

EV Technical Advisory Series

Meeting #4 Notes

June 29, 2021

Attendees: Joy Alise (Imagine Black), Anthony Bencivengo (Portland Tenants United), Bill Cunningham (BPS), Charles Funches (Portland Community Reinvestment Initiatives - PCRI), Flavio Garcia (Hacienda CDC), Robert Hayden, Jason Henry (It's All Good Energy), Masaye Hoshide (PHB), Eric Huang (Forth Mobility), Jeremy Jostrand (PCRI), Sergio Lopez (Verde), Hannah Morrison (PBOT), Knowledge Murphy (Multnomah Co), Elizabeth Turnbull (PGE)

Staff: Ingrid Fish, Marty Stockton, and Phil Nameny

Meeting Purpose: To review the Code Concepts matrix and provide opportunity for questions.

Review of Code Concepts:

Concept #1: EV ready installation use categories (as accessory vs primary use)

Concept #2: Development standards in parking and base zones chapters for EV charging

Concept #3: Mobility Hub definition and use – inter-bureau coordination anticipated between private property and right-of-way.

Concept #4: Minimum required EV ready parking spaces for new multi-dwelling and mixed-use development to exceed state building codes (allowed through pre-emption- 100% of spaces between 1 & 6 and 50% of spaces above 6). Need to work on how to address technological improvements such as smart charging that lessens the energy load requirements.

Concept #5: Minimum required EV ready parking spaces for non-residential/commercial development. Planned to match state building code requirements.

Concept #6: Floor Area Ratio bonus and structured parking – add EV charging requirement

Concept #7: Nonconforming upgrades and project cost – exempt EV infrastructure

Concept #8: EV installations at schools, rec fields or other conditional uses – ensure EV doesn't trigger a conditional use

Concept #9: Minimum vehicle parking requirements and car-share reductions – add EV charging requirement.

Concept #10: Central City parking standards and opportunity to consider EV infrastructure with short-term parking.

Concept #11: Commercial parking – ensure new commercial parking has EV ready infrastructure

Concept #12: EV ready requirements and signage – clarify signage allowances and potential for signage to allow for short-term use

Q & A during Concept Presentations

Concept #3: Bill Cunningham: If one looks out 10 years as EVs become much more prevalent, there is a concern that charging centers or mobility hubs could be as ubiquitous as gas stations.

Ingrid: The hope is that charging can be more dispersed, including charging at home, or as accessory to business parking. However, we also need to acknowledge the equity issues between renters and home owners.

Concept #3: Knowledge Murphy (through chat): Need to consider the potential for unintentional biases with the new technology, and to ensure equitable access for charging.

Concept #4: Robert Hayden: San Francisco provided standards to address smart charging so that additional spaces didn't necessarily increase panel capacity above 20% addition. This could include a mixture of additional spaces wired (10%) and others with raceway installed and the remainder with future expansion.

Concept #6: Anthony Bencivengo: Is the floor area bonus for EV ready or for EV installed?

Marty: It would be for EV ready, aligned with minimum state code requirements

Concept #6 & #4: Bill C: There may be issues with the relationship between the EV multi-dwelling requirement and the FAR bonus. Should work with BDS to avoid conflicts.

Marty: The intent is for both to apply together in those situations. The code may need to be more explicit on this.

Additional Q&A

Anthony: Appreciate the work and agree with Knowledge about having to be intentional to ensure equitable access to the features of the hub. Also, should consider ways to include other community serving features, such as device charging, restrooms, etc. Can't these be incentivized?

Answer: Some of this might not be possible within the zoning code but could be incorporated into agreements with agencies developing the hubs to encourage these benefits.

Elizabeth Turnbull: The mobility hub is appealing if it truly can be multi-modal and satisfy the needs of a variety of users. That could depend on geography. Doing a community needs assessment would help determine that variety.

Marty: The suggestion of a community needs assessment is an interesting topic and approach but may be done outside of the zoning regulations.

Eric Huang: It is important to have a needs assessment related to a mobility hub. Generally, agree with the options, but need to ensure fast charger deployment benefitting multi-unit dwellings (MUD) or multi-unit block (MUB) building user should be located for TNC drivers. Example includes the use of EV Go.

Next Steps

If people have addition comments or questions, please add them to the document and return them to us. Thanks for participating.