



ELECTRIC VEHICLE READY CODE PROJECT & STATE CHANGES

DRAC Meeting Update
October 20, 2022

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**PLANNING &
SUSTAINABILITY**

EV Ready Code Overview


- Background & State Building Code Amendments
- Department of Land Conservation & Development (DLCD) – Climate Friendly Rulemaking
- Portland EV-Ready Code project




Background – Local / State Direction

- Climate Emergency Work Plans / Declarations/ Strategy
- 2035 Comprehensive Plan / TSP
- HB 2180 / State Building Code
- DLCDC Climate Friendly & Equitable Communities Rulemaking

We are living in a climate emergency. It's time for Portland to act like it.



The City of Portland's 2022-2025
Climate Emergency Workplan
July 2022 Exhibit A




2017 CITY OF PORTLAND ELECTRIC VEHICLE STRATEGY

INTRODUCTION

Portland's Climate Action Plan strives to reduce carbon emissions 40 percent by 2030 and 80 percent by 2050. Land use planning and transportation policies and investments are among the most important opportunities to address climate change. In Portland, the transportation of goods and people accounts for nearly 40 percent of local carbon emissions. Shifting from gasoline and diesel to lower-carbon transportation fuels, like electricity, is a key strategy to achieving Portland's climate action goals.

Portland's approach to personal mobility prioritizes safety, health, affordability and environmental quality. The City of Portland (City) is working to create a healthy connected city that enables safe and convenient walking, biking and transit use (see Figure 1). This Electric Vehicle Strategy focuses on converting the remaining vehicles on the road to electric vehicles, which is one of many strategies the City is taking to reduce carbon emissions from the transportation sector. This strategy also seeks to maximize the benefits of air quality and affordability to low-income residents and parts of Portland that are the most dependent on private vehicles.



Portland's transportation hierarchy for people movement.

Walking
Cycling
Transit
Low-emission vehicles

Figure 1. Portland prioritizes transportation options that reduce congestion and carbon emissions.

NOVEMBER 2016 – DRAFT www.portlandoregon.gov/bps



Climate Emergency Declaration
One-Year Progress Report (Resolution No. 37494)
July 29, 2021



State Building Code

Changes due to HB 2180

- Requires 20% of parking spaces be made EV-ready (see next slide)
- Effective on 7/1/22
- Applies to parking provided for the following new development
 - Commercial buildings under privately ownership
 - Mixed-use buildings that have at least 5 dwelling units
 - Multi-dwelling buildings that have at least 5 dwelling units
- Located in OAR 918-460-0200



State Definition of “EV-Ready Infrastructure”

State’s compliance options include the following:

“Newly constructed buildings identified in section (2) are required to install electric vehicle charging station infrastructure consisting of a conduit system and at least one of the following options:

- a) Provision of building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add overcurrent devices;
- b) A designated space within a building to add electrical service with capacity for electric vehicle charging stations; or
- c) A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations.”



DLCD – Climate Friendly and Equitable Communities Rulemaking

Wide-ranging changes with EV component below

- Intended to augment State building code amendments
- Increases percentage requirement from 20% to 40% of parking spaces
- Applies higher ratio to following:
 - Mixed-use buildings that have at least 5 dwelling units
 - Multi-dwelling buildings that have at least 5 dwelling units
- Effective date 3/31/23
- Located in OAR 660-012-0410

City amendments for EV-charging

Highlights of proposal at 9/13 PSC Hearing

- Minimum EV-ready requirements for new development that has 5 or more dwelling units (50%, up to 100% for smaller parking lots)
- Development Standards for chargers and equipment
- Additional technical and clarifying amendments



City amendments for EV-charging

Next Steps

1. PSC amendments proposed 10/11
 - Allow 2-ft projection into perimeter landscaping
 - 2 technical amendments
2. PSC Vote anticipated 10/25
3. Recommended Draft and Findings released end of 2022
4. City Council Hearing 1/23
5. Hope to align with DLCDC effective date of 3/31/23





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