

EV Ready Code Project, Code Concepts, Draft of June 17, 2021

This document presents staff-proposed code concepts and related proposed Zoning Code amendments and other City titles as appropriate.

This project deals primarily with Chapter 33.266 Parking, Loading, And Transportation Parking Demand Management, but there are some proposed changes to additional chapters of Title 33:

- 33.120 Multi-Dwelling Zones
- 33.130 Commercial/ Mixed Use Zones
- 33.281 Schools and School Sites
- 33.258 Nonconforming Development
- 33.815 Conditional Uses
- 33.920 Use Categories

Updates to 33.266 are to address the required EV-ready parking amounts for Commercial Parking, and the regulations do not need to be repeated under the Central City Plan District Chapter.

Clarification of Use Categories and Development Standards

Title 33, Planning and Zoning			
Code Concept #1	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
Clarify how EV-ready installations are categorized in land use code (e.g., primary versus accessory use).	Clarifying code to acknowledge EV-ready installations that are already taking place, as of right now, the zoning code is silent on the use determination of this infrastructure.	Amend 33.920 Use Categories under accessory uses or under 33.920.220, Quick Vehicle Servicing . How to treat sites that include EV charging: <ul style="list-style-type: none"> • If EV charging is provided in a parking area that serves other uses, it will be accessory to the other uses, and not considered a separate use. • If EV charging is the only use/service on a site, and not part of a commercial parking lot, then it will be considered a Quick Vehicle Servicing use like a gas station. • This the updated Charging Location Mapping Analysis for 	

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Code Concept #2	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
<p>Add development standards (e.g., placement, signage) for voluntary EV-ready installations</p>	<p>Clarifying code to acknowledge EV-ready installations that are already taking place, as of right now, the zoning code is silent on the development standards of this infrastructure.</p>	<p>Amend 33.266.130 Development Standards for vehicle parking all other uses (also see below). New section for EV ready spaces and standards. Potential changes to 33.110.245 & 250, 33.120.250 & 280, 33.130.235 & 265, 33.140.235 & 270, and 33.150.260 & 280, related to mechanical equipment and EV chargers.</p> <p>Note that EV charging stations share many characteristics with other equipment installations like mechanical equipment or utility boxes. They will be treated similarly in many situations, but with some added flexibility in parking spaces. Potential considerations include:</p> <ul style="list-style-type: none"> • Allowing them adjacent to parking spaces within interior plazas/landscaping as long as they don't block a pedestrian path. • Allowing them within a parking space with limits (2-ft projection as an example) • Limit them from locating within the perimeter parking/setback minimums, especially if they can be placed within a parking space (see above) • Don't require them to be screened from the street or other properties (different from mechanical equipment) • Exempt them from Design overlay zone requirements • Determine if they need an exemption from sign code for any signage located on them. 	

		<p>Consider T32 (Signs) amendments such as 32.12.020 Exemptions or 32.32.030 Additional Standards to either lump EV charging w/ directional signs or create its own category, so that EV charging signage does not take away from businesses total signage.</p> <ul style="list-style-type: none"> • Need to work with BDS as they are also updating sign code. 	
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Mobility Hub Definition and Appropriate Use Category(ies)

Code Concept #3	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
<p>Define what use category a mobility hub is in accordance with the Transportation System Plan’s (TSP) New Mobility policies.</p>	<p>As directed by City Council: 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</p>	<p>If necessary, amend 33.920. Consider clarification in 33.920.400 Basic Utilities or 33.920.440 Community Service. The former includes mass transit stops, the latter park-and-ride facilities. However, as listed at left, this could just be retail sales and service (33.920.250).</p> <p>(What is a Mobility Hub?) When EV charging infrastructure is part of an overall transportation station, is it an Institutional Use category? Options:</p> <ul style="list-style-type: none"> • Basic Utility (like transit station) • Community Service (like Park & Ride) • New use category? <p>Is this a thing (i.e. a place for multi-modal access including bus, uber, BIKETOWN/rentals, scooters), or would it just be an electrified version of a gas station (see above)? Other transit stations or multi-modal hubs/park and rides have been classified as basic utility or community service uses. A facility incorporating quick vehicle charging with</p>	

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	<p>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.</p>	<p>other active transit options could be classified similarly.</p> <p>Need to address the issue of the allowed distance between modes and reflect that in the definition of mobility hub.</p> <p>BPS needs to spend more time thinking about this definition and initiate a process to examine the work that has already been done in this area and engage other bureaus, such as PBOT.</p> <p>For further staff consideration: Title 17 code changes – 17.24 Permits, 17.44 Street Obstructions, or 17.56 Public Utilities.</p>	
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New EV-Ready Requirements for Number and/or Percentage of Parking Spaces

Code Concept #4	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
<p>Multi-dwelling and mixed-use -100% spots are EV-ready for up to 6 spaces. -50% of spots for parking lots with 7 or more spaces. EV-ready requirements would include electrical capacity and conduit to support level 2 charging for the number of spaces specified above.</p>	<p>Require EV-ready requirements that exceed the newly adopted statewide HB 2180 A and reflect national trends for cities.</p> <p>Seattle for Multi-Dwelling: 100% EV-Ready up to 6 spaces, 20% for parking lots with 7+ spaces</p> <p><i>Staff comment: We like Seattle’s approach, but would want to do at least 50% for parking lots with 7+ spaces.</i></p>	<p>Amend 33.266.130 Development Standards for vehicle parking all other uses (also see above). New section state percentage of EV-ready spaces and standards.</p>	
Code Concept #5	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
<p>Commercial -20% of spots are EV-ready for parking, conduit and electrical capacity to support level 2 chargers.</p>	<p>Require EV-ready requirements that meet the newly adopted statewide HB 2180 A.</p>	<p>Amend 33.266.130 Development Standards for vehicle parking all other uses (also see above). New section state percentage of EV ready spaces and standards.</p> <p>Include commercial parking to address short-term parking in both Commercial/ Mixed Use zones as well as the Central City Plan District.</p>	

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	Commercial may include employment and industrial. Noting our stakeholder process was not designed to address these categories.		
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Voluntary Incentives or Exemptions

Code Concept #6	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
Floor Area Ratios (FAR) bonuses for EV-ready installation in structured parking	Allow for voluntary incentives	Amend 33.120.210.B and 33.130.205.B which do not count structured parking in FAR up to 0.5:1. Add condition that parking is E- ready.	
Code Concept #7	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
Non-conforming: EV infrastructure costs are not counted towards non-conforming upgrades thresholds.	Allow for voluntary incentives	Amend 33.258.070.D.2.a to add EV installation to not count toward project cost.	
Code Concept #8	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
For recreational fields for organized sports, schools and school sites, and other conditional uses, when adding EV	Allow for voluntary incentives.	Amend 33.270.030.D , 33.281.050.A.3 , and 33.815.040.B.1.d which adds EV infrastructure costs to the list of exterior improvements that are exempt for work allowed without a conditional use review. foot limit for work allowed without a conditional use review. For further staff consideration: This one and the 33.815 might be too nitpicky. Generally, this would be within a parking	

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<p>infrastructure costs to the list of exterior improvements that are exempt for work allowed without a conditional use review.</p>		<p>lot, and I don't think we get specific about exempting cabling for parking lot lighting, etc. It could open up a can of worms. We could probably stay within the allowances for alterations in these chapters, since EV infrastructure probably effects less than 2k sq ft and will meet the requirements of the code/approval.</p>	
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EV Car-share or EV Short-term Parking Options

Code Concept #9	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
<p>Areas with parking minimums: opportunity to expand car-share requirement to include electric vehicles and related EV-ready infrastructure.</p>	<p>Car-share or Short-term parking options</p>	<p>Amend 33.266.110.D.2.f. to expand car-share requirements to include electric vehicles and related EV-ready infrastructure.</p> <p>f. Car-sharing parking spaces may substitute for required parking if all of the following are met:</p> <ul style="list-style-type: none"> (1) For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by 2 spaces, up to a maximum of 25 percent of the required parking spaces; (2) The car-sharing parking spaces must be shown on the building plans; and (3) A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit. <p>For further staff consideration: Discuss whether this means just the conduit and electrical capacity or full installation of EV charger.</p>	
Code Concept #10	Reason for Change	Proposed Change	Technical Advisory Series Participant Questions and Comments
<p>Areas in Central City that require short-term parking (<4</p>	<p>Car-share or Short-term parking options</p>	<p>Review 33.510.261 Parking Built After July 9, 2018 including (I) to determine if standards for EV ready spaces should be listed. Discuss with PBOT / Central City planners</p>	

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<p>hrs.): opportunity to require EV infrastructure in those spaces for shared use.</p>		<p>Updates to 33.266 addresses the required EV-ready parking amounts for Commercial Parking, and the regulations do not need to be repeated under the Central City Plan District Chapter.</p>	
<p>Code Concept #11</p>	<p>Reason for Change</p>	<p>Proposed Change</p>	<p>Technical Advisory Series Participant Questions and Comments</p>
<p>Ensure commercial parking provide EV-ready infrastructure.</p>	<p>Car-share or Short-term parking options</p>	<p>Amend 33.266.130 Development Standards as per Code Concept #5</p>	
<p>Code Concept #12</p>	<p>Reason for Change</p>	<p>Proposed Change</p>	<p>Technical Advisory Series Participant Questions and Comments</p>
<p>City has control over signage: opportunity to use short-term limits to encourage shared EV charger turnover.</p>	<p>Car-share or Short-term parking options</p>	<p>Amend 33.266.130 Development Standards to include any required provisions within the new EV-ready parking standards</p> <p>Consider T32 (Signs) amendments such as 32.12.020 Exemptions or 32.32.030 Additional Standards to either lump EV charging w/ directional signs or create its own category, so that EV charging signage does not take away from businesses total signage.</p> <p>Need to work with BDS as they are also updating sign code.</p> <p>For further staff consideration: Discuss if this code concept is redundant developments standards already</p>	

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		addressed for commercial parking facilities.	
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