

ORDINANCE NO. 189769

*Extend the allowed temporary activity timeframe for a mobility hub at SE 8th Avenue and SE Stark Street from an allowed 2 weeks and allow limited new development until June 30, 2021 (Ordinance; waive or modify requirements of 33.140 Employment and Industrial Zones, 33.296 Temporary Activities and 33.510 Central City Plan District)

The City of Portland ordains:

Section 1. The Council finds:

1. In 1993, Portland was the first U.S. city to create a local action plan for cutting carbon emissions. In June 2015, Portland City Council reaffirmed and updated these goals and adopted the city's current Climate Action Plan. Portland's Climate Action Plan includes a goal of reducing carbon emissions 80 percent from 1900 levels by 2050, with an interim goal of 40 percent by 2030.
2. In 2016, Portland's Mayor accelerated the City's goals by signing on to the C40's Deadline 2020 and the Covenant of Mayors for Climate & Energy to reduce carbon emissions to net zero by 2050.
3. The City of Portland and Multnomah County committed to a goal of meeting 100 percent of the community's energy needs, including transportation, with renewable power by 2050. The City also set a goal to fuel all electricity from renewables by 2035. Resolution #37289 documents the City's 100% Renewables commitment.
4. The City's Electric Vehicle (EV) Strategy was unanimously adopted by City Council in December, 2016. Resolution #37255 documents the strategy. The City's EV Strategy includes 49 actions to increase access to electric vehicle charging infrastructure, including electric bicycles, transit, electric scooters, car-share and ride-share vehicles, as well as electric vehicle charging infrastructure. The EV Strategy prioritizes EV access for Portlanders who live in areas where it is difficult to walk, bike and take public transit.
5. The transportation of goods and people accounts for 42 percent of Portland's local carbon emissions. Reducing car trips and shifting from fossil fuels to electricity is one of the City's key strategies for reducing carbon emissions within the transportation sector. Providing Portlanders with affordable electric and shared mobility options decreases the need for car ownership, reduces transportation related carbon emissions and increases local air quality.
6. Portland General Electric (PGE) plans to develop a 10,000 square foot mobility hub at a currently undeveloped site at SE 8th Avenue and SE Stark Street (the site). The site has been most recently used for construction staging. The mobility hub would include electric bicycle and scooter rental and charging, on-street electric car-share parking stalls with charging facilities, way-finding interpretative and/or educational signage, and electric wheelchair charging, as well as public amenities such as outdoor smart furniture to charge phones and devices, food kiosks, and public restrooms.

7. The mobility hub will be a major public gathering space. The purpose of the mobility hub is to provide easily accessible electric mobility options in a convenient space, coupled with public amenities. The mobility hub showcases a concept of utilizing existing space to create a public amenity that helps Portland achieve its Climate Action Plan goals and City and agency policies and objectives.
8. Policy support for examining the practicality of a mobility hub is documented. A near term opportunity exists to showcase the project and site as well. The 33rd International Electric Vehicle Symposium is scheduled to occur in Portland in June 2020 and PGE plans to have work completed in time. Policy support also exists for further examination of the functionality of the mobility hub concept beyond the completion of the symposium.
9. The site is zoned General Industrial 1 (IG1) and is located in the Central Eastside Subdistrict of the Central City Plan District.
10. The mobility hub, as described, is categorized as a Retail Sales and Service use according to Portland Zoning Code (PZC) Chapter 33.920 – Description of Use Categories. Retail Sales and Service uses are limited to 5,000 square feet of “net building area plus the exterior display and storage area” in the IG1 zone of the Central Eastside subdistrict and Central City Plan District.
11. Portland Zoning Code options for a temporary mobility hub at the site are limited. Approval of the mobility hub involves extending an allowed timeline for a temporary activity from 2 weeks until June 2021 (1 year after Portland hosts the 33rd International Electric Vehicle Symposium) and modifying other requirements for temporary activities, including base zone and Central City Plan District requirements. Another option involves processing a Comprehensive Plan Map and Zoning Map Amendment Review. This review requires a Pre-Application Conference and is overly burdensome, time consuming and costly for a short-term project.
12. Although well-supported by City policies, but limited by current Portland Zoning Code regulations, an immediate need for a Title 33 allowance for a mobility hub located at the site exists. This requires: 1) extension of PZC 33.296.030.E.3 from the allowed 2-week timeframe until June 30, 2021 for the purpose of a temporary mobility hub; 2) modification of PZC 33.296.040.A to increase the 5,000 square foot limitation for new Retail Sales and Service development to 10,000 square feet at the site found in PZC 33.510.119.C.3.a(1); 3) modification of PZC 33.296.040.A to waive the mechanical and garbage and recycling screening requirements found in PZC 33.140.235.B and C; and 4) modification of PZC 33.296.040.A to waive the landscape setback requirement for exterior display of mobility devices such as electric bicycles and scooters found in PZC 33.140.245 and Table 140-4.

NOW THEREFORE, the Council directs:

- a. PZC 33.296.030.E.3 is extended for the purpose of a PGE constructed temporary mobility hub at the defined site to continue operations until June 30, 2021. The extension is only related to a temporary mobility hub consisting of mobility options

such as electric bicycle and scooter rental and charging, on-street electric car-share parking stalls with charging facilities, and electric wheelchair charging, as well as public amenities such as outdoor smart furniture to charge phones and devices, food kiosks, and public restrooms. No other types of fairs, carnivals or major public gatherings are authorized through this ordinance.

- b. PZC 33.296.040.A is waived to allow limited new development of up to 10,000 square feet of Retail Sales and Service exterior activity area for a mobility hub found in PZC 33.510.119.C.3.a(1). PZC 33.296.040.A is modified to waive screening requirements of mechanical equipment and garbage and recycling collection related to the mobility hub found in PZC 33.140.235.B and C. PZC 33.296.040.A is modified to waive landscape setback requirements for exterior display of mobility devices such as electric bicycles and scooters found in PZC 33.140.245 and Table 140-4. These exceptions expire on June 30, 2021 and PZC 33.296.040.C is modified to address this expiration date. All other development standards for uses allowed by right in the underlying zone or required by applicable building, fire, health or safety codes apply to new development or alterations to existing development.
- c. The Bureau of Planning and Sustainability, in cooperation with the Bureau of Development Services and the Portland Bureau of Transportation, are requested to begin preliminary scoping for future updates to City code, including Title 33, that better address changing mobility needs and climate crisis demands. This includes, but is not limited to, code recognition of mobility hubs; non-vehicular mobility devices and charging options; electric vehicle charging stations, including privately-operated charging stations; and electric freight movement charging stations.

Section 2. The Council declares an emergency exists because completion of the temporary mobility hub cannot occur during current land use review timelines underscoring the need to update code related to electric vehicle mobility, renewable power objectives and carbon emission reductions; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

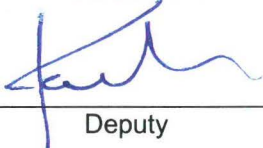
Passed by the Council: **NOV 20 2019**
 Mayor Ted Wheeler
 Prepared by: Matt Wickstrom, BDS
 Date Prepared: November 13, 2019

Mary Hull Caballero
 Auditor of the City of Portland

By 

Deputy

*Extend the allowed temporary activity timeframe for a mobility hub at SE 8th Avenue and SE Stark Street from an allowed 2 weeks and allow limited new development until June 30, 2021 (Ordinance; waive or modify requirements of 33.140 Employment and Industrial Zones, 33.296 Temporary Activities and 33.510 Central City Plan District)

<p>INTRODUCED BY Commissioner/Auditor: Mayor Ted Wheeler</p> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance & Administration - Wheeler <input checked="" type="checkbox"/></p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Hardesty</p> <p>Position 4/Safety - Eudaly</p> <p>BUREAU APPROVAL</p> <p>Bureau of Development Services <i>Rebecca Esau for R.E.</i> Rebecca Esau, Director</p> <p>Prepared by: Leanne Torgerson Date Prepared: 10/29/19</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter <i>XAK</i></p> <p>Council Meeting Date 11/13/19</p>	<p>CLERK USE: DATE FILED <u>NOV 12 2019</u></p> <p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By:  Deputy</p> <p>ACTION TAKEN:</p>
--	---

AGENDA
<p>TIME CERTAIN <input type="checkbox"/></p> <p>Start time: _____</p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input checked="" type="checkbox"/></p> <p>Total amount of time needed: 20 minutes (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	1. Fritz <input checked="" type="checkbox"/>	
2. Fish	2. Fish <input checked="" type="checkbox"/>	
3. Hardesty	3. Hardesty <input checked="" type="checkbox"/>	
4. Eudaly	4. Eudaly <input checked="" type="checkbox"/>	
Wheeler	Wheeler <input checked="" type="checkbox"/>	