Section I

Conformity with Land Use Ordinance

I. Conformity with Land Use Ordinance

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526 as well as the City of Portland Technical Manual, Chapter 14 Standards for Local Site Location of Development Review.

OVERVIEW

The proposed parking lot redevelopment has been designed to conform to City standards as well as improve upon existing non-conformities. This project conforms with Portland's Land Use Ordinance Section 14-526 as demonstrated in the following narrative.

1) Transportation Standards

a) Impact on Surrounding Street Systems:

i) The site is located at 87 Spring Street, with frontage also running along Oak Street. Spring Street is a minor arterial road with steady commuter traffic. Oak Street is a public road that is used by local traffic. The parking lot redevelopment increases the existing parking count, but the primary use of the site remains the same. The anticipation is that the impact and overall safety on Spring Street is to be unaffected by the redevelopment.

b) Access and Circulation:

i) Site Access and Circulation:

This project conforms with the design standards of Section 14-526 as demonstrated in the following narrative:

(1) The development will provide safe access and internal circulation for both pedestrians and vehicles as seen on the Site Plan (see Sheet C-10).

(2) Points of access and egress will be shifted slightly towards Spring St to allow for vehicles to exit the parking lot when a tractor trailer (WB-67) is parked at the existing loading dock.

(3) The site does not feature drive up services as mentioned in this requirement.

ii) Loading and Servicing:

(1) The existing loading docks will remain unchanged. The parking lot access point will be shifted slightly towards Spring St to allow for vehicles to exit the parking lot when a tractor trailer (WB-67) is parked at the existing loading dock.

iii) Sidewalks:

(1) The existing concrete sidewalk along Spring Street is within City standards and will not be impacted.

(2) The existing brick sidewalk leading from Spring Street along the driveway is currently within City Standard. Any impacted sidewalk surface within the property will be rebuilt per standard, as shown on Site Plan and Site Details sheets (see Sheets C-10 and C-40).

(3) No additional internal sidewalks will be necessary to facilitate the movement of pedestrians.

c) Public Transit Access:

i) Not applicable.

ii) A new transit stop is not proposed as part of the project.

iii) A new transit stop is not proposed as part of the project.

d) Parking:

i) Location and Required Number of Vehicle Parking Spaces:

(1) The required number of vehicle parking spaces for a museum is undefined, per Sec 14-332. The existing site has 47 standard parking spaces. The proposed parking lot plan suggests 69 parking spaces. Fifty-three of which are standard spaces, including 3 ADA accessible spaces, 10 are 9'x15' compact and 6 are 8.5'x19'. Parking space minimums have been compared to the *4th Edition Parking Generation from the Institute of Transportation Engineers* values during "Peak Period Demand Range" for a museum. The "Peak Period Demand Range" is 0.63-1.34 vehicles/1,000 SF of gross floor area. The gross floor area of the buildings located at PMA's abutting parcel is 77,507 SF, which requires 49 to 104 spaces, if using the above Demand Range.

(2) A parking study is not required.

(3) Minimum parking requirements are not defined, per Sec 14-332.

(4) Fifty-three parking spaces are to be standard 9'X18' stall size with a minimum 18' wide one-way drive aisle per Technical Manual Standard. Ten spaces will be compact 9'X15' stall size and 6 spaces will be 8.5'X18' with a minimum 22' wide one-way drive aisle.

(5) The entire parking lot will be a finished asphalt surface course and graded to prevent ponding and erosion.

ii) Location and Required Number of Bicycle Parking Spaces:

(1) There are two existing hoop racks with a total of 12 bicycle parking spaces, as noted on the Site Plan (see Sheet C-10). The net increase of 22 parking spaces will require a minimum of 3 additional spaces. It is proposed to add 4 additional bike hoop racks with a parking capacity of 8 spaces.

iii) Motorcycles and Scooter Parking:

(1) There are no areas designated for motorcycles or scooters.

iv) Snow Storage:

(1) Snow storage locations are indicated on Site Plan (see Sheet C-10).

e) Transportation Demand Management (TDM):

i) A TDM plan is not required for this project.
ii) A TDM plan is not required for this project.
iii) A TDM plan is not required for this project.

2) Environmental Quality Standards

a) Preservation of Significant Natural Features:

i) Not applicable.

ii) Not applicable.

iii) A waiver is not requested.

b) Landscaping and Landscaping Preservation:

i) Landscape Preservation.

(1) There is existing landscaping that will be preserved to the greatest extent practical during the construction process. Plantings that require removal will be transplanted to any allowable locations on the parcel.

(2) There are no trees >10" dbh within any required setbacks.

(3) The street trees along Spring Street and remaining trees within property line are to be protected during construction per the Technical Manual Standards.

(4) Not applicable.

(5) Not applicable.

ii) Site Landscaping:

(1) Landscaped Buffers:

(a) Solid waste storage is to remain unchanged and will continue to be stored in the designated dumpster enclosure at the abutting PMA parcel.

(b) Not applicable.

(c) Not applicable.

(d) Not applicable.

(2) Parking Lot Landscaping:

a. The islands are designed to reuse the existing paper birch and hydrangea shrubs on site, as shown on the Site Plan (see Sheet C-10).

b. The proposed landscaped parking islands are distributed so uninterrupted pavement does not exceed forty parking spaces, as shown on the Site Plan (see Sheet C-10).

c. The proposed landscaped island areas are 223 SF & 463 SF.

d. Not applicable.

e. Not applicable.

(3) Street Trees:

(a) The three existing street trees along Spring Street are to remain and be protected during construction, per City of Portland Tree Preservation Detail (see Sheet C-41).

(b) No additional street trees are proposed for this site.
1. Irrigation lines to be provided as measure to enhance tree survival.
2. Preservation of existing healthy paper birch trees visible from the right-of way and on site within 20-ft of property line, see Sheet C-10.

c) Water Quality, Stormwater Management and Erosion Control:

i) Stormwater:

(1) The parking lot is to preserve the existing grade path that directs stormwater runoff into a vegetated soil underdrain to the northeast edge of the property. The directed post-development runoff is designed to neither pond or flood adjacent lots.

(2) There is no anticipated increase in the volume or rate of stormwater from existing

conditions. All runoff is to be directed into the proposed grassed underdrained soil filter and existing stormwater infrastructure before entering the City storm drain line at the current tie-in at a manhole within Oak Street. The existing 12" SDR drain line from the PMA parcel to the Oak Street manhole is to remain.

(3) The runoff from the site onto City property is anticipated to remain the same as the pre-development condition.

(4) The City's storm drain system is anticipated to continue accommodating the site stormwater flow; any increase will not exceed the capacity of the existing system within Oak or Spring Street.

ii) A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standards of MEDEP Chapter 500. Please refer to the Stormwater Management and Erosion & Sedimentation Control Plans, sections J and K, for more information.

iii) The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.

iv) Not applicable.

v) The development is not anticipated to pose a contamination risk to groundwater during or after construction.

vi) Not applicable.

(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans:

   a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.

   b. Not applicable.

2. Public Safety and Fire Prevention:

   a. The site has been designed to promote safe and inviting public access.

   b. Existing site driveway to remain undisturbed and will continue to provide ambulance and fire truck access to the north side of the adjacent parcel buildings, the Clapp House and Portland Museum of Art. Fire access on additional sides to be fostered by adjacent parcel.

   c. According to the Spurwink Surveying, Inc. boundary survey, there is one fire hydrant located within the Spring Street right-of-way, as shown on Site Plan (see Sheet C-10. The hydrant is located approximately 14' from the property line parallel to Spring

Street, near the Oak Street intersection.

3. Availability and Adequate Capacity of Public Utilities:

   a. The public utilities in the vicinity of the site have capacity to serve the project demands. Ability to Serve letters have been sent to the respective companies. Responses received have been included in the submission.

   b. A new underground single-phase electrical service is proposed to supply power to the EV charging stations.

   c. All new stormwater infrastructure will meet the provisions outlined in Section 9 of the Technical Manual.

   d. No proposed sanitary sewer modifications.

   e. The stormwater management system is designed to meet all applicable sections of the Technical Manual. The stormwater management system is designed to meet the basic standards of Chapter 500.

   f. Solid waste will continue to be stored at the abutting PMA site within the enclosed dumpsters that are serviced by a private company.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:

   a. Not applicable.

   b. Not applicable.

   c. Not applicable.

2. Shadows:

   a. Not applicable.

3. Snow and Ice Loading:

   a. Not applicable.

4. View Corridors:

   a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

a. The development doesn't affect any designated landmarks and is located outside the historic district and historic landscape district.

b. The Charles Q. Clapp House, is a classified Historic Landmark, per City of Portland Historic District Map Viewer. The proposed redevelopment is within 100' of the landmark, which requires it to be "generally compatible with the major character-defining elements of the landmark", according to Sec. 14-526(5)(b). With reference to the Portland Historical Resources Inventory, the "character-defining elements" of the Clapp House are its construction of "brick with wood and stone trim". The parking lot redevelopment will not alter or affect the Clapp House, and the re-use of existing landscaping will continue to blend seamlessly with other landscaping in the immediate vicinity.

c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting.

(i) The proposed exterior lighting plan intends to reuse the existing site and tree light fixtures.

(ii) Not applicable.

b. Architectural and Specialty Lighting.

(i) No architectural or specialty lighting is proposed.

(ii) No up-lighting is proposed.

c. Street Lighting.

(i) No new street lights are proposed.

7. Noise and Vibration:

a. No HVAC system is currently proposed.

8. Signage and Wayfinding:

a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

(i) The project is not located in a historic district or subject to Article IX.

(ii) Not applicable.

(iii) All street and wayfinding signage shall meet the requirements of the Manual on

Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

    a. The project has been designed to meet the standards set forth in the B-3 and Downtown Entertainment Overlay zones. Please refer to the Site Plan (see Sheet C-10) for more information on Space & Bulk Standards.