and its stalls. (B) Existing aisle width is not modified and will follow the code for 90-degree parking. (C) Existing loading spaces are not modified in this project.

§38.4180 (A) There will be minimal areas to resurface on this project and it will have the required surfacing materials and required amounts. For more details, please look at **Appendix A** for full project construction notes in the conceptual design plans. (B) Any curbing impacted by construction will be rebuilt to required standards. (C) All marking will be with in required standards and maintained by the Oregon Parks and Recreation Department. (D) Drainage will not be impacted by this project.

§38.4185 No artificial lighting will be shining into dwellings, living units nor creating a hazard to anyone on a street.

§38.4190 Signage will follow required code.

§38.4195 (A) There are no required yards that abut upon a street lot line in this project. (B) There are no required yards that abut upon a street lot line in this project.

§38.4205 (A) This application does not fall under any residential uses. (B) The current project is on an existing parking lot. The project seeks to modify five of the existing parking stalls to four electric vehicle charging parking stalls out of a total 1450 stalls in the parking lot and does not impact required off-street parking minimum standards of the existing parking lot and its stalls. (C) This is application does not contain retail, office and commercial use areas. (D) The current project is on an existing parking lot. The project seeks to modify five of the existing parking stalls to four electric vehicle charging parking stalls out of a total 1450 stalls in the parking lot and does not impact required off-street parking minimum standards of the existing parking lot and its stalls. (E) This project is only for the EV stations in the parking lot, storage spaces are not part of this project. (F) There are no unspecified uses, the uses are specific to parking and charging of electric vehicles in a state park parking lot. (G) There

§38.4215 (A) No exceptions are needed since the number of parking spaces requires is not inappropriate or unneeded for electric vehicle charging in the state park parking lot. (B) The Director does not need to file with the application for an exception. (C) An exception is not needed nor sought for 15% of the required number of spaces.

MCC 38.7015 Application for...Conditional Use...

An application for NSA Expedited Development Review, Site Review or Conditional Use Review shall address the applicable criteria for approval, under MCC 38.7035 through 38.7100.

RESPONSE: Applicable criteria for conditional use can be defined under:

§38.7025 (A)(1) These are new electric vehicle charging stations that retain the existing topography and grading.