

# Electric Vehicle (EV) – Ready Code Project

## Exhibit A: Findings of Fact Report

January 25, 2023

Legislative amendments to the Comprehensive Plan goals, policies and map must be found to be consistent with the goals and policies of the Comprehensive Plan, Metro’s Urban Growth Management Functional Plan, the Statewide Planning Goals, and any relevant area plans adopted by City Council. (33.835.040 and 33.810.050).

The Comprehensive Plan requires that amendments to its elements, supporting documents, and implementation tools comply with the plan itself. “Comply” means that the amendments must be evaluated against the comprehensive plan’s applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole, than the existing language or designation. (Policy 1.10)

Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, and plan district where the amendment is proposed, and any plan associated with the regulations. (33.835.040)

Legislative zoning map amendments must be found to comply with the Comprehensive Plan Map with a zone change to a corresponding zone of the Comprehensive Plan Map. The change also must demonstrate that there are adequate public services capable of supporting the uses allowed by the zone. In addition, the school district(s) within which the sites are located must have adequate enrollment capacity to accommodate any projected increase in student population over the number that would result from development in the existing zone. This criterion applies only to sites that are within the David Douglas School District, which has an adopted school facility plan that has been acknowledged by the City of Portland. (33.855.050)

- 1. Finding:** The Electric Vehicle (EV) – Ready Code Project only makes text amendments to the zoning code. It does not make any changes to Comprehensive Plan goals or policies, the Comprehensive Plan map, or the zoning map.
- 2. Finding:** The City Council has identified and addressed all relevant and applicable goals and policies and zoning code purpose statements relevant and applicable to zoning code text amendments in these additional findings of fact.
- 3. Finding:** As discussed in more detail below, the City Council has considered the public testimony on this matter and has weighed all applicable goals and policies and on balance has found the Electric Vehicle (EV) – Ready Code Project amendments are consistent with the goals and policies of the Comprehensive Plan, Metro Urban Growth Management Functional Plan, Statewide Planning Goals and other relevant city plans.

## Part I. Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the Statewide Planning Goals.

**The Statewide Planning Goals that apply to Portland are:**

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resource Quality
- Goal 7 Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization
- Goal 15 Willamette River Greenway

There are approximately 560 acres of land both within Portland’s municipal boundaries and beyond the regional urban service boundary that can be classified as rural land. In 1991, as part of Ordinance 164517, the City Council took an exception to Goal 3 and 4. the agriculture and forestry goals. Because of the acknowledged exception, the following goals do not apply:

- Goal 3 Agricultural Lands
- Goal 4 Forest Lands

Other Statewide Planning Goals apply only within Oregon’s coastal zone. Since Portland is not within Oregon’s coastal zone, the following goals do not apply to this decision:

- Goal 16 Estuarine Resources
- Goal 17 Coastal Shorelands
- Goal 18 Beaches and Dunes
- Goal 19 Ocean Resources

**Goal 1. Citizen Involvement.** To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

**5. Finding:** Portland adopted a Community Involvement Program on June 15, 2016. The Community Involvement Program serves as a framework to carry out policies from Chapter 2 — Community Involvement, of the 2035 Comprehensive Plan, and applies to legislative land use and transportation projects initiated by the City. Among the commitments that the City is asked to make in the Comprehensive Plan are the following:

- To provide a wide range of opportunities for involvement in planning and investment decisions.
- To achieve greater equity in land use actions through setting priorities and making decisions with meaningful involvement of under-served and under-represented communities.

- To meaningfully involve, in decision making, those who potentially will be adversely affected by the results of those decisions.
- To provide this meaningful involvement throughout the phases of planning and investment projects - issue identification and project design through implementation, monitoring, evaluation, and enforcement.
- To provide well-designed, relevant, responsive and culturally-responsive public involvement.
- To build community capacity for meaningful participation and leadership in planning and investment decisions.

The City has an acknowledged Goal 1 program. Community involvement efforts for the EV – Ready Code Project have been conducted in accordance with that program. Therefore, the project is in compliance with Goal 1. More specific findings related to the city’s community involvement efforts are found in response to the policies in Chapter 2 of the Comprehensive Plan and are incorporated here. Therefore, the requirements of Goal 1 are met.

**Goal 2. Land Use Planning.** To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

6. **Finding:** Goal 2, as it applies to the EV – Ready Code Project amendments, requires the City to follow its established procedures for legislative amendments to the Zoning Code. The amendments comply with this goal because, as demonstrated by these findings, the amendments were developed consistent with the Statewide Planning Goals, the Metro Urban Growth Management Functional Plan, 2035 Comprehensive Plan and Portland Zoning Code, as detailed in this ordinance.

Other government agencies received notice from the 35-day DLCD notice and the City’s legislative notice. The City did not receive any requests from other government agencies to modify the EV – Ready Code Project amendments.

The City Council’s decision is based on the findings in this document, and the findings are based on the evidence presented to the Planning and Sustainability Commission and City Council that are incorporated in the record that provides the adequate factual basis for this decision. The Council legislative record specifically incorporates all materials linked on the project website, the reports, memos and presentations provided to the Planning and Sustainability Commission and City Council, the written and verbal testimony submitted to the Planning and Sustainability Commission and City Council through the MapApp, and notices sent to the public, and EV – Ready Code Project electronic box available at <https://efiles.portlandoregon.gov/record/13951412> that contains reports, documents, and information related to the project. On the Bureau of Planning and Sustainability’s website, the following link [www.portlandoregon.gov/bps/planning/ev-ready](http://www.portlandoregon.gov/bps/planning/ev-ready) provides access to a portion of the legislative record. This link was available to the public and City Council during the public hearing process. The City Council’s decision is based on the findings in this document, and the findings are based on the evidence presented to the Planning and Sustainability Commission and City Council that are incorporated in the record that provides the adequate factual basis for this decision.

**Goal 5. Open Space, Scenic and Historic Areas, and Natural Resources.** To protect natural resources and conserve scenic and historic areas and open spaces.

7. **Finding:** Goal 5 addresses open spaces, scenic resources, historic resources, and natural resources. Each category is addressed below:

**Open Spaces.** The EV – Ready Code Project does not amend the location of the City’s Open Spaces zones and does not amend the zoning code related to the use of Open Space zones. The EV – Ready Code Project amends the zoning code related to the requirement and location of electric vehicle chargers and infrastructure. In the case of a parking lot associated with a use within an Open Space zone, the amendments would clarify the locational placement of the chargers and equipment through provisions of the code that apply to parking lots. Therefore, the EV – Ready Code Project amendments are consistent with the open space elements of Goal 5.

**Scenic Resources.** The City has designated scenic resources in an adopted inventory and protects them through an overlay zone (Chapter 33.480) which address landscaping, setbacks, screening, building facades and tree removal. The EV – Ready Code Project does not change the adopted inventory or scenic overlay maps and does not amend code language specific to the Scenic overlay zone. Therefore, the EV – Ready Code Project amendments are consistent with the scenic elements of Goal 5.

**Historic Resources.** The EV – Ready Code Project does not amend the location of historic resources or the rules for designating or altering historic landmarks or contributing structures to historic districts. In the case of a parking lot associated with a historic landmark or structure in a historic district, the amendments would clarify the locational placement of the chargers and equipment. However, they would be subject to the historic review process similar to other site alterations of that size. Therefore, the EV – Ready Code Project amendments are consistent with the historic elements of Goal 5.

**Natural Resources.** The City protects natural resources by applying environmental zoning to significant natural resources that it identifies through a natural resources inventory. The EV-Ready Code Project does not change the adopted inventory or the Environmental overlay maps, and does not amend code language specific to the Environmental overlay zone. Therefore, the EV – Ready Code Project amendments are consistent with the natural resource elements of Goal 5.

**Generally.** As noted below in the findings for the 2035 Comprehensive Plan, the EV – Ready Code Project amendments are consistent with the goals and policies of Chapter 4 (Design and Development, including Historic and Cultural Resources) and Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the amendments are consistent with the requirements of Statewide Planning Goal 5.

**Goal 6. Air, Water, and Land Resource Quality.** To maintain and improve the quality of the air, water, and land resources of the state.

8. **Finding:** Goal 6 requires the maintenance and improvement of the quality of air, water, and land resources. The State has not yet adopted administrative rules for complying with Statewide Planning Goal 6. The City is in compliance with federal and state environmental standards and statutes, including the federal Clean Water Act and Clean Air Act. Existing City regulations including Title 10 (Erosion Control), the Stormwater Management Manual and for the Environmental overlay zones will remain in effect and are applicable to future development. These other regulations are generally the mechanism used to assure compliance with this goal. However, these amendments provide opportunities for greater use of electric vehicles which can reduce air emissions compared to internal combustion engines. State policies are in place for energy generation to be 100% renewable by 2040, so that EV charging will not generate fossil fuel

emissions. This will support air quality in the city. Also, as noted below in the findings for the 2035 Comprehensive Plan, the EV – Ready Code Project amendments are consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the amendments are consistent with the requirements of Statewide Planning Goal 6.

**Goal 7, Areas Subject to Natural Disasters and Hazards.** To protect people and property from natural hazards.

9. **Finding:** The State has not yet adopted specific requirements for complying with Statewide Planning Goal 7. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, included a development constraint analysis that identified parts of Portland that are subject to natural hazards. The City of Portland used several sources of information in its Comprehensive Plan to identify potential hazards:
- Special flood hazard area (Land area covered by the floodwaters of the base flood, as shown on the Federal Emergency Management Agency (FEMA) maps in effect on November 26, 2010);
  - Floodway (The active flowing channel during a flood, as designated on the flood maps adopted under authority of Title 24 of the Portland City Code);
  - 1996 Flood Inundation area (A record peak flow in February of 1996 caused the Willamette River and its major tributaries to flood. This map was created to delineate the inundated areas near the mainstem and major tributaries of the Willamette River);
  - Potential Rapidly Moving Landslide Hazard Zones (as shown in the DOGAMI IMS-22 publication); and
  - Deep landslide—High Susceptibility or Landslide Deposit or Scarp as shown in the DOGAMI IMS-57 publication.

The EV – Ready Code Project amendments will not expose people to additional hazard because the code changes do not include amendments to any programs or regulations that implement floodplain or landslide hazard policies.

The EV – Ready Code Project amendments are also consistent with this goal because City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title 24), as well as the environmental overlay zones are unchanged and ensure any new development will be done in a way to protect people and property from hazards.

As noted below in the findings for the 2035 Comprehensive Plan, the EV – Ready Code Project amendments are consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the amendments are consistent with the requirements of Statewide Planning Goal 7.

**Goal 8. Recreational Needs.** To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

10. **Finding:** Goal 8 focuses on the provision of destination resorts. However, it does impose a general obligation on the City to plan for meeting its residents' recreational needs: "(1) in coordination

with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements.”

Goal 8 provides that “Recreation Needs -- refers to existing and future demand by citizens and visitors for recreations areas, facilities and opportunities.” Goal 8 also provides that “Recreation Areas, Facilities and Opportunities -- provide for human development and enrichment, and include but are not limited to: open space and scenic landscapes; recreational lands; history, archaeology and natural science resources; scenic roads and travelers; sports and cultural events; camping, picnicking and recreational lodging; tourist facilities and accommodations; trails; waterway use facilities; hunting; angling; winter sports; mineral resources; active and passive games and activities.”

The City of Portland has a robust and diverse system of parks, recreation areas and open spaces. The City’s Parks 2020 Vision documents the City’s long-term plan to provide a wide variety of high-quality park and recreation services and opportunities for all residents.

The EV – Ready Code Project amendments do not impact that existing vision nor do they affect any land designated as open space.

As noted below in the findings for the 2035 Comprehensive Plan, the EV – Ready Code Project amendments are consistent with the goals and policies of Chapter 8 (Public Facilities and Services) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the amendments are consistent with the requirements of Statewide Planning Goal 8.

**Goal 9. Economic Development.** To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.

**11. Finding:** Goal 9 requires cities to consider economic activities vital to the health, welfare, and prosperity of Oregon's citizens. Comprehensive plans for urban areas are required to include, among other things: an analysis of economic patterns, potentialities, strengths, and deficiencies; policies concerning economic development; and land use maps that provide for at least an adequate supply of sites for a variety of industrial and commercial uses.

The 2035 Comprehensive Plan demonstrates compliance with Goal 9. Land needs for a variety of industrial and commercial uses are identified in the Economic Opportunities Analysis (EOA), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017.

The City’s acknowledged EOA analyzed and demonstrated adequate growth capacity for a diverse range of employment uses. The EV – Ready Code Project does not reduce the supply of employment land because no land is being removed from the City’s employment land base, and no new permanent nonindustrial uses are being allowed within industrial zones.

As noted below in the findings for the 2035 Comprehensive Plan, the EV – Ready Code Project amendments are consistent with the goals and policies of Chapter 6 (Economic Development) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the amendments are consistent with the requirements of Statewide Planning Goal 9.

**Goal 10. Housing.** To provide for the housing needs of citizens of the state.

**12. Finding:** Goal 10 specifies that each city must plan for and accommodate needed housing types. As used in ORS 197.307 “needed housing” means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing

within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes. Needed housing includes attached and detached single-family housing and multiple family housing for both owner and renter occupancy; government assisted housing, mobile home or manufactured dwelling parks; manufactured homes on individual lots; and housing for farmworkers.

Goal 10 requires each city to inventory its buildable residential lands, forecast future needs, and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Goal 10 and its implementing administrative rules contain the following specific requirements:

1. Identify future housing needs by amount, type, tenure and affordability;
2. Maintain a residential Buildable Lands Inventory (BLI) with sufficient land to meet identified needs;
3. Adopt land use maps, public facility plans and policies to accommodate needed housing (housing capacity, as well as type, tenure and affordability);
4. Meet minimum density and housing mix requirements (including the Metropolitan Housing Rule);
5. Adopt clear and objective standards for needed housing.

The adopted 2035 Comprehensive Plan conducted city-wide analysis to demonstrate compliance with Goal 10. The City's Housing Needs Analysis, which was adopted (Ordinance 185657) and acknowledged by LCDC on June 11, 2014, consists of five distinct reports that analyzed the state of housing supply, housing affordability issues and the City's ability to meet projected housing demand. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, identified the supply of land available to provide this needed housing. Supporting documents adopted with the acknowledged 2035 Comprehensive Plan (Ordinance 187832) established that the residential housing capacity of the unconstrained vacant and underutilized parcels in Portland is approximately 169,000 units. This is much more than the estimated 20-year need of 123,000 housing units by 2035. Portland has a surplus of housing capacity.

Goal 10 mandates that local jurisdictions ensure adequate capacity, and provides a “floor” for such measure, but does not restrict or prevent jurisdictions from increasing housing capacity above a set “ceiling”. In other words, just because the City has shown that it meets the number of requisite units to accommodate the forecast growth, Goal 10 does not prevent the City from increasing the capacity, and especially so when such increases help improve the housing target performance in other areas of the goal (type, tenure and affordability).

The EV – Ready Code Project amendments are consistent with Goal 10 in that they do not impact the underlying zoning that dictates the number of dwelling units or floor area that is allowed within each zone or plan district. The EV – Ready Code Project amendments increase opportunities for EV vehicle charging in the future when parking spaces are provided for mixed-use and multi-dwelling developments, but does not impact the number of units allowed.

As noted below in the findings for the 2035 Comprehensive Plan, the EV – Ready Code Project amendments are consistent with the goals and policies of Chapter 5 (Housing) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the amendments are consistent with the requirements of Statewide Planning Goal 10.

**Goal 11. Public Facilities and Services.** To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

- 13. Finding:** Statewide Planning Goal 11, Public Facilities, requires cities to adopt and update public facilities plans. Public facilities plans ensure that urban development is guided and supported by types and levels of water, sewer and transportation facilities appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement.

The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Statewide Planning Goal 11.

Findings addressing water, sanitary sewage disposal, stormwater management, and school district capacity are found in findings in response to Comprehensive Plan Chapter 8 policies. Findings addressing transportation systems are in response to Chapter 9 policies. The findings in response to those goals and policies are incorporated by reference. Therefore, as described in these findings, the EV – Ready Code Project amendments are consistent with the requirements of Statewide Planning Goal 11.

**Goal 12. Transportation.** To provide and encourage a safe, convenient and economic transportation system.

- 14. Finding:** This goal requires Portland to adopt a Transportation System Plan (TSP) that supports safe, convenient and economical movement of people and goods, and supports a pattern of travel that will avoid air pollution, traffic and livability problems. Parts, but not all, of the City’s TSP have to be adopted as part of the Comprehensive Plan.

All cities are required to provide safe and convenient motor vehicle, pedestrian and bicycle travel on a well-connected network of streets. Larger cities are required to provide for transit service and to promote more efficient performance of existing transportation facilities through transportation system management and demand management measures.

Goal 12 rules require coordination with the state and regional transportation plans (such as the Oregon Highway Plan and the Regional Transportation Plan), and with other transportation providers. OAR 660-012-0060 states that if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would have a significant negative impact on an existing or planned transportation facility, then the local government must take mitigating action, balance the impacts with benefits for other modes or plan for additional facilities to accommodate the expected impact. Generally, a jurisdiction cannot take action that significantly increases traffic on a facility that is failing to meet state, regional, or local mobility standards.

The EV – Ready Code Project does not amend the City’s TSP or change any capital plans for street improvements. The amendments comply with the Climate Friend and Equitable Communities (CFEC) rulemaking, adopted in 2022 through OAR 660-012-0410, providing requirements for electric vehicle charging. The requirements include the provision that at least 40% of parking spaces for new multi-dwelling and mixed-use development that includes at least 5 units. The EV – Ready Code Project supplements these provisions by requiring that these projects provide electric vehicle charging infrastructure for at least 50% of the parking spaces provided for the dwelling

units. Percentage requirements increase for smaller parking lots and reach 100% of new parking spaces if 6 or fewer spaces are provided. This meets and exceeds the provisions dictated in the CFEC rules and acknowledges the increased need for electric vehicle infrastructure in new development in Portland. In addition, the amendments provide the infrastructure so that vehicles can transition to a renewable fuel source from a fossil fuel reliance, reducing impacts from air pollution. The Pacific Northwest’s energy grid includes renewable sources such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040.

As noted above and in the findings for the 2035 Comprehensive Plan, the EV – Ready Code Project amendments are consistent with the goals and policies of Chapter 9 (Transportation) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the amendments are consistent with the requirements of Statewide Planning Goal 12.

**Goal 13. Energy Conservation.** To conserve energy.

- 15. Finding:** The State has not adopted specific rules for complying with Statewide Planning Goal 13. Goal 13 generally requires that land use plans contribute to energy conservation.

The EV – Ready Code Project amendments support this goal by adopting and supplementing the state rules requiring a higher percentage of new parking spaces include the infrastructure for electric vehicle charging. Using electricity as a substitute for fossil fuels provides the opportunity to use renewable resources for fossil fuels in powering the vehicle, minimizing the depletion of non-renewable fuel sources. The Pacific Northwest’s energy grid includes renewable sources such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040.

**Goal 14. Urbanization.** To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

- 16. Finding:** Metro exercises Goal 14 obligations on behalf of Portland and other cities within the Metropolitan region. Metro has adopted an Urban Growth Management Functional Plan and compliance with this plan by constituent cities assures compliance with Goal 14, which is discussed in Part II of this document and those findings are incorporated by reference.

The EV – Ready Code Project amendments do not change any zoning or urbanization boundaries, nor do they change any maps or regulations related to residential or employment densities. The amendments do support changes to the state rules in OAR 660-012-0410 which provide opportunities for electric vehicle charging infrastructure to provide for livable communities..

Therefore, the EV – Ready Code Project amendments are consistent with the requirements of Statewide Planning Goal 14.

**Goal 15. Willamette River Greenway.** To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

- 17. Finding:** Statewide Planning Goal 15 requires cities to adopt local greenway plans, along with criteria for new development, new uses, and the increase of uses along the river. The City implements Statewide Planning Goal 15 through application of the Greenway and River overlay zones.

The EV – Ready Code Project amendments do not affect the Greenway or River overlay zones regulations. Therefore, the amendments are consistent with Statewide Planning Goal 15.

## Part II. Metro Urban Growth Management Functional Plan

Under ORS 268.380 and its Charter, Metro has the authority to adopt regional plans and require city and county comprehensive plans to comply with the regional plan. Metro adopted its Urban Growth Management Functional Plan under this authority.

In Metro’s June 2011 update to its 2010 compliance report Metro found, “The City of Portland is in compliance with all Urban Growth Management Functional Plan requirements in effect on December 15, 2010, except for Title 13, Nature in Neighborhoods. On January 16, 2013 the City received a letter from Metro stating that Portland had achieved compliance with Title 13.

**Title 1. Housing Capacity**

**Title 2. Regional Parking Policy.** (Repealed Ord. 10-1241B, Sec. 6, 1997)

**Title 3. Water Quality and Flood Management.**

**Title 4. Industrial and Other Employment Areas.**

**Title 5. Neighboring Cities** (Repealed Ord. 10-1238A, Sec. 4, 1997)

**Title 6. Centers, Corridors, Station Communities and Main Streets.**

**Title 7. Housing Choice.**

**Title 8. Compliance Procedures.**

**Title 9. Performance Measures.** (repealed Ord. 10-1244B, Sec. 8, 2010)

**Title 10. Functional Plan Definitions.**

**Title 11. Planning for New Urban Areas.**

**Title 12. Protection of Residential Neighborhoods.**

**Title 13. Nature in Neighborhoods.**

**Title 14. Urban Growth Management Plan.**

**Title 1. Housing Capacity.** The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity, especially in centers, corridors, main streets, and station communities, except as provided in section 3.07.120.

**18. Finding:** As discussed above in Part 1, Goal 10, the EV – Ready Code Project amendments do not change the allowable housing capacity within the city. Nor does the EV – Ready Code Project impact the underlying zoning that dictates the number of dwelling units or the amount of floor area that is allowed within each base zone or plan district. The EV – Ready Code Project amendments increase opportunities for EV vehicle charging in the future when parking spaces are provided for mixed-use and multi-dwelling developments, but does not impact the number of units allowed. This provides opportunities for EV charging in developments that may not have ability to add the infrastructure once built. Therefore, the amendments are consistent with the applicable requirements of Metro Title 1.

**Title 2. Regional Parking Policy.** (Repealed Ord. 10-1241B, Sec. 6, 1997)

**Title 3. Water Quality and Flood Management.** To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

- 19. Finding:** Title 3 calls for the protection of the beneficial water uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. The City implements zoning regulations (Title 33.430, 33.440, 33.465, 33.475, 33.510, 33.515, 33.537, 33.563, 33.631, 33.640), as well as erosion control and balanced cut-and-fill standards (Title 10 and Title 24). Metro has found the City to be in substantial compliance with Title 3. This ordinance does not affect any of these overlays or regulations. Therefore, the amendments are consistent with the applicable requirements of Metro Title 3.

**Title 4. Industrial and Other Employment Areas.** The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

- 20. Finding:** The purpose of Title 4 is to maintain a regional supply of existing industrial and employment land by limiting competing uses for this land. Metro has not adopted a Statewide Planning Goal 9 economic opportunities analysis for the region, so Title 4 is not based on an assessment of the land needed for various employment types, nor do the Title 4 maps necessarily depict lands most suitable to accommodate future job growth. Rather, Title 4 seeks to protect the manufacturing, warehousing, and distribution of goods within three types of mapped areas by limiting competing uses. These three areas are Regionally Significant Industrial Areas (RSIAs), Industrial Areas, and Employment Areas.

As discussed under Part I, Goal 9, the City's acknowledged EOA analyzed and demonstrated adequate growth capacity for a diverse range of employment uses. The EV – Ready Code Project amendments do not reduce the supply of employment land because no land is being removed from the City's employment land base, and no new permanent nonindustrial uses are being allowed within industrial zones.

Therefore, the EV – Ready Code Project amendments are consistent with the requirements of Metro Title 4.

**Title 5. Neighboring Cities** (Repealed Ord. 10-1238A, Sec. 4, 1997)

**Title 6. Centers, Corridors, Station Communities and Main Streets.** The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

- 21. Finding:** Title 6 establishes eligibility criteria for certain regional investments, and the use of more flexible trip generation assumptions when evaluating transportation impacts. Title 6 also contains aspirational activity level targets for different Metro 2040 place types. This title is incentive-based,

so these findings simply serve to document intent. There are no specific mandatory compliance standards in Title 6 that apply to this ordinance.

Metro has designated the areas that may qualify for these regional incentives, including transit stations, the Central City, Gateway regional center, along with Hollywood, Hillsdale, Raleigh Hills, West Portland, Lents, and St. Johns town centers. The EV – Ready Code Project amendments do not impact the amount of regional investments anticipate for Portland’s Centers and Corridors. However, it supports the concept by providing infrastructure for EV chargers in new parking lots and requires that new carpool parking within the Central City include EV charging infrastructure at a rate similar to other commercial buildings. Therefore, the amendments are consistent with the applicable requirements of Metro Title 6.

**Title 7. Housing Choice.** The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

**22. Finding:** Title 7 addresses housing choice. Metro adopted voluntary affordable housing goals for each city and county in the region for the years 2001 to 2006, but never updated them. Therefore, Title 7 does not apply. Nevertheless, the recently adopted *2035 Comprehensive Plan* includes city-wide affordable housing production goals that greatly exceed those adopted by the outdated Title 7 (Ordinance 178832). In addition, the zoning code includes inclusionary housing regulations within Chapter 33.245 that require affordable housing for buildings with more than 20 units. The EV – Ready Code Project amendments do not impact current affordable housing requirements.

**Title 8. Compliance Procedures.** Title 8 addresses compliance procedures and establishes a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements. An amendment to a city or county comprehensive plan or land use regulation shall be deemed to comply with the functional plan upon the expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon the final decision on appeal. Once the amendment is deemed to comply, the functional plan requirement shall no longer apply to land use decisions made in conformance with the amendment. A city or county proposing an amendment to a comprehensive plan or land use regulation shall submit the proposed amendment to Metro at least 35 days prior to the first evidentiary hearing on the amendment.

**23. Finding:** Required notice was provided to Metro more than 35 days before the first evidentiary hearing on September 13, 2022. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*. These findings meet this requirement. All applicable requirements of Title 8 have been met.

**Title 9. Performance Measures.** (repealed Ord. 10-1244B, Sec. 8, 2010)

**Title 10. Functional Plan Definitions.** Title 10 contains definitions.

**24. Finding:** When 2035 Comprehensive Plan uses a term found in Title 10 either the term has the same meaning found in Title 10, or the difference is explained. The EV – Ready Code Project amendments do not change any definitions in the 2035 Comprehensive Plan that are also found in Title 10. All applicable requirements of Title 10 requirements have been met.

**Title 11. Planning for New Urban Areas.** The purpose of Title 11 to guide long range planning for urban reserves and areas added to the UGB. It also provides interim protection for areas added to the UGB

until city or county amendments to land use regulations to allow urbanization to become applicable to the areas.

**25. Finding:** The amendments do not add areas to the UGB. Therefore, this Title is not applicable.

**Title 12. Protection of Residential Neighborhoods.** Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region’s residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services.

In order to protect these areas, Metro shall not require any city or county to authorize an increase in the residential density of a single-family neighborhood in an area mapped solely as Neighborhood. In addition, specific limits on access to commercial services are applied to commercial uses within designated neighborhood centers in order to reduce air pollution and traffic congestion. This Title also calls on Cities to establish a level of service standard for parks and greenspaces that calls for a park facility within a specified distance of all residences.

**26. Finding:** Title 12 largely restricts Metro’s authority to plan and regulate density in single-family neighborhoods. The EV – Ready Code Project amendments were originated by the City’s legislative process, respond to locally identified needs while meeting recent state rulemaking, and are not at the direction of Metro. The EV – Ready Code Project amendments establish minimum requirements to provide electric vehicle (EV) infrastructure for new mixed-use and multi-dwelling projects of at least 5 dwelling units that provide parking. The amendments also establish development standards for locating EV chargers and accessory equipment. The EV – Ready Code Project changes do not include amendments to neighborhood center designations or commercial use limits. The City has already established a goal in its Parks 2020 Vision of providing a basic, developed Neighborhood Park facility within a half mile of every Portland resident, and a Community Park within a mile of every resident. Therefore, these amendments comply with Title 12.

**Title 13. Nature in Neighborhoods.** The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams’ headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

**27. Finding:** Title 13 is expressly intended to provide a minimum baseline level of protection for identified Habitat Conservation Areas. Local jurisdictions may achieve substantial compliance with Title 13 using regulatory and/or non-regulatory tools. The City of Portland implements Title 13 through its adopted Natural Resources Inventory (NRI) and environmental overlay zone protection measures, which Metro has found to be in substantial compliance with Title 13.

The EV – Ready Code Project amendments do not amend the NRI, the environmental overlay zone map or the regulations that implement these zones. Therefore, the amendments are consistent with the applicable requirements of Title 13.

**Title 14. Urban Growth Management Plan.** Title 14 addresses the regional urban growth boundary.

**28. Finding:** The EV – Code Ready Project does not amend the current regional urban growth boundary. This Title does not apply.

## Summary, Urban Growth Management Functional Plan Findings

- 29. Finding:** The Metro Title 10 definition of comply or compliance means “substantial” rather than absolute compliance. “Substantial compliance” means city comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.

For the facts and reasons stated above this ordinance substantially complies with all Urban Growth Management Functional Plan requirements applicable to the EV – Ready Code Project amendments.

## Part III. Portland’s Comprehensive Plan

Portland’s 2035 Comprehensive Plan was adopted as part of Task Four of Periodic Review. Task Four was adopted by Ordinance No. 187832 on June 15, 2016. The 2035 Comprehensive Plan was amended as part of Task Five of Periodic Review, which was adopted by Ordinance No. 188177 on December 21, 2016. Both ordinances were made effective on May 24, 2018 by Ordinance No. 188695, and both Tasks Four and Five were approved by LCDC Order 18 – WKTSK – 001897 on August 8, 2018.

- 30. Finding:** The City Council has identified the following guiding principles, goals and policies to be applicable to the EV – Ready Code Project.

### Guiding Principles

The 2035 Comprehensive Plan adopted five “guiding principles” in addition to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall policy framework of the plan. While the policies in the Comprehensive Plan effectively ensure that the guiding principles are met, the findings below further demonstrate that in addition to meeting those specific policies on balance, the EV – Ready Code Project amendments are consistent with these guiding principles as described below.

**Economic Prosperity.** Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

- 31. Finding:** This guiding principle asserts prosperity is about more than job growth. It also is about having a resilient regional economy, thriving local businesses and growth in living-wage jobs. It is also prosperity shared by Portland households. The 2035 Comprehensive Plan measures household prosperity in terms of a “self-sufficiency index” of what income is needed to meet basic household needs – costs of housing, childcare, food, healthcare and transportation.

The most significant contributions of the EV – Ready Code Project amendments to this principle are by supporting low-carbon transportation options such as electric vehicle ownership for people that reside in multi-dwelling housing and mixed-use development with five or more units. Transportation is the second highest household cost. Per the Energy Sage webpage in 2021, the average cost to operate an EV in the United States is \$485 per year, while the average for a gasoline-powered vehicle is \$1,117. The exact price difference can depend on gas and electric rates where you live. The amendments support lower-cost and climate-friendly transportation options, which can provide tangible economic benefits to individuals and households across Portland.

Therefore, the amendments are consistent with the economic prosperity guiding principle. See also findings for relevant policies in Chapters 5 and 6.

**Human Health.** Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

- 32. Finding:** The EV – Ready Code Project advances this principle by supporting the use of electric vehicles as a form of transportation. Expanding the use of electric vehicles in large metropolitan areas could reduce health harms from tailpipe emissions, which contain nitrogen dioxide (NO<sub>2</sub>), fine particulate matter (PM<sub>2.5</sub>) and other harmful compounds. BIPOC and low-income communities are disproportionately exposed to poor air quality due to lower income housing often being located near highways and busy roads. This project helps facilitate vehicle electrification by requiring EV-Ready conduit and greater access to charging in new development. Further vehicle electrification is an opportunity to achieve large public health benefits.

Therefore, the amendments are consistent with the human health guiding principle.

**Environmental Health.** Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland’s air, water and land.

- 33. Finding:** Council finds that this guiding principle requires the Council, when taking actions that implement the Comprehensive Plan, to not overlook the importance of including space for the health of natural resources and the ecosystem in the design and development of the city. This space can be in parks, streams, natural areas, along streets as well as on sites with development. The best performance occurs when the supply and design of these different types of spaces create, or “weave”, intentional or ad-hoc pathways for wildlife through the city.

The EV – Ready Code Project amendments do not impact the regulations related to open space and natural resource preservation. However, the project is consistent with this principle by increasing the supply of EV-ready parking, which supports EV use, a low-carbon transportation option to fossil fuels. Climate change threatens not just Oregon’s natural treasures, but also Portlanders’ jobs and health. Forty-three percent of all local carbon emissions come from transportation sources. Utilizing vehicle electrification (fuel-shifting) is one of the key strategies to reduce carbon emissions from the transportation sector.

**Equity.** Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

- 34. Finding:** The 2035 Comprehensive Plan describes resilience as “reducing the vulnerability of our neighborhoods, businesses, and built and natural infrastructure to withstand challenges – environmental, economic and social – that may result from major hazardous events.”

The EV – Ready Code Project establishes standards for EV charging access that consider the needs of people with different tenure, income, abilities and by requiring EV-ready parking in new mixed-use and multi-dwelling development with at least 5 units that provide parking. Additionally, the standards are based on considerable feedback and engagement with a wide variety of stakeholders, including residents of multi-dwelling buildings, affordable housing developers, community-based organizations, and the Portland Housing Bureau. The project worked to balance

the City goals of providing more affordable housing and supporting affordable, environmentally friendly transportation options.

Currently, most EV owners are higher income single-family homeowners that can install a private, dedicated charger at home, while many LMI and BIPOC households face challenges in attaining the resources needed to benefit from the cost savings associated with EVs and participate in the clean energy transition as a result of structural and institutional racism. Without targeted interventions, these groups are at risk of remaining locked out of the EV transition, and the economic benefits that can be derived; additionally, ambitious climate targets and EV deployment goals will not be achieved/realized unless EVs are accessible to more households.

Additionally, renters who do own EVs may be limited in future housing choices based on proximity to EV charging. This is particularly problematic for renters because they tend to move more frequently than homeowners. Targeted action is also needed to ensure that structural and distributional inequities are corrected as communities transition to cleaner technologies. By focusing on the renter population, this project seeks to expand access to EV charging for these traditionally underserved communities.

Portland’s proposed EV-Ready requirements will facilitate access to EV charging infrastructure for residents of multi-dwelling units to ensure that the EV-related infrastructure, which is expensive to add after construction, is distributed equitably among new construction residential projects. These code updates will future-proof buildings that are anticipated to be around for the next 50-80 years. Recognizing that on-site parking can be a limited resource, our amendments require a higher percentage of EV-ready spaces for smaller residential parking areas which could allow for the potential to share the charging facility and unbundle the parking spaces from the unit.

Therefore, the amendments are consistent with the equity guiding principle.

**Resilience.** Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

**35. Finding:** The EV – Ready Code Project activates the requirement to have an increase in EV-ready access for new development to enable quicker EV adoption as demand rises—the kind of accelerated adoption that encourages those in the car market to shift from fuel-powered to EV sales as well as the use of low-carbon transportation options. Fundamentally, the number of private vehicles must decrease, the distance travelled must shrink, and alternative forms of electric transport (including electric buses, electric-scooters and electric bikes) must substitute for car trips. Making the city more attractive for walking and cycling is also an important strategy to reduce carbon from the transportation sector and to develop a low-carbon, resilient infrastructure system for Portland. Yet, for those that choose or must drive, shifting to electric vehicles is a necessary part of the transition. To mitigate climate change, an increasing number of governors are mandating a phase-out of gas-powered vehicle sales. The vehicle market is also trending towards producing more efficient vehicles. EV charging infrastructure is currently needed to fuel existing vehicles and will become even more important in the next three to five years and beyond.

Therefore, the amendments are consistent with the resilience guiding principle.

## Chapter 1: The Plan

**Goal 1.A: Multiple goals.** Portland’s Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

**36. Finding:** As noted above, the EV – Ready Code Project amendments are consistent with the guiding principles of the Comprehensive Plan. As part of an integrated approach to meet multiple goals, the City Council has considered, weighed and balanced applicable policies, as described on page HTU-5 of the Comprehensive Plan, to determine that this ordinance on the whole complies with the Comprehensive Plan. As described below, the City Council’s decision to adopt the EV – Ready Code Project amendments has considered the multiple goals of the Comprehensive Plan, including the guiding principles, to determine that the adoption of this ordinance will ensure that Portland is prosperous, healthy, equitable, and resilient. Therefore, this goal is met.

**Goal 1.B: Regional partnership.** Portland’s Comprehensive Plan acknowledges Portland’s role within the region, and it is coordinated with the policies of governmental partners.

**37. Finding:** The findings show how the amendments are consistent with Metro’s Urban Growth Management Functional Plan and the Statewide Planning Goals, including Goal 2 which requires coordination. Metro, TriMet, and other state agencies received notice of the proposed amendments from the 35-day DLCDD notice and the City’s legislative notice. Therefore, this goal is met.

**Goal 1.C: A well-functioning plan.** Portland’s Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

**38. Finding:** The City Council defines “effective” as being successful in producing a desired or intended result. The desired or intended result is embodied in the Guiding Principles and goals and policies of the Comprehensive Plan. These findings demonstrate how the EV – Ready Code Project amendments are consistent with the Comprehensive Plan, including advancing multiple goals. These changes represent updating regulatory implementation tools that respond to community needs and identified problems, especially in developing a minimum standard requirement for providing electric vehicle infrastructure. Access to electric chargers has been shown to be a community need that is anticipated to grow in the future. Providing the infrastructure for the chargers at the time of new development is a cost-effective way to provide the infrastructure. Therefore, this goal is met.

**Goal 1.D: Implementation tools.** Portland’s Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public’s current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

**39. Finding:** The EV – Ready Code Project provides a regulatory requirement to ensure that electric vehicle conduit infrastructure is installed in new mixed-use and multi-dwelling development that includes at least 5 dwelling units and provides on site parking. These regulations comply with Comprehensive Plan objectives as shown below and also augment state rules implemented in 2022. The City Council defines “flexibility” as a capability to adapt to new, different, or changing requirements. The standards created to guide the placement of EV chargers and equipment

provide clear and objective standards while balancing placement flexibility with perimeter landscaping needs by allowing chargers and equipment to locate partially in perimeter landscaping without a land use review. Therefore, this goal is met.

**Goal 1.E: Administration.** Portland’s Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.

**40. Finding:** As noted above, the findings show how the amendments are consistent with the guiding principles of the 2035 Comprehensive Plan. The findings additionally show how the amendments are consistent with the Urban Growth Management Functional Plan, and the Statewide Planning Goals, including state changes made to the Oregon Administrative Rules as part of the State’s Climate Friendly and Equitable Communities Rulemaking. Metro, TriMet, and other state agencies received notice of the proposed EV – Ready Code Project amendments from the 35-day DLCD notice and the City’s legislative notice. Therefore, this goal is met.

## The Comprehensive Plan

**Policy 1.1. Comprehensive Plan elements.** Maintain a Comprehensive Plan that includes these elements:

- **Vision and Guiding Principles.** The Vision is a statement of where the City aspires to be in 2035. The Guiding Principles call for decisions that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.
- **Goals and policies.** The goals and policies of the Comprehensive Plan, including the Urban Design Framework, provide the long-range planning direction for the development and redevelopment of the city.
- **Comprehensive Plan Map.** The Comprehensive Plan Map is the official long-range planning guide for spatially defining the desired land uses and development in Portland. The Comprehensive Plan Map is a series of maps, which together show the boundaries of municipal incorporation, the Urban Service Boundary, land use designations, and the recognized boundaries of the Central City, Gateway regional center, town centers, and neighborhood centers.
- **List of Significant Projects.** The List of Significant Projects identifies the public facility projects needed to serve designated land uses through 2035 including expected new housing and jobs. It is based on the framework provided by a supporting Public Facilities Plan (PFP). The Citywide Systems Plan (CSP) is the City’s public facilities plan. The Transportation System Plan (TSP) includes the transportation-related list of significant projects. The list element of the TSP is also an element of the Comprehensive Plan.
- **Transportation policies, street classifications, and street plans.** The policies, street classifications, and street plan maps contained in the Transportation System Plan (TSP) are an element of the Comprehensive Plan. Other parts of the TSP function as a supporting document, as described in Policy 1.2.

**41. Finding:** The EV – Ready Code Project amendments do not change the structure of these plan elements. This policy does not apply.

## Supporting Documents

**Policy 1.2. Comprehensive Plan supporting documents.** Maintain and periodically update the following

Comprehensive Plan supporting documents.

1. **Inventories and analyses.** The following inventories and analyses are supporting documents to the Comprehensive Plan:
    - Economic Opportunities Analysis (EOA)
    - Buildable Lands Inventory (BLI)
    - Natural Resource Inventory (NRI)
    - Housing Needs Analysis (HNA)
  2. **Public Facilities Plan.** The Public Facilities Plan (PFP) is a coordinated plan for the provision of urban public facilities and services within Portland’s Urban Services Boundary. The Citywide Systems Plan (CSP) is the City’s public facilities plan.
  3. **Transportation System Plan (TSP).** The TSP is the detailed long-range plan to guide transportation system functions and investments. The TSP ensures that new development and allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The TSP includes a financial plan to identify revenue sources for planned transportation facilities included on the List of Significant Projects. The TSP is the transportation element of the Public Facilities Plan. Certain components of the TSP are elements of the Comprehensive Plan. *See Policy 1.1.*
  4. **School Facility Plans.** School facility plans that were developed in consultation with the City, adopted by school districts serving the City, and that meet the requirements of ORS 195 are considered supporting documents to the Comprehensive Plan.
42. **Finding:** The EV – Ready Code Project does not change or update any of the above documents. The amendments support the Transportation System Plan by providing opportunities for electric vehicle charging which will help prioritize electric vehicles over fossil-fueled vehicles.

### Implementation tools

**Policy 1.3. Implementation tools subject to the Comprehensive Plan.** Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan. *Implementation tools include those identified in policies 1.4 through 1.9.*

43. **Finding:** The EV – Ready Code Project amendments maintain and amend the Comprehensive Plan implementation tools as described below in Policies 1.4 through 1.9. Consistency with the comprehensive policies and guiding principles for relevant amendments are demonstrated elsewhere in these findings.

**Policy 1.4. Zoning Code.** Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

44. **Finding:** Title 33 is the adopted and effective zoning code tool for the city. The EV – Ready Code Project amendments create zoning code regulations that address the need to comply with state rules for providing EV infrastructure, including increasing the number of EV – Ready parking spaces through a process involving land use. The amendments also provide clarifying zoning standards for how EV chargers and equipment are reviewed through the code, eliminating uncertainty over their installation. Consistency with the comprehensive policies and guiding principles are demonstrated elsewhere in these findings.

**Policy 1.5 Zoning Map.** Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

- 45. Finding.** The EV – Ready Code Project amendments do not include any Zoning Map amendments. Therefore, this policy is not applicable.

**Policy 1.6 Service coordination agreements.** Maintain coordination agreements with local governments of adjoining jurisdictions concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland’s Urban Services Boundary; and public school districts concerning educational facilities within Portland’s Urban Services Boundary.

- 46. Finding:** The city maintains several intergovernmental agreements concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland’s Urban Services Boundary; and with public school districts. This policy is not relevant to the EV – Ready Code Project amendments because there are no changes being made to these coordination agreements.

**Policy 1.7 Annexations.** Provide a process incorporating urban and urbanizable land within the City’s Urban Services Boundary through annexation. See policies 8.11-8.19 for service extension requirements for annexations.

- 47. Finding:** The city has a process for incorporating urban and urbanizable land. The EV – Ready Code Project amendments do not include any annexations nor change current processes for incorporation of land. Therefore, this policy is not applicable.

**Policy 1.8 Urban renewal plans.** Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, adopt or amend goals and objectives that will guide investment priorities within a district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan.

- 48. Finding:** The EV – Ready Code Project amendments do not include changes to existing, or any new urban renewal plans. Therefore, this policy is not applicable.

**Policy 1.9 Development agreements.** Consider development agreements entered into by the City of Portland and pursuant to Oregon Revised Statute 94 a Comprehensive Plan implementation tool.

- 49. Finding:** The EV – Ready Code Project amendments do not affect nor necessitate development agreements. Therefore, this policy is not applicable.

## **Administration**

**Policy 1.10. Compliance with the Comprehensive Plan.** Ensure that amendments to the Comprehensive Plan’s elements, supporting documents, and implementation tools comply with the Comprehensive Plan. “Comply” means that amendments must be evaluated against the Comprehensive Plan’s applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan than the existing language or designation.

**1.10.a** Legislative amendments to the Comprehensive Plan’s elements and implementation tools must also comply with the Guiding Principles.

**1.10.b** Legislative amendments to the Comprehensive Plan’s elements should be based on the factual basis established in the supporting documents as updated and amended over time.

**1.10.c** Amendments to the Zoning Map are in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map.

- 50. Finding.** The City Council finds that this is a fundamental policy of the Comprehensive Plan that guides the manner in which the City Council considers amendments to the Plan itself or any implementing regulations, such as the Zoning Code.

The City Council interprets the policy to require the Council to consider whether, after considering all relevant facts, an amendment is equally or more supportive of the Comprehensive Plan. The City Council finds that an amendment is equally supportive when it is on its face directly supported by goals and policies in the Plan. The City Council finds that an amendment is more supportive of the Comprehensive Plan when the amendment will further advance goals and policies, particularly those that are aspirational in nature. The City Council finds that the policy requires consideration as to whether amendments are equally or more supportive of the Plan as a whole. The City Council finds that amendments do not need to be equally or more supportive with individual goals and policies, but rather amendments must be equally or more supportive of the entire Comprehensive Plan. Therefore, the City Council finds that there may be instances where specific goals and policies are not supported by the amendments but still the amendment is equally or more supportive of the entire Comprehensive Plan when considered cumulatively. The City Council finds that there is no precise mathematical equation for determining when the Plan as a whole is supported but rather such consideration requires City Council discretion in evaluating the competing interests and objectives of the plan.

Council notes that the Comprehensive Plan introduction explains that “[t]he Comprehensive Plan contains a broad range of policies for Council to consider. Each policy describes a desirable outcome. But it is unlikely that all policies are relevant to a particular decision and that a particular decision could be expected to advance all of the policies in the plan equally well . . . [E]ven the strongest policies do not automatically trump other policies. Every decision is different, with different facts. The particular policies that matter will change from one decision to another. There is no set formula—no particular number of ‘heavier’ policies equals a larger set of ‘lighter’ policies. In cases where there are competing directions embodied by different policies, City Council may choose the direction they believe best embodies the plan as a whole.” 2035 Comprehensive Plan, page HTU-5.

The EV – Ready Code Project amendments are a legislative amendment to the Zoning Code. These findings identify how the amendments comply with the Comprehensive Plan. That is, the amendments are evaluated against the Comprehensive Plan’s Guiding Principles, goals, and policies, as detailed throughout this set of findings. As described in the finding for Policy 1.2, the factual basis of the supporting documents is not changed by this ordinance.

The City Council has considered all applicable goals and policies to achieve an optimum outcome. Goals and policies are considered as factors which must be weighed, balanced and met on the whole, not as criteria that must be individually met. The overall purposes of the EV – Ready Code Project amendments are to align with, and augment the recently adopted state rules that require accessory parking associated with new multi-dwelling and mixed-use residential development to provide the EV infrastructure as well as to provide standards to guide the installation of EV chargers and equipment.

The Council found that the project particularly advances the following interjurisdictional guidance, goals and policies, and has weighed these policies heavily. The City Council finds that the EV – Ready Code Project amendments are more supportive of the Comprehensive Plan than the existing regulations with regard to the goals and policies as discussed below:

**Community Engagement**

Goal 2.B: Social justice and equity

Policy 2.3 Extend benefits

Policy 2.4 Eliminate burdens

**Urban Form**

Goal 3.A: A city designed for people.

Goal 3.B: A climate and hazard resilient urban form

Policy 3.3 Equitable development

Policy 3.4 All ages and abilities

**Design and Development**

Goal 4.C: Human and environmental health

Policy 4.19 Resource efficient and healthy residential design and development

Policy 4.24 Drive-through facilities

Policy 4.34 Auto-oriented facilities, uses, and exterior displays

Policy 4.69 Reduce carbon emissions

**Housing**

Goal 5.C: Healthy connected city

Policy 5.12 Impact analysis

Policy 5.15 Gentrification/displacement risk

Policy 5.19 Aging in Place

Policy 5.36 Impact of regulations on affordability

**Environment and Watershed Health**

Goal 7.A: Climate

**Public Facilities and Services**

Goal 8.M: Energy infrastructure and services

Policy 8.34 Resource efficiency

Policy 8.125 Energy efficiency

**Transportation**

Goal 9.D: Environmentally sustainable

Policy 9.39 Automobile efficiency

Policy 9.68 New mobility priorities and outcomes

Policy 9.69 New mobility tools

**Policy 1.11. Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland Metropolitan area.

**51. Finding:** As noted earlier in these findings, the EV – Ready Code Project amendments are consistent with and designed to further the applicable elements of the Metro Urban Growth Management Functional Plan. See findings in Part II, Metro Urban Growth Management Functional Plan, which demonstrate consistency. Therefore, this policy is met.

**Policy 1.12. Consistency with Statewide Planning Goals.** Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

**52. Finding:** As noted earlier in these findings, the EV – Ready Code Project amendments are consistent with and designed to further the applicable elements of the Statewide Planning Goals.

See findings in Part I, Statewide Planning Goals, which demonstrate consistency. Therefore, this policy is met.

**Policy 1.13. Consistency with state and federal regulations.** Ensure that the Comprehensive Plan remains consistent with all applicable state and federal regulations, and that implementation measures for the Comprehensive Plan are well coordinated with other City activities that respond to state and federal regulations.

**53. Finding:** The EV – Ready Code Project amendments were developed to address and augment the recent state rule changes that were part the Department of Land Conservation and Development’s Climate Friendly and Equitable Communities rulemaking. Specifically, the EV – Ready Code Project amendments address the new rules in OAR 660-012-0410 Electric Vehicle Charging which requires cities to provide electrical service capacity to accommodate 40 percent of all vehicle parking spaces provided for multifamily residential buildings and mixed-use buildings that contain at least 5 dwelling units. The EV – Ready Code Project amendments require at least 50 percent of provided parking provide electrical service capacity, exceeding the state rule requirement. The amendments are consistent with other applicable state and federal regulations, including the fair housing act, and do not amend any Zoning Code sections that are required by state or federal regulations, including FEMA flood regulations and state building code requirements. Therefore, this policy is met.

**Policy 1.14. Public facility adequacy.** Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland’s urban services boundaries, as established by Policies 8.2 and 8.6.

**54. Finding:** As demonstrated in the findings for Statewide Planning Goal 11 and Chapter 8 (Public Facilities and Services) of the Comprehensive Plan, City Council considered the impacts on the existing and future availability and capacity of urban public facilities and services consistent with this policy. Therefore, this policy is met.

**Policy 1.15. Intergovernmental coordination.** Strive to administer the Comprehensive Plan elements and implementation tools in a manner that supports the efforts and fiscal health of the City, county and regional governments, and partner agencies such as school districts and transit agencies.

**55. Finding:** As demonstrated in the findings for Statewide Planning Goal 2, the City filed the required 35-day notice with Oregon Department of Land Conservation and Development to notify other government agencies of the proposed EV – Ready Code Project amendments. In addition, the City sent a separate legislative notice to Multnomah County, adjacent cities, Metro and TriMet. No government agencies raised issues or concerns with the EV – Ready Code Project amendments. Therefore, this policy is met.

**Policy 1.16. Planning and Sustainability Commission review.** Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City’s long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

**56. Finding:** The PSC reviewed the EV – Ready Code Project amendments over the course of three meetings:  
09/13/22 – PSC Hearing

10/11/22 – PSC Work session

10/25/22 – PSC Amendments and vote

The PSC fulfilled its responsibilities as outlined in this policy. Therefore, this policy is met.

**Policy 1.17. Community Involvement Committee.** Establish a Community Involvement Committee to oversee the Community Involvement Program as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.

**57. Finding:** The Citizen Involvement Committee (CIC) was appointed in June 2018 and reviews and advises the way City staff engage with the public in land use and transportation planning. Staff engaged with the Bureau’s Equity and Engagement team and offered to meet with the CIC, although that offer was not accepted due to time constraints for the CIC. The internal discussions with the Equity and Engagement team led to further conversations with our economic consultant and with the community stakeholder team for the Climate and Health Standards project on multi-family buildings.

The project’s community involvement program is detailed more in the findings for Chapter 2, Community Involvement.

The CIC fulfilled its responsibilities as outlined in this policy. Therefore, this policy is met.

**Policy 1.18. Quasi-judicial amendments to the Comprehensive Plan Map.** Applicants for quasi-judicial amendments to the Comprehensive Plan Map must show that the requested change adheres to Policies 1.10 through 1.15 and:

- Is compatible with the land use pattern established by the Comprehensive Plan Map.
- Is not in conflict with applicable adopted area-specific plans as described in Policy 1.19, or the applicable hearings body determines that the identified conflict represents a circumstance where the area specific plan is in conflict with the Comprehensive Plan and the proposed amendment is consistent with the Comprehensive Plan.

The Hearings Officer must review and make recommendations to the City Council on all quasi-judicial amendments to the Comprehensive Plan Map using procedures outlined in the Zoning Code.

**58. Finding:** This policy concerns quasi-judicial amendments to the Comprehensive Plan Map and is not applicable to this project.

**Policy 1.19. Area-specific plans.** Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

**1.19.a** Area-specific plans that are adopted after May 24, 2018, should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

**1.19.b** Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

**1.19.c** Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to January 1, 2018 are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

- 59. Finding:** The EV – Ready Code Project amendments do not include or amend area specific plans. Therefore, this policy is not applicable.

## Chapter 2: Community Involvement

**Goal 2.A: Community involvement as a partnership.** The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

**Goal 2.B: Social justice and equity.** The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

**Goal 2.C: Value community wisdom and participation.** Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

**Goal 2.D: Transparency and accountability.** City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

**Goal 2.E: Meaningful participation.** Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

**Goal 2.F: Accessible and effective participation.** City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

**Goal 2.G: Strong civic infrastructure.** Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

**60. Finding:** The preparation of these amendments has provided numerous opportunities for meaningful community involvement consistent with Goals 2.A through 2.G, including:

In 2020, the Bureau of Planning and Sustainability received a grant from the Urban Sustainability Directors Network (USDN) Innovation Fund for the “Enabling Tenant Access to EV Charging” project. This work informed the initial scoping of the EV Ready Code Project. The intent of the Enabling Tenant Access to EV Charging project was to provide cities with stakeholder-tested and context-grounded strategies that local governments can use to overcome barriers and enable access to EV charging for renters, in their cities, particularly those in Low-and-Moderate Income (LMI) households and Black, Indigenous, and People of Color (BIPOC) communities. The project facilitated early discussion with a Portland stakeholder group in January through April 2020 to establish an equity lens for the project, pin point key issues and identify impacted communities.

The result of this initial outreach gave the EV Ready Code Project Team the equity frame to explore barriers and strategies related to increasing EV access to renters prior to beginning the code project. The focus on increasing EV access to renters, shifted the scope and the prioritization of the code project which resulted in a more aggressive requirement for new buildings that include multi-dwelling residential units. This initial outreach also resulted in a framework for City-initiated regulatory and programmatic recommendations to increase EV charging access to renters more broadly.

From January through June 2021, BPS reconvened members from the above outreach along with community and tenant stakeholders in a technical advisory planning series of meetings. These meetings laid out the set of code concept amendments while balancing the pre-emption limits imposed by the State Building rules. Also during this time, staff held interviews with BIPOC residents of multi-dwelling housing with experience owning electric vehicles to understand the support that is needed.

BPS hired Johnson Economics to prepare an economic analysis of potential EV – charging infrastructure requirements. As part of this analysis, the consultant held a series of interviews during the second half of 2021 with public agency staff, developers, electrical engineers and utilities.

The Discussion Draft of the code amendments was released on April 29, 2022. The release of this draft was communicated to members of the previous stakeholder groups, and posts of the release were issued on the project website, social media and through articles within newspapers and blog posts. The City’s MapApp online system was engaged to allow for submittal of online comments. In addition, staff made a presentation to the Development Review Advisory Committee. Staff held several small meetings with building and electrical stakeholders. Staff also coordinated with both the State Building Codes Division who were establishing rules as a result of House Bill 2180 and the Department of Land Conservation and Development who were proposing EV infrastructure standards as part of the Climate Friendly and Equitable Communities rulemaking. Comments made during this outreach helped to inform the final staff proposal.

Public Notice of the Planning and Sustainability Commission (PSC) hearing on the Proposed Draft was sent on August 9, 2022 to all stakeholders that had been involved in previous meetings or had expressed an interest in the project, as well as to the City’s legislative list. The City’s MapApp online system was engaged to allow for submittal of written testimony online.

In preparation for the City Council hearing, notice was mailed to those who had commented on the Proposed Draft or at the hearing and had provided a written address. Electronic communication was sent to all people who had participated in past committees or who had expressed an interest in the project. The MapApp was engaged to allow for submittal of written testimony online. The City Council hearing was a hybrid meeting allowing for participants to testify in person or virtually increasing opportunities to participate in the meeting.

Therefore, this goal is met.

### **Partners in decision making**

**Policy 2.1. Partnerships and coordination.** Maintain partnerships and coordinate land use engagement with:

**2.1.a** Individual community members.

**2.1.b** Communities of color, low-income populations, Limited English Proficient (LEP) communities,

Native American communities, and other under-served and under-represented communities.

**2.1.c** District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

**2.1.d** Businesses, unions, employees, and related organizations that reflect Portland’s diversity as the center of regional economic and cultural activity.

**2.1.e** Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

**2.1.f** Institutions, governments, and Sovereign tribes.

- 61. Finding:** This policy directs the City to maintain partnerships and coordinate community engagement on a programmatic level and is not specific to a particular legislative project. Therefore, this policy is not applicable. Nevertheless, these partnerships were engaged throughout this process as shown in the finding above. BPS staff have, and will continue to engage community stakeholders as the work to increase access to EVs continues.

**Policy 2.2. Broaden partnerships.** Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

- 62. Finding:** This policy directs the City to work with coalitions and associations to increase participation and improve communication on a programmatic level and is not specific to a particular legislative project. Therefore, this policy is not applicable. However, as evidenced by the range of involvement illustrated in the finding for Goal 2, the City was engaged with a breadth of partners to increase participation from these organizations and better reflect the diversity of the people served by them.

## **Environmental justice**

**Policy 2.3. Extend benefits.** Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

**Policy 2.4. Eliminate burdens.** Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

**2.4.a,** Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

**2.4.b,** Use plans and investments to address disproportionate burdens of previous decisions.

- 63. Finding:** The 2035 Comprehensive Plan defines “ensure” to mean “to make sure that something will happen or be available”. Council interprets these policies to mean that plans and investments each contribute to the extension of community benefits, and elimination of disproportionate burdens, over the duration of the planning period.

As part of the initial outreach and scope development done for the “Enabling Tenant Access to EV Charging” project, staff involved BIPOC community members, tenant stakeholders and other

underrepresented groups to consider the issues and burdens on these communities and where regulations may help reduce these burdens. This led to the focus of the EV – Ready Code Project to be on multi-dwelling residential and mixed-use buildings with a residential component where tenants may not have as much influence in designing features such as EV capability. The project also intended to reduce the burden of EV ownership on these tenants.

For the reasons above, the EV – Ready Code Project amendments are consistent with policies 2.3 and 2.4.

### **Invest in education and training**

**Policy 2.5. Community capacity building.** Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes.

**Policy 2.6. Land use literacy.** Provide training and educational opportunities to build the public’s understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes.

**Policy 2.7. Agency capacity building.** Increase City staff’s capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.

**64. Finding:** In general, these policies address broad approaches to educating community members and City staff about planning processes and are not as applicable to individual projects. However, during the scoping of the concepts that made up this project, staff engaged in a diverse group of stakeholders during the “Enabling Tenant Access to EV Charging” project that included providing training in land use literacy and stakeholder capacity building. These stakeholders have been informed in the ongoing progress of the project.

### **Community assessment**

**Policy 2.8. Channels of communication.** Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

**65. Finding:** The City Council interprets this policy to create the opportunity for the community and advisory committees to have opportunities to communicate their issues and concerns to the PSC and City Council outside of the formal legislative process. These changes are a legislative process with formal opportunities to testify to communicate directly with City Council. Therefore, this policy does not apply.

**Policy 2.9. Community analysis.** Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

**Policy 2.10. Community participation in data collection.** Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

**Policy 2.11, Open data.** Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City.

- 66. Finding:** Policies 2.9 through 2.11 concern how the City collects and makes available data that supports land use decisions. Staff provided public access to the City’s 2017 Electric Vehicle Strategy, that included background data, invited the public to a technical meeting series and posted meeting agendas, PowerPoints slide decks and notes on the publicly accessible project website, and published the Economic Analysis done by the consultant, Johnson Economics. This allowed the public to follow the scope and analysis that led to the draft. In addition, the City used an on-line “Map App” database to receive, organize and respond to public testimony on the EV – Ready Code Project. The database was viewable to the public, as well as the PSC and staff, through a web browser. Therefore, the amendments are consistent with these policies.

### **Transparency and accountability**

**Policy 2.12. Roles and responsibilities.** Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

**Policy 2.13. Project scope.** Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

**Policy 2.14. Community influence.** At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

**Policy 2.15. Documentation and feedback.** Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

- 67. Finding:** Staff held a series of stakeholder meetings through the grant process during the “Enabling Tenant Access to EV Charging” project in 2020 and also held a technical advisory series with these stakeholders to create the project scope and illustrate the city and state role in providing EV capacity.

In addition, the legislative process was clearly outlined in notices, documents and on the project website, including how to testify to influence the Proposed Draft at the PSC and the Recommended Draft at City Council. The Recommended Draft was published with information about how to testify.

Throughout this process, BPS staff contacted, met with, and coordinated with stakeholders to inform them how to engage in the decision-making process, how the process was structured, and additional opportunities to participate when such opportunities existed. Findings on this outreach are included in this document.

During the review phases of the project, BPS staff presented at various stakeholder and community meetings to inform people of the proposed amendments. Many of the meetings were open to the public and included opportunities for public comment. Therefore, the EV – Ready Code Project amendments are consistent with these policies.

### **Community involvement program**

**Policy 2.16. Community Involvement Program.** Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.

**Policy 2.17. Community engagement manual.** Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions.

**Policy 2.18. Best practices engagement methods.** Utilize community engagement methods, tools, and technologies that are recognized as best practices.

**Policy 2.19. Community Involvement Committee.** The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes.

**Policy 2.20. Review bodies.** Maintain review bodies, such as the Planning and Sustainability Commission (PSC), Design Commission, Historic Landmarks Commission, and Adjustment Committee, to provide an opportunity for community involvement and provide leadership and expertise for specialized topic areas.

**Policy 2.21. Program evaluation.** Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation.

**Policy 2.22. Shared engagement methods.** Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners and solicit engagement methods from the community.

**Policy 2.23. Adequate funding and human resources.** Provide a level of funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process.

**68. Finding:** Policies 2.16 through 2.23 concern the City’s Community Involvement Program and are not applicable because the EV – Ready Code Project amendments do not change this program.

### **Process design and evaluation**

**Policy 2.24. Representation.** Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

**Policy 2.25. Early involvement.** Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

**Policy 2.26. Verifying data.** Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

**Policy 2.27. Demographics.** Identify the demographics of potentially affected communities when initiating a planning or investment project.

**Policy 2.28. Historical understanding.** To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical

knowledge.

**Policy 2.29. Project-specific needs.** Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

**Policy 2.30. Culturally-appropriate processes.** Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

**Policy 2.31. Innovative engagement methods.** Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

**Policy 2.32. Inclusive participation beyond Portland residents.** Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

**Policy 2.33. Inclusive participation in Central City planning.** Design public processes for the Central City that recognize its unique role as the region’s center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

**Policy 2.34. Accessibility.** Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

**Policy 2.35. Participation monitoring.** Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.

**Policy 2.36. Adaptability.** Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

**Policy 2.37. Process evaluation.** Evaluate each community involvement process for planning or investment projects from both the City staff and participants’ perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

**69. Finding:** Policies 2.24 through 2.37 address how the community involvement program is designed and developed to support planning and investment projects.

Staff has been working informally with various stakeholders on transportation electrification policy since the development and adoption of the Electric Vehicle Strategy in in 2017. More formal engagement began with Portland’s participation in the “Enabling Tenant Access to EV Charging” project in 2020 that included a series of five meetings as part of the research into a grant funded report. Following this work, staff held a Technical Advisory Series of four meetings, during which code concepts were discussed in conjunction with the amount of local authority that the city had in regulating electrical installations. Participants in these meetings included a diverse range of stakeholders including EV advocates, affordable housing providers, tenants/rental interests,

representatives from low-income and BIPOC groups, utilities and other public agencies. This second set of meetings provided the code concept framework for the EV – Ready Code Project.

During the Discussion Draft, communication on the release and opening of the MapApp for comments was sent to the list of advocates, agencies and other stakeholders that had engaged in the initial scoping meetings as well as all people who had expressed an interest in the project. The list of people notified included all of the people, under-represented groups and tenant interests that had been involved in the initial communications above. Staff received 12 written comments from the public through the MapApp during the Discussion Draft. These comments were reviewed and, in some cases influenced the amendments shown in the Proposed Draft.

The Proposed Draft was released in conjunction with the Notice of Hearing for the Planning and Sustainability Commission (PSC), sent via mail on August 9, 2022 to all interested parties that had submitted written addresses as well as to the citywide legislative notice list that is maintained by the Bureau. Email notice of the hearing was sent to people who had been involved in the project or expressed interest but had only submitted email addresses. In addition, notice was sent to the Department of Land Conservation and Development who made the information available to other state agencies. Written testimony was submitted via the MapApp through the time of the Public Hearing on September 13 and kept open until September 16. Staff received 9 pieces of written testimony and three people testified at the hearing. The PSC carefully considered the testimony they received, which led to a work session discussion and a set of amendments that were passed with their recommendation.

The Recommended Draft of the PSC decision was released on **December/January XX**. Staff sent out preliminary emails of the PSC recommendation and upcoming City Council hearing date prior to this release, and again once the Recommended Draft was made available and testimony could be submitted. Written legislative notice of the City Council hearing was sent to those who had participated in the PSC hearing process on **December/January xx** to inform them of the opportunity to testify at the January 25, 2023 City Council hearing. The Mapapp was open to receive written testimony at this time

Therefore, the EV – Ready Code Project amendments are consistent with these policies.

### **Information design and development**

**Policy 2.38. Accommodation.** Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

**Policy 2.39. Notification.** Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

**Policy 2.40. Tools for effective participation.** Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

**Policy 2.41. Limited English Proficiency (LEP).** Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

**70. Finding:** Consistent with Policies 2.38 through 2.41, and BPS community involvement practices, meetings, open house events, and all public meetings described were noticed, and information was provided online. Information about accommodation and translation was provided on all

notices. The City also sent a legislative notice on August 9, 2022 of the September 13, 2022 PSC hearings to interested parties, including neighborhood associations, business associations, and other affected jurisdictions, that have requested notice of proposed land use changes. The City sent a legislative notice on [INSERT DATE] to interested parties, and others that participated in the PSC hearings to inform them of the opportunity to testify at the January 25, 2023 Council public hearing. Therefore, the amendments are consistent with these policies.

## Chapter 3: Urban Form

**GOAL 3.A: A city designed for people.** Portland’s built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

**71. Finding:** City Council interprets this goal as calling for a built environment that supports the ability of Portlanders to meet their needs, including but not limited to needs for housing, employment, commercial and community services, education, and access to recreation and open space – as a basis for how the City of Portland will guide the future of the built environment. This goal identifies a number of important outcomes that this goal is intended to promote, including prosperity (which the Comprehensive Plan defines as including the prosperity of both households and businesses), health, equity (which the Comprehensive Plan defines to be when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential), and resilience (which the Comprehensive Plan defines as the capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment). This goal also calls for the City to be involved in fostering development and public investments that reduce disparities, which the City Council interprets to mean reducing disparities among Portlanders and Portland communities in access to resources that are essential for achieving equity, such as household income and access to housing, quality education, and services. A desired outcome of this goal is therefore to create a healthy connected city in which Portlanders can meet their needs for housing, employment, services, transportation, social connections, and have access to recreation and nature.

The EV – Ready Code Project creates new regulations that require new multi-dwelling and mixed-use buildings with at least 5 dwelling units and accessory parking spaces to consider a future where a larger proportion of vehicles are being powered by electricity. With Federal investment and private automaker decisions also favoring electric vehicles, the need for the built environment to accommodate these vehicles will grow in the future. Residents of multi-dwelling apartments and condominiums often do not have the same means as single dwelling home owners to install EV chargers and their infrastructure. The amendments provide the opportunity for new buildings to install these chargers now, or in the future as demand warrants. The amendments provide the opportunity to reduce disparities in EV ownership opportunities between residents of different housing types. This provides a more equitable situation for residents in multi-dwelling development and also makes these buildings more resilient in the future. While city policy also encourages the reduction of privately owned vehicles, it also acknowledges the benefits of shifting use of vehicles from fossil fuels to renewable energy such as hydro, solar and wind power. The Pacific Northwest’s energy grid includes renewable sources

such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040.

In addition, new standards provide guidance and certainty for where EV chargers and equipment should be located, especially within surface parking lot while still maintaining many of the principles for landscaping, shading and screening parking areas. Therefore, this goal is met.

**GOAL 3.B: A climate and hazard resilient urban form.** Portland’s compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

**72. Finding:** The use of renewable energy such as hydro, solar and wind power for electricity to power vehicles reduces carbon emissions in comparison to fossil fuels powered cars. Renewable energy is a growing component of our energy grid and policies are in place to transition to 100% renewables by 2040. Providing spaces to add EV chargers now and in the future ensures that a system of green infrastructure is available in areas where vehicles park, especially where parking is provided for residences, enabling charging to take place. Providing the conduit infrastructure during building construction reduces the need to retrofit the building in the future and improves their resilience. Creating standards for the placement of chargers and equipment provides the guidance for property owners, businesses and companies to install EV chargers without requiring additional city review. Therefore, this goal is met.

**GOAL 3.C: Focused growth.** Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

**73. Finding:** This goal reflects the 2035 Comprehensive Plan’s preferred growth scenario, which calls for 30 percent of the growth in the Central City, with Centers and Corridors accommodating 50 percent of new housing units, while the single-family residential areas account for the remaining 20 percent of growth. The EV – Ready Code Project does not change any of the policies around the areas of growth, so this Goal does not apply.

**GOAL 3.D: A system of centers and corridors.** Portland’s interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

**74. Finding:** The intention of this goal is to identify the role of the interconnected system of designated centers and corridors as central to the organization of Portland’s urban form and transportation networks. While the EV – Ready Code Project amendments do not change the role or intensity of the City’s centers and corridors, they do provide opportunities to support lower carbon vehicle use through EVs and by focusing the infrastructure in mixed-use and multi-dwelling development create more diverse and equitable options within that housing. Therefore, this goal is met.

**GOAL 3.E: Connected public realm and open spaces.** A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

**75. Finding:** The City of Portland currently includes a diverse network of parks, streets, City Greenways, and other public spaces that provide connections and support community interaction.

Projects in the Transportation System Plan (TSP) and Citywide Systems Plan (CSP) will continue to improve upon this network as those project designs are undertaken. While the EV – Ready Code Project does not impact the planning of the network of parks and open spaces, it provides opportunities to use cleaner fuel options to gain access to these features and so is consistent with this goal.

**GOAL 3.F: Employment districts.** Portland supports job growth in a variety of employment districts to maintain a diverse economy.

**76. Finding:** This goal works in conjunction with the policies within Goal 6, Economic Development to promote a diverse range of employment opportunities through the city. The EV – Ready Code Project amendments provide new standards for locating EV chargers and associated equipment within parking lots. These standards provide guidance for locating these standards, while allowing some flexibility without requiring discretionary review. This allows for parking areas in these districts to add EV chargers to parking areas without undue burden. Therefore, this goal is met.

**GOAL 3.G: Nature in the city.** A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

**77. Finding:** This goal relates to achieving a system of habitat corridors, which include protected open space such as Forest Park, habitat areas such as stream corridors, and swaths of tree canopy, the concept for which is shown in Comprehensive Plan Figure 3-6 (Urban Habitat Corridors). The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City's environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. While the EV – Ready Code Project does not directly impact the city's NRI or its environmental overlay zones, the project is consistent with this Goal.

### **Citywide design and development**

**Policy 3.1 Urban Design Framework.** Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.

**78. Finding:** The UDF provides guidance on the built and natural form of Portland, providing in Comprehensive Plan Figure 3-1 a diagrammatic arrangement of centers, corridors, city greenways, urban habitat corridors, and pattern areas. The EV – Ready Code Project is consistent with the Urban Design Framework by including a set of standards to guide the installation of EV chargers and accessory equipment without creating additional impacts from the installation on the public realm or adjoining properties..

**Policy 3.2. Growth and stability.** Direct most growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland's residential neighborhoods.

**79. Finding:** This policy reflects the Comprehensive Plan preferred growth scenario which calls for roughly 30% of the housing growth in the Central City, centers and corridors accommodating about 50% of new housing units, while the single-family residential areas accounting for the remaining 20% of growth. The EV – Ready Code Project does not change any of the policies around the areas of growth, so this Goal does not apply.

**Policy 3.3. Equitable development.** Guide development, growth, and public facility investment to reduce disparities, ensure equitable access to opportunities, and produce positive outcomes for all Portlanders.

**3.3.a.** Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.

**3.3.b.** Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

**3.3.c.** Encourage use of community benefit agreements to ensure equitable outcomes from development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.

**3.3d.** Incorporate requirements into the Zoning Code to provide public and community benefits as a condition of development projects to receive increased development allowances.

**3.3.e.** When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

**3.3.f.** Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions.

**3.3.g.** Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts to private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

**80. Finding:** This set of policies is intended to ensure that areas targeted for growth and public investments are done in a way that minimizes or mitigates the potential effects of this growth on the displacement of communities and the level of affordability of housing and services in the community. The EV – Ready Code Project does not directly impact the siting of public facilities but provides standards to enable the parking provided for public facilities to incorporate EV chargers allowing a larger segment of the population to have charging access. Although the EV – Ready Code Project amendments do not impact past policy decisions determining areas of growth, they are intended to provide residents of mixed-use and multi-dwelling development to have current or future access to EV chargers. These forms of development often have a higher proportion of renters who may not have other ways to charge an EV. Since EVs often have lower maintenance and fueling costs, they can provide a lower cost alternative to operating a vehicle and charging infrastructure can be viewed as a community benefit. Therefore, the EV – Ready Code Project amendments are consistent with this policy.

**Policy 3.4. All ages and abilities.** Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

**81. Finding:** The City Council interprets this policy to be focused on creating a supportive built environment for children, the elderly, and people with disabilities. While the EV – Ready Code Project amendments do not over-ride current State and Federal requirements for accessible parking as it applies to chargers, the amendments are intended to complement any updated rules

that come out of the Federal analysis for ADA EV charging measures. In addition, in situations where six or fewer parking spaces are provided for new multi-dwelling or mixed-use residential development, all parking spaces will need to include conduit for future EV capacity, including the ADA space. Therefore, the amendments are consistent with this policy.

**Policy 3.5. Energy and resource efficiency.** Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

**82. Finding:** The EV – Ready Code Project amendments augment the state requirements for providing EV charging infrastructure, and also provide guidance for where EV chargers and equipment should be located in parking areas. While these provisions don't have a large impact on the siting of our buildings or their size, nor the transportation network, they do provide options for fueling vehicles with an energy that doesn't require fossil fuels. A growing percentage of the electrical network in the Pacific Northwest is supplied by renewable resources such as hydro power and solar and wind systems with policies in place to transition to 100% renewables by 2040. Therefore, the amendments are consistent with this policy.

**Policy 3.6. Land efficiency.** Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

**83. Finding:** The EV – Ready Code Project does not change or limit any policies for the more efficient use of urban land but does help to protect environment quality by promoting EV infrastructure. Electric Vehicles do not have carbon emissions from their operation which reduce the impacts on air quality. Therefore, the amendments are consistent with this policy.

**Policy 3.7. Integrate nature.** Integrate nature and use green infrastructure throughout Portland.

**84. Finding:** The EV – Ready Code Project amendments create regulations and standards for placing infrastructure and chargers into vehicle parking areas to provide an alternative fueling system to fossil fuels. Establishment of an electrical charging option is a green infrastructure that is supported by State regulations. The development standards provide some flexibility for placement of EV chargers and equipment in surface parking lots while still maintain a minimum of landscaping. This landscaping provides for screening but also for tree planting and shading integrating nature into the parking lots. Therefore, the amendments are consistent with this policy.

**Policy 3.8. Leadership and innovation in design.** Encourage high-performance design and development that demonstrates Portland's leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

**85. Finding:** The EV – Ready Code Project amendments create regulations and standards for placing infrastructure and chargers into vehicle parking areas to provide an alternative fueling system to fossil fuels and reduce pollution. The installation of charging infrastructure for electric vehicles for one-site parking is an item on the list within the Leadership in Energy and Environmental Design (LEED) Program, so the provision of this infrastructure would help to get LEED certification, one of the main measuring tools for sustainable design. Placing the main requirement for EV – Ready infrastructure within multi-dwelling and mixed-use development with a residential component provides greater access to a more equitable range of the community as residents of multi-dwelling development may not have the ability to individual outfit their parking spaces for EVs. Therefore, the amendments are consistent with this policy.

**Policy 3.9. Growth and development.** Evaluate the potential impacts of planning and investment

decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts.

**86. Finding:** The Comprehensive Plan defines evaluate to “assess the range of outcomes and identify costs and benefits”. This policy asks to consider potential outcomes of the new tools and processes on existing neighborhoods and residents. While the EV -Ready Code Project does not impact the development potential of neighborhood areas, the amendments create a regulation that new multi-dwelling and mixed-use development with at least 5 dwelling units provide EV – ready infrastructure for any accessory parking that is provided. The regulations apply to both market rate and affordable housing units helping to provide a more equitable distribution of EV charging infrastructure, including units that serve under-represented communities. Therefore, the amendments are consistent with this policy.

**Policy 3.10. Rural, urbanizable, and urban land.** Preserve the rural character of rural land outside the Regional Urban Growth Boundary. Limit urban development of urbanizable land beyond the City Limits until it is annexed, and full urban services are extended.

**87. Finding:** The EV – Ready Code Project do not apply outside of the Urban Growth Boundary. This policy does not apply.

**Policy 3.11. Significant places.** Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:

- High-visibility intersections
- Attractions
- Schools, libraries, parks, and other civic places
- Bridges
- Rivers
- Viewpoints and view corridor locations
- Historically or culturally significant places
- Connections to volcanic buttes and other geologic and natural landscape features
- Neighborhood boundaries and transitions

**88. Finding:** City Council interprets this policy as applying to prominent specific places, features and iconic structures. Enhance means to intensify, increase, or further improve a situation. The City uses specific regulations through it’s base zones, overlay zones such as the Design, Historic, Environmental or Scenic overlay zones, and Plan Districts to recognize and enhance significant places. The EV – Ready Code Project applies chiefly to the placement of EV – Ready infrastructure and EV chargers within parking areas. The EV – Ready Code Project amendments work with the existing regulations that enhance these places, while guiding EV infrastructure, so the amendments are consistent with this policy.

## Centers

**Policy 3.12. Role of centers.** Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

**Policy 3.13. Variety of centers.** Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

**Policy 3.14. Housing in centers.** Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.

**Policy 3.15. Investments in centers.** Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

**Policy 3.16. Government services.** Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

**Policy 3.17. Arts and culture.** Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and performance arts as central components of centers.

**Policy 3.18. Accessibility.** Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

**Policy 3.19. Center connections.** Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric vehicle charging stations.

**Policy 3.20. Green infrastructure in centers.** Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

**89. Finding:** Policies 3.12 through 3.20 provide guidance on how centers identified on the Comprehensive Plan map should evolve over time. The policies address investments, uses, the relationship of centers to transportation networks, design, and development. City Council interprets most of these policies as applying to the commercial/mixed-use and multi-dwelling zones within the mapped boundaries of centers. The exception to this is policy 3.14, which calls for providing housing capacity within a half-mile of center cores to provide population to support services in centers. The EV – Ready Code Project does not amend the map or regulations that designate the role and the range of centers in the City. However, the requirements for installing EV – Ready infrastructure focus on new development of multi-dwelling and mixed-use projects of at least 5 units that provide accessory parking, which would be many of the projects planned in centers. These amendments provide regulations and standards that will expand EV – ready infrastructure and provide guidance for EV charger location which helps to integrate a green fueling infrastructure into the network of centers. Therefore, the amendments are consistent with these policies.

**Policy 3.21. Role of the Central City.** Encourage continued growth and investment in the Central City, and recognize its unique role as the region’s premier center for jobs, services, and civic and cultural institutions that support the entire city and region.

**Policy 3.22. Model Urban Center.** Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

**Policy 3.23. Central City employment.** Encourage the growth of the Central City’s regional share of employment and continue its growth as the region’s unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 3.24. Central City housing.** Encourage the growth of the Central City as Portland’s and the region’s largest center with the highest concentrations of housing and with a diversity of housing options and services.

**Policy 3.25. Transportation hub.** Enhance the Central City as the region’s multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

**Policy 3.26. Public places.** Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

**90. Finding:** Policies 3.21 through 3.26 provide direction on the desired characteristics and functions of the Central City. The Central City is recognized as the regional hub for the Portland Metropolitan area and these policies provide the desired characteristics and functions of the Central City. The EV – Ready Code Project amendments do not change the boundary of the Central City, or propose new public transportation facilities or new public spaces, or include any policies or regulations that would impact the feasibility of such facilities. However, the requirements for installing EV – Ready infrastructure focus on new development of multi-dwelling and mixed-use projects of at least 5 units that provide accessory parking, which is a key component of development in the Central City. These amendments provide regulations and standards that will expand EV – ready infrastructure and provide guidance for EV charger location which helps to integrate a green fueling infrastructure as an option. Therefore, the amendments are consistent with these policies.

### **Gateway Regional Center**

**Policy 3.27 Role of Gateway.** Encourage growth and investment in Gateway to enhance its role as East Portland’s center of employment, commercial, and public services.

**Policy 3.28 Housing.** Encourage housing in Gateway, to create East Portland’s largest concentration of high-density housing.

**Policy 3.29 Transportation.** Enhance Gateway’s role as a regional high-capacity transit hub that serves as an anchor for East Portland’s multimodal transportation system.

**Policy 3.30 Public places.** Enhance the public realm and public places in Gateway to provide a vibrant and attractive setting for business and social activity that serves East Portland residents and the region.

**91. Finding:** Policies 3.27 through 3.30 provide direction on the desired characteristics and functions of the Gateway Regional Center and are intended to further emphasize Gateway’s role in the City’s future growth. The EV – Ready Code Project amendments do not change the boundary of the Gateway Regional Center, or propose new public transportation facilities or new public spaces, or include any policies or regulations that would impact the feasibility of such facilities in Town Centers. However, the amendments are consistent with these policies by providing regulations and standards for EV – ready infrastructure and chargers to be placed in new housing developments that provide accessory parking. Since new dense housing is a key component of the regional center, these amendments provide a transportation alternative for new residents.

### **Town Centers**

**Policy 3.31 Role of Town Centers.** Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.

**Policy 3.32 Housing.** Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning capacity within a half-mile walking distance of a Town Center to accommodate 7,000 households.

**Policy 3.33 Transportation.** Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region’s high-capacity transit system.

**Policy 3.34 Public places.** Provide parks or public squares within or near Town Centers to support their roles as places of focused business and social activity.

**92. Finding:** Policies 3.31 through 3.34 provide the direction and function for Town Centers. The EV – Ready Code Project amendments do not change the boundary of any of the Town Centers on the Urban Design Framework, or propose new transportation facilities or new public spaces, or include any policies or regulations that would impact the feasibility of such facilities in Town Centers. However, the amendments are consistent with these policies by providing regulations and standards for EV – ready infrastructure and chargers to be placed in new housing developments that provide accessory parking. Since new dense housing is a key component of the Town Centers, these amendments provide a transportation alternative for new residents.

### **Neighborhood Centers**

**Policy 3.35 Role of Neighborhood Centers.** Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.

**Policy 3.36 Housing.** Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning capacity within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.

**Policy 3.37 Transportation.** Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.

**Policy 3.38 Public places.** Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.

**93. Finding:** Policies 3.35 through 3.38 provide direction on the desired characteristics and functions of neighborhood centers. These policies are principally targeted at multi-dwelling and mixed-use zones. They address the types of uses that are expected in Neighborhood Centers, the intensity of housing, the presence of multimodal transportation options, and the need for public spaces. . The EV – Ready Code Project amendments do not change the boundary of any of the Neighborhood Centers on the Urban Design Framework, or propose new transportation facilities or new public spaces, or include any policies or regulations that would impact the feasibility of such facilities in Neighborhood Centers. However, the amendments are consistent with these policies by providing regulations and standards for EV – ready infrastructure and chargers to be placed in new housing

developments that provide accessory parking. Since new housing is a key component of the Neighborhood Centers, these amendments provide a transportation alternative for new residents.  
Inner Ring Districts

### Inner Ring Districts

**Policy 3.39 Growth.** Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.

**Policy 3.40 Corridors.** Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

**Policy 3.41 Distinct identities.** Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.

**Policy 3.42 Diverse residential areas.** Provide a diversity of housing opportunities in the Inner Ring Districts' residential areas. Encourage approaches that preserve or are compatible with existing historic properties in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. Apply base zones in a manner that takes historic character and adopted design guidelines into account.

**Policy 3.43 Active transportation.** Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

**94. Finding:** Policies 3.39 through 3.43 provide direction on the desired characteristics and functions of the Inner Ring Districts. These are the pre-automobile neighborhoods within short distance of the Central City. They include some of Portland's oldest neighborhoods, including Buckman, Albina, and Northwest Portland. In the mid-20<sup>th</sup>-century many older buildings in these neighborhoods were demolished to make way for transportation infrastructure and parking. These policies encourage infill development to re-establish the historic pedestrian-oriented urban form and acknowledge the close proximity of the Central City's array of services, jobs, and amenities. In the Urban Form Background Report with the 2035 Comprehensive Plan, the Inner Ring was described as having a consistent pattern of rectilinear blocks, typically 200'-deep; streets with sidewalks, planting strips, and street trees; a fine-grain pattern of development, based on lots commonly 50' x 100' street-oriented buildings; and a green-edge of front setbacks. The report noted several particularly distinctive places with unique street patterns, including Ladd's Addition, Laurelhurst, Alameda, and Woodlawn.

The EV – Ready Code Project does not change the growth potential in the districts or corridors and other code regulations such as overlay zones and plan districts address the unique character of these areas. However, the EV – Ready Code Project is consistent with these policies because they ensure that new multi-dwelling and mixed-use development with residential units that provide parking include EV – ready infrastructure to allow for the transportation options of electric vehicles.

### Corridors

**Policy 3.44. Growth and mobility.** Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

**Policy 3.45. Connections.** Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

**Policy 3.46. Design.** Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

**Policy 3.47. Green infrastructure in corridors.** Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

**95. Finding:** Policies 3.44 through 3.47 provide direction on the desired characteristics and functions of corridors as well as street design and future land use changes. Corridors are defined as part of the City’s Urban Design Framework in Figure 3-2 of the Comprehensive Plan. The EV – Ready Code Project does not change the growth potential in the districts or corridors and other code regulations such as overlay zones and plan districts address the unique character of these areas. However, the EV – Ready Code Project is consistent with these policies because they ensure that new multi-dwelling and mixed-use development with residential units that provide parking include EV – ready infrastructure to allow for the transportation mobility options of electric vehicles.

### **Civic Corridors**

**Policy 3.48. Integrated land use and mobility.** Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

**Policy 3.49. Design great places.** Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

**Policy 3.50. Mobility corridors.** Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

**Policy 3.51. Freight.** Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

**96. Finding:** Policies 3.48 through 3.51 provide direction on the desired characteristics and functions of civic corridors as well as street design and future land use changes. These policies are implemented by the Bureau of Transportation through the Transportation System Plan and street design guidelines, as well as by higher-density mixed-use and multi-dwelling zoning along the corridors mapped on the UDF. The EV – Ready Code Project does not change the role or design or freight mobility of these corridors. However, the EV – Ready Code Project is consistent with these policies because they ensure that new multi-dwelling and mixed-use development with residential units that provide parking include EV – ready infrastructure to allow for the mobility options of electric vehicles as a mode of transportation.

### **Neighborhood Corridors**

**Policy 3.52. Neighborhood Corridors.** Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

**97. Finding:** This policy provides direction on the desired characteristics and functions of corridors as well as street design and future land use changes. This policy is primarily implemented by the Bureau of Transportation through the Transportation System Plan and by higher-density mixed-use and multi-dwelling zoning along the corridors mapped on the UDF. The EV – Ready Code Project amendments are consistent with this policy because they ensure that new multi-dwelling and mixed-use development with residential units that provide parking include EV – ready infrastructure to allow for the transportation options of electric vehicles which improves the quality of the multi-family housing along with alternative transportation mobility

### **Transit Station Areas**

**Policy 3.53. Transit-oriented development.** Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.

**Policy 3.54. Community connections.** Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

**Policy 3.55. Transit station area safety.** Design transit areas to improve pedestrian, bicycle, and personal safety.

**Policy 3.56. Center stations.** Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

**Policy 3.57. Employment stations.** Encourage concentrations of jobs and employment-focused land uses in and around stations in employment-zoned areas.

**Policy 3.58. Transit neighborhood stations.** Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.

**Policy 3.59. Destination stations.** Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

**98. Finding:** Policies 3.53 through 3.59 provide direction on the desired characteristics and functions of transit station areas. These policies are implemented by higher-density mixed-use, employment, and multi-dwelling zoning in designated transit station areas, as well as through transportation improvements providing connections to transit stations. The EV – Ready Code Project does not change the growth potential or the role of transit station areas. The EV – Ready Code Project amendments ensure that new multi-dwelling and mixed-use development with residential units that provide parking include EV – ready infrastructure to allow for the transportation mobility options of electric vehicles, while still promoting development that promotes other forms of active transportation. Therefore, the amendments are consistent with these policies.

## City Greenways

**Policy 3.60. Connections.** Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

**Policy 3.61. Integrated system.** Create an integrated City Greenways system that includes regional trails through natural areas and along Portland’s rivers, connected to neighborhood greenways, and heritage parkways.

**Policy 3.62. Multiple benefits.** Design City Greenways that provide multiple benefits that contribute to Portland’s pedestrian, bicycle, green infrastructure, and parks and open space systems.

**Policy 3.63. Design.** Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

**99. Finding:** Policies 3.60 through 3.63 primarily relate to the design and construction of improvements for City Greenways within rights-of-way and not to the development requirements for lots that abut them. The EV – Ready Code Project amendments do not impact regulations that address the provision or design of city greenways. These policies are not applicable.

## Urban habitat corridors

**Policy 3.64. Urban habitat corridors.** Establish a system of connected, well-functioning, and diverse habitat corridors that link habitats in Portland and the region, facilitate safe fish and wildlife access and movement through and between habitat areas, enhance the quality and connectivity of existing habitat corridors, and establish new habitat corridors in developed areas.

**Policy 3.65. Habitat connection tools.** Improve habitat corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

**Policy 3.66. Connect habitat corridors.** Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

**100. Finding:** Habitat corridors are mapped on Figure 3-6 of the Comprehensive Plan. The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City’s environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. The EV – Ready Code Project amendments do not amend either the NRI or the existing environmental zone regulations. Habitat corridors also include tree canopy. Although the EV – Ready Code Project amendments do not change Title 11 tree preservation and tree density requirements that apply in development situations, they continue to require a minimum amount of perimeter parking lot landscaping adjacent to EV chargers and accessory equipment to provide tree planting. Therefore, the amendments are consistent with these policies.

## Employment areas

**Policy 3.67. Employment area geographies.** Consider the land development and transportation needs of

Portland’s employment geographies when creating and amending land use plans and making infrastructure investments.

**101. Finding:** Comprehensive Plan Figure 3-7 identifies four employment area geographies – Central City, industrial/employment, commercial, and institutional. The EV – Ready Code Project amendments do not affect the development opportunities of these geographies. However, the amendments provide guidance for the placement of EV -chargers and accessory equipment when located in parking lots in employment/industrial areas which provide an alternative to fossil fuel burning vehicles. Therefore, the amendments are consistent with these policies.

**Policy 3.68. Regional Truck Corridors.** Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. *See Figure 3-7 – Employment Areas.* Designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network).

**102. Finding:** Regional truckways and priority truck streets are major freight routes, such as the interstate highways. The City Council interprets this policy to acknowledge the role that regional truck corridors play in our transportation system and to take steps to improve those functions. Portland’s approach to regional truck corridors is unchanged because the EV – Ready Code Project amendments do not amend the Citywide System Plan or the Transportation System Plan, which implement this policy.

### **Rivers Pattern Area**

**Policy 3.69. Historic and multi-cultural significance.** Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally-permitted fish species.

**Policy 3.70. River transportation.** Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland’s historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

**Policy 3.71. Recreation.** Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland’s riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

**Policy 3.72 Industry and port facilities.** Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities.

**Policy 3.73. Habitat.** Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.

**Policy 3.74. Commercial activities.** Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.

**Policy 3.75. River neighborhoods.** Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

**Policy 3.76. River access.** Enhance and complete Portland’s system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

**Policy 3.77. River management and coordination.** Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.

**Policy 3.78 Columbia River.** Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

**Policy 3.79 Willamette River North Reach.** Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.

**Policy 3.80. Willamette River Central Reach.** Enhance the role of the Willamette River Central Reach as the Central City and region’s primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

**Policy 3.81 Willamette River South Reach.** Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.

**Policy 3.82. Willamette River Greenway.** Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway.

**103. Finding:** Policies 3.69 through 3.82 provide direction on the desired characteristics and functions of the Rivers Pattern Area, which includes areas along the Willamette and Columbia Rivers. The EV – Ready Code Project does not change the role or management of areas along the river. Therefore these policies are not applicable.

### **Central City Pattern Area**

**Policy 3.83. Central City districts.** Enhance the distinct identities of the Central City’s districts.

**Policy 3.84. Central City river orientation.** Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.

**Policy 3.85. Central City pedestrian system.** Maintain and expand the Central City’s highly interconnected pedestrian system.

**Policy 3.86. Central City bicycle system.** Expand and improve the Central City’s bicycle system.

**104. Finding:** Policies 3.83 through 3.86 provide direction on the desired characteristics and functions of the Central City Pattern Area. The EV – Ready Code Project does not change the character or systems inherent in the Central City as the amendments only provide guidance for EV – infrastructure and chargers in parking areas. Therefore, the policies are not applicable

### **Inner Neighborhoods Pattern Area**

**Policy 3.87 Inner Neighborhoods main streets.** Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

**Policy 3.88 Inner Neighborhoods street patterns.** Preserve the area’s urban fabric of compact blocks and its highly interconnected grid of streets.

**Policy 3.89 Inner Neighborhoods infill.** Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

**Policy 3.90 Inner Neighborhoods active transportation.** Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland’s active transportation system

**Policy 3.91 Inner Neighborhoods residential areas.** Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

**105. Finding:** Policies 3.87 through 3.91 provide direction on the desired characteristics and functions of the Inner Neighborhoods Pattern Area. The Inner Neighborhoods were developed and shaped during the Streetcar Era of the late 19th and early 20th centuries. The Inner Neighborhoods are characterized by a regular pattern of neighborhood business districts located along former streetcar streets interspersed with residential areas. These policies express the overall design approach in Inner Neighborhoods. They address block patters, infill development, building orientation and design, and active transportation. Generally, the EV – Ready Code Project do not impact the characteristics and lot patterns of these areas. The amendments focus on the regulations and development standards for providing EV – ready infrastructure and EV chargers. These standards provide guidance on the placement of this equipment to provide opportunities for their installation while still maintaining standards for perimeter parking lot landscaping. Therefore, the amendments are consistent with these policies.

### **Eastern Neighborhoods Pattern Area**

**Policy 3.92 Eastern Neighborhoods street, block, and lot pattern.** Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area’s large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

- A. **North-South Transit.** Support development of, access to, and service enhancement for North-South transit.
- B. **Alleyways.** Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community.

**Policy 3.93 Eastern Neighborhoods site development.** Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.

**Policy 3.94 Eastern Neighborhoods trees and natural features.** Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area’s streams, forests, wetlands, steep slopes, and buttes.

**Policy 3.95 Eastern Neighborhoods buttes.** Enhance public views of the area’s skyline of buttes and stands of tall Douglas fir trees.

**Policy 3.96 Eastern Neighborhoods corridor landscaping.** Encourage landscaped building setbacks along residential corridors on major streets.

**Policy 3.97 Eastern Neighborhoods active transportation.** Enhance access to centers, employment

areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

**106. Finding:** Policies 3.92 through 3.97 provide direction on the desired characteristics and functions of the Eastern Neighborhoods Pattern Area. They address street patterns, site development, natural features, and active transportation. . Generally, the EV – Ready Code Project do not impact the characteristics and lot patterns of these areas. The amendments focus on the regulations and development standards for providing EV – ready infrastructure and EV chargers. These standards provide guidance on the placement of this equipment to provide opportunities for their installation while still maintaining standards for perimeter parking lot landscaping. Therefore, the amendments are consistent with these policies.

### **Western Neighborhoods Pattern Area**

**Policy 3.98 Western Neighborhoods village character.** Enhance the village character of the Western Neighborhoods’ small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.

- A. **Prioritize new sidewalk connections.** Prioritize adding sidewalks where there are none over expanding/ widening existing connections.
- B. **North-South transit.** Support development of, access to, and service enhancement for North-South transit.

**Policy 3.99 Western Neighborhoods active transportation.** Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods.

**Policy 3.100 Western Neighborhoods development.** Encourage new development and infrastructure to be designed to minimize impacts on the area’s streams, ravines, and forested slopes.

**Policy 3.101 Western Neighborhoods habitat corridors.** Preserve, enhance, and connect the area’s network of habitat areas and corridors, streams, parks, and tree canopy.

**Policy 3.102 Western Neighborhoods trails.** Develop pedestrian-oriented connections and enhance the Western Neighborhoods’ distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area.

- A. **TDM strategies.** Explore and emphasize Transportation Demand Management strategies and tools, that function in spite of unique topographic conditions of the West Hills, to provide effective options for commuters while reducing carbon emissions, improving neighborhood livability and cycling safety, and protecting important natural resources.
- B. **Forest Park natural resources.** Protect the ecological quality and function of natural Forest Park’s natural resources in the design and development of transportation projects in or near the park and avoid, minimize, then mitigate adverse impacts to wildlife, habitat, and riparian corridors.
- C. **Focus for active transportation.** Primarily focus sidewalk and bicycle route improvements in (and in close proximity to) the designated Centers and Corridors of the Comp Plan.
- D. **Filling gaps in connections.** Fill gaps in important access connections, including exploring traditional ROW acquisition and partnerships with other City bureaus.
- E. **Accessible routes.** Improve accessibility/create parallel routes in some cases (for motor vehicles,

bicycles and pedestrians, and/or both). Explore what existing facilities and connections most merit upgrades or secondary accessible routes.

- 107. Finding:** Policies 3.98 through 3.102 provide direction on the desired characteristics and functions of the Western Neighborhoods Pattern Area. . Generally, the EV – Ready Code Project do not impact the characteristics and development patterns of these areas. The amendments focus on the regulations and development standards for providing EV – ready infrastructure and EV chargers. These standards provide guidance on the placement of this equipment to provide opportunities for their installation while still maintaining standards for perimeter parking lot landscaping. Therefore, the amendments are consistent with these policies.

## Chapter 4: Design .and Development

**Goal 4.A: Context-sensitive design and development.** New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

- 108. Finding:** The Design and Development chapter focuses on the specifics of the built environment. City Council interprets this goal as calling for the design of new development to consider and respond to the context where the development is taking place. This context includes physical characteristics, as well as the history and culture of places. Zoning and development standards are only one of many ingredients that define a neighborhood’s context. In addition to the architecture of its homes and the people who inhabit them, the context of a neighborhood also concerns the spaces in between – the natural environment, open space, plants, access to sunlight, and more. Street layout, topography, existing vegetation and mix of residential, commercial and open space also have a strong influence. In addition, a neighborhood’s historical narrative, such as influences from major infrastructure or institutional investments or changing socio-economic compositions, also define the distinct attributes of different neighborhoods. City Council interprets response to context to not be about replicating what exists, but for development and the regulations that shape this development to be informed by context. The EV – Ready Code Project amendments are intended to work with the other development regulations and standards within the code while addressing the lack of policy guidance related to EV infrastructure and chargers. The amendments do not make changes to any contextual standards but provide guidance on the placement of the EV infrastructure, chargers and equipment in a way that integrates the installations into the site design. Therefore, this goal is met.

**Goal 4.B: Historic and cultural resources.** Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

- 109. Finding:** City Council interprets this goal as recognizing that Portland’s built environment will and should continue to change over time, but that it is important that historic and cultural resources be preserved as part of this changing environment. City Council interprets “historic and cultural resources” to refer to “historic resources” as defined in the Comprehensive Plan, which indicates that these are designated historic resources that include “historic landmarks, conservation landmarks, historic districts, conservation districts, and structures or objects that are identified as contributing to the historic significance of a district, including resources that are listed in the National Register of Historic Places.” The EV – Ready Code Project amendments provide guidance

on the placement of the EV infrastructure, chargers and equipment, but they do not remove any processes for historic review that apply to alterations to resources. Therefore, this goal is met.

**Goal 4.C: Human and environmental health.** Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

**110. Finding:** City Council interprets this goal as calling for the protection and enhancement of human and environmental health as objectives that should guide City actions related to the built environment. City Council interprets development that is “efficiently designed” as designed to be resource- and cost-efficient. The EV – Ready Code Project amendments augment existing development regulations and standards within the code that address health safety and livability while addressing the lack of policy guidance related to EV infrastructure and chargers. The use of EVs as an alternative to fossil fuel burning vehicles can improve area air quality and reduce carbon emissions. The amendments provide guidance on the placement of the EV infrastructure, chargers and equipment to encourage their installation. Therefore, this goal is met.

**Goal 4.D: Urban resilience.** Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

**111. Finding:** City Council interprets this goal as calling for the protection and enhancement of human and environmental health as objectives that should guide City actions related to the built environment. City Council interprets development that is “efficiently designed” as designed to be resource- and cost-efficient. The EV – Ready Code Project amendments create regulations for new multi-dwelling and mixed-use projects containing residential dwellings to incorporate the EV infrastructure necessary for providing EV chargers now or in the future, making the buildings more resilient to changing vehicle usage. Therefore, this goal is met.

## Context

**Policy 4.1. Pattern areas.** Encourage building and site designs that respect the unique built, natural, historic, and cultural characteristics of Portland’s five pattern areas described in Chapter 3: Urban Form.

**Policy 4.2. Community identity.** Encourage the development of character-giving design features that are responsive to place and the cultures of communities.

**Policy 4.3. Site and context.** Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

**112. Finding:** Policies 4.1 through 4.3 provide direction on how the context of where development occurs should be considered in City implementation approaches – including how building and site design respect pattern areas and respond to the physical character-giving aspect of place and context. These policies are implemented by site and building development standards in the zoning code, and in some situations through design review guidelines. The EV – Ready Code Project amendments provide regulations and guidance for the installation of EV infrastructure, chargers and equipment, but they are intended to work with existing regulations that address the site context and identity. Therefore, the amendments are consistent with these policies.

**Policy 4.4. Natural features and green infrastructure.** Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems,

into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.

**113. Finding:** This policy calls for including natural elements, such as trees, and green infrastructure, such as ecoroofs and vegetated stormwater facilities, as part of the urban environment – both as part of development projects and within public spaces, such as streets. The EV – Ready Code Project amendments provide regulations and guidance for the placement of EV infrastructure, chargers and equipment within parking areas. The amendments provide flexibility while maintaining the role of perimeter parking lot landscaping requirements. Therefore, the amendments are consistent with these policies.

**Policy 4.5. Pedestrian-oriented design.** Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

**114. Finding:** The EV – Ready Code Project amendments provide guidance for EV installations within parking areas are subject to the Federal ADA requirements for wheelchair and mobility access. Therefore, the amendments are consistent with these policies.

**Policy 4.6. Street orientation.** Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.

**115. Finding:** The EV – Ready Code Project amendments do not impact the development standards for building orientation and site design. Therefore this policy does not apply.

**Policy 4.7. Development and public spaces.** Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.

**116. Finding:** The EV – Ready Code Project amendments do not impact the criteria for developing street environments or public plazas. The amendments do provide guidance for EV infrastructure, chargers and equipment within parking areas. The amendments provide flexibility while maintaining the role of perimeter parking lot landscaping requirements adjacent to streets. Therefore, the amendments are consistent with these policies.

**Policy 4.8. Alleys.** Encourage the continued use of alleys for parking access, while preserving pedestrian access. Expand the number of alley-facing accessory dwelling units.

**117. Finding:** The EV – Ready Code Project amendments do not impact the use of alleys. Therefore, this policy does not apply.

**Policy 4.9. Transitional urbanism.** Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction.

**118. Finding:** This policy promotes the use of transitional places for temporary activities that can foster human interaction. The EV – Ready Code Project amendments apply to permanent parking areas. The policy does not apply.

## **Health and safety**

**Policy 4.10. Design for active living.** Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

**Policy 4.11. Access to light and air.** Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.

**Policy 4.12. Privacy and solar access.** Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.

**Policy 4.13. Crime-preventive design.** Encourage building, site, and public infrastructure design approaches that help prevent crime.

**Policy 4.14. Fire prevention and safety.** Encourage building and site design that improves fire prevention, safety, and reduces seismic risks.

**119. Finding:** Policies 4.10 through 4.14 provide direction on the promotion of health and safety in development. They address issues such as site planning, solar access, and design approaches that reduce crime or mitigate seismic hazards. The EV – Ready Code Project amendments do not directly address these policies but provide regulations and guidance for the installation of EV infrastructure, chargers and equipment. EV usage reduces carbon emissions and improves air quality which is consistent with these policies.

### **Residential areas**

**Policy 4.15. Residential area continuity and adaptability.** Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

**Policy 4.16. Scale and patterns.** Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

**Policy 4.17. Demolitions.** Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.

**Policy 4.18. Compact single-family options.** Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

**Policy 4.19. Resource efficient and healthy residential design and development.** Support resource efficient and healthy residential design and development.

**120. Finding:** City Council interprets the residential areas policies (policies 4.15 through 4.19) as applying to the lower-density residential zones located outside centers, including the single-dwelling zones. Council interprets “compatible” to mean two things that are able to exist or occur together without conflict. The EV – Ready Code Project amendments provide regulations and guidance for EV infrastructure, chargers and equipment provided for parking areas. They are intended to work with existing code standards for residential development. Therefore, the amendments are consistent with these policies.

### **Design and development of centers and corridors**

**Policy 4.20. Walkable scale.** Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.

**Policy 4.21. Street environment.** Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.

**Policy 4.22. Relationship between building height and street size.** Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.

**Policy 4.23. Design for pedestrian and bicycle access.** Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

**Policy 4.24. Drive-through facilities.** Prohibit drive through facilities in the Central City, and limit new development of new ones in the Inner Ring Districts and centers to support a pedestrian-oriented environment.

**Policy 4.25. Residential uses on busy streets.** Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.

**Policy 4.26. Active gathering places.** Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

**Policy 4.27. Protect defining features.** Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.

**Policy 4.28. Historic buildings in centers and corridors.** Protect and encourage the restoration and improvement of historic resources in centers and corridors.

**Policy 4.29. Public art.** Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.

**121. Finding:** Policies 4.20 through 4.29 address design and development in centers and along corridors. The policies provide guidance on development scale, streetscapes, gathering spaces, public art, and historic preservation. City Council interprets these policies as applying to the higher-density commercial/mixed-use, multi-dwelling, and employment zones within the mapped boundaries of centers and along designated civic and neighborhood corridors. Comprehensive Plan text accompanying these policies indicates that “centers and corridors are places where large numbers of people live, work, and visit.” This describes the higher-density mixed-use, multi-dwelling, and employment zones in centers and corridors that are the focus of these policies. The Comprehensive Plan defines “high-density housing” as referring to “housing that is mid- to high-rise in building scale,” and furthermore defines “mid-rise” as a building between five and seven stories in height. The EV – Ready Code Project amendments provide regulations and guidance for the installation of EV infrastructure, chargers and equipment, and are focused on integrating with existing standards that apply to parking areas and parking spaces. However, the regulations also clarify situations where an EV charging station takes on the characteristics of a drive-through facility where vehicles may queue up in line to wait for access to a charger terminal, in the case of a fast charger. In those cases, the facility would be identified as a Quick Vehicle Servicing use with a drive-through facility and it’s location limited consistent with City policy on gas stations, which supports Policy 4.24. Therefore overall, the amendments are consistent with these policies.

**Policy 4.30. Scale transitions.** Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-

density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.

**Policy 4.31. Land use transitions.** Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

**Policy 4.32. Industrial edge.** Protect non-industrially zoned parcels from the adverse impacts of facilities and uses on industrially zoned parcels using a variety of tools, including but not limited to vegetation, physical separation, land acquisition, and insulation to establish buffers between industrial sanctuaries and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

**122. Finding:** Policies 4.30 through 4.32 provide direction regarding transitions between different types of land uses and development scales. These policies are implemented by regulations in the higher-density mixed-use, multi-dwelling, employment, and institutional zones that require transitions in building height, landscaped buffers, and limitations in activities adjacent to single-dwelling zoning. The EV – Ready Code Project creates regulations and standards for the installation of EV infrastructure, chargers and equipment. The standards for the chargers and equipment provide some flexibility while maintaining a minimum amount of perimeter parking lot landscaping to maintain trees and vegetation to provide a buffer with non-industrial zoned parcels. Therefore, the amendments are consistent with these policies.

### **Off-site impacts**

**Policy 4.33. Off-site impacts.** Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay attention to limiting and mitigating impacts to under-served and under-represented communities.

**Policy 4.34. Auto-oriented facilities, uses, and exterior displays.** Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.

**Policy 4.35. Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

**Policy 4.36. Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.

**Policy 4.37. Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic.

**Policy 4.38. Light pollution.** Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

**Policy 4.39. Airport noise.** Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing disclosure of the level of aircraft noise and mitigating the potential impact of noise within the affected area.

**Policy 4.40. Telecommunication facility impacts.** Mitigate the visual impact of telecommunications and broadcast facilities near residentially zoned areas through physical design solutions.

**123. Finding:** Policies 4.33 through 4.40 generally address impacts that can negatively affect adjacent residential uses and areas. The City Council interprets these policies to apply to non-residential uses, such as those allowed in commercial and employment zones, that can have negative public health impacts on adjacent residential uses. They are implemented through a variety of design and impact-related performance standards in the zoning code. Current base zone development standards address potential off-site impacts through existing setback requirements, tree density standards, limitations on commercial uses and signage. Offsite impacts are additionally addressed in Chapter 33.262. The EV – Ready Code Project creates regulations and standards for the installation of EV infrastructure, chargers and equipment. The standards for the chargers and equipment provide some flexibility while maintaining a minimum amount of perimeter parking lot landscaping to maintain trees and vegetation to provide a buffer with residential properties. The use of EVs also reduces emissions from vehicles resulting in improved air quality. Lastly, the amendments include regulations clarifying that an EV charging facility that operates with the queuing lines and dispenser island similar to a gas station would be considered a quick vehicle servicing use and drive-through facility and would be limited in their locational opportunities in support of Policy 4.34. This reduces the impact of EV chargers and their potential expansion non-industrial zoned parcels. Therefore, the amendments are consistent with these policies.

### Scenic resources

**Policy 4.41. Scenic resources.** Enhance and celebrate Portland’s scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

**Policy 4.42. Scenic resource protection.** Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

**Policy 4.43. Vegetation management.** Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

**Policy 4.44. Building placement, height, and massing.** Maintain regulations and other tools related to building placement, height, and massing to preserve designated significant scenic resources.

**Policy 4.45. Future development.** Encourage new public and private development to create new public viewpoints providing views of Portland’s rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

**124. Finding:** The City has designated scenic resources in an adopted inventory and protects them through an overlay zone (Chapter 33.480) which addresses landscaping, setbacks, screening, building facades and tree removal. The EV – Ready Code Project amendments do not change the scenic resources mapping or regulations. Therefore, these policies do not apply.

### Historic and cultural resources

**Policy 4.46. Historic and cultural resource protection.** Protect and encourage the restoration of historic buildings, places, and districts that contribute to the distinctive character and history of Portland’s evolving urban environment.

**Policy 4.47. State and federal historic resource support.** Advocate for state and federal policies,

programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

**Policy 4.48. Continuity with established patterns.** Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

**Policy 4.49. Resolution of conflicts.** Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to consider the character of the historic resources in the district.

**Policy 4.50. Demolition.** Protect historic resources from demolition. Provide opportunities for public comment, and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

**Policy 4.51. City-owned historic resources.** Maintain City-owned historic resources with necessary upkeep and repair.

**Policy 4.52. Historic Resources Inventory.** Maintain and periodically update Portland’s Historic Resources Inventory to inform historic and cultural resource preservation strategies.

**Policy 4.53. Preservation equity.** Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.

**Policy 4.54. Cultural diversity.** Work with Portland’s diverse communities to identify and preserve places of historic and cultural significance.

**Policy 4.55. Cultural and social significance.** Encourage awareness and appreciation of cultural diversity and the social significance of historic places and their roles in enhancing community identity and sense of place.

**Policy 4.56. Community structures.** Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.

**Policy 4.57. Economic viability.** Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

**Policy 4.58. Archaeological resources.** Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with Sovereign tribes, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

**125. Finding:** Policies 4.46 through 4.58 address historic and cultural resources. The City’s regulations for historic and cultural resource preservation are found in Chapter 33.445. Therefore, the amendments are consistent with these policies. No changes to these historic or cultural resource protections are proposed with the EV – Ready Code Project amendments. Alterations to the site of a historic resource for the installation of EV chargers and equipment are subject to the requirement of the Historic Resource overlay zones. Therefore, these amendments are consistent with these policies.

## Public art

**Policy 4.59. Public art and development.** Create incentives for public art as part of public and private development projects.

**126. Finding:** No changes to public art programs or new incentives are proposed with the EV – Ready Code Project, therefore, this policy does not apply.

### **Resource-efficient design and development**

**Policy 4.60. Rehabilitation and adaptive reuse.** Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

**Policy 4.61. Compact housing.** Promote the development of compact, space- and energy-efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

**Policy 4.62. Seismic and energy retrofits.** Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

**Policy 4.63. Life cycle efficiency.** Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.

**Policy 4.64. Deconstruction.** Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

**Policy 4.65. Materials and practices.** Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

**Policy 4.66. Water use efficiency.** Encourage site and building designs that use water efficiently and manage stormwater as a resource.

**Policy 4.67. Optimizing benefits.** Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.

**Policy 4.68. Energy efficiency.** Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.

**Policy 4.69. Reduce carbon emissions.** Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.

**Policy 4.70. District energy systems.** Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.

**Policy 4.71. Ecodistricts.** Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.

**Policy 4.72. Energy-producing development.** Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.

**127. Finding:** Policies 4.60 through 4.72 address resource efficiency and resilience – primarily related to building design. This includes consideration of energy use, water use, use of recycled and healthy building materials, seismic standards, and adoptive re-use. The EV – Ready Code Project

amendments create regulations to require and guide the installation of EV infrastructure, chargers and equipment. The EV infrastructure provides opportunities for the transition from fossil fuel to electric powered cars. Encouraging this transition reduces carbon emissions (Policy 4.69), allows for a renewable fuel source option (4.68) and makes the development more resilient for future changes (4.63). The Pacific Northwest’s energy grid includes renewable sources such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040. Using renewable electricity removes the carbon emissions both at the time of energy production as well as during the operation of the vehicle. Therefore, the amendments are consistent with these policies.

### **Designing with nature**

**Policy 4.73. Design with nature.** Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation.

**Policy 4.74. Flexible development options.** Encouraging flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally sensitive areas and to retain healthy native and beneficial vegetation and trees.

**Policy 4.75. Low-impact development and best practices.** Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure.

**Policy 4.76. Impervious surfaces.** Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects.

**Policy 4.77. Hazards to wildlife.** Encourage building, lighting, site, and infrastructure design and practices that provide safe fish and wildlife passage, and reduce or mitigate hazards to birds, bats, and other wildlife.

**Policy 4.78. Access to nature.** Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:

- Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
- Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
- Natural areas such as Forest Park and Oaks Bottom.

**128. Finding:** Policies 4.73 through 4.78 provide direction regarding the interface between development and natural features and functions. They address site and building design and access to nature. The EV – Ready Code Project amendments do not change existing design or development standards that implement these policies, therefore, these policies do not apply.

### **Hazard-resilient design**

**Policy 4.79. Natural hazards and climate change risks and impacts.** Limit development in or near areas prone to natural hazards, using the most current hazard and climate change-related information and maps.

**Policy 4.80. Geological hazards.** Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

**Policy 4.81. Disaster-resilient development.** Encourage development and site-management approaches that reduce the risks and impacts of natural disasters or other major disturbances and that improve the ability of people, wildlife, natural systems, and property to withstand and recover from such events.

**Policy 4.83. Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

**Policy 4.82. Portland Harbor Facilities.** Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.

**Policy 4.84. Planning and disaster recovery.** Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

**129. Finding:** Policies 4.79 through 4.84 provide direction regarding the interface of development with natural hazards. The policies address climate, geology, disaster recovery, and reducing risks at harbor-related facilities. City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title 24), as well as the environmental overlay zones are unchanged by these amendments and will ensure any new development will be done in a way to protect people and property from hazards.

Additional findings related to this topic are found in response to Comprehensive Plan policies 8.104 through 8.111, and state Goal 7.

## Healthy food

**Policy 4.85. Grocery stores and markets in centers.** Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmer’s markets offering fresh produce in centers.

**Policy 4.86. Neighborhood food access.** Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.

**Policy 4.87. Growing food.** Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.

**Policy 4.88. Access to community gardens.** Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zoned for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

**130. Finding:** Policies 4.85 through 4.88 address ways that programs and land use plans can facilitate better access to healthy food. These policies do not apply because the EV – Ready Code Project amendments do not change any programs related to food access or change retail allowances or zoning that would directly affect food access.

## Chapter 5: Housing

**Goal 5.A: Housing diversity.** Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

**131. Finding:** The City's Housing Needs Analysis, which was adopted (Ordinance 185657) and acknowledged by LCDC on June 11, 2014, consists of five distinct reports that analyzed the state of housing supply, housing affordability issues and the City's ability to meet projected housing demand. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, identified the supply of land available to provide this needed housing. This demonstrated compliance with Statewide Land Use Goal 10. These background documents formed the policy direction that planning projects ensure that a variety of housing be provided to meet the needs of all Portlanders.

The EV – Ready Code Project amendments do not change allowances for housing on the Zoning Map or reduce allowances for housing provided in the Zoning Code. The amendments only apply to accessory parking that is built with multi-dwelling or mixed-use projects with a residential component. The amendments include regulations and standards that guide the installation of EV infrastructure, chargers and equipment. The amendments do not decrease the amount or types of housing anticipated to be built under the supporting documents or the 2035 Comprehensive Plan. Therefore, this goal is met.

**Goal 5.B: Equitable access to housing.** Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

**132. Finding:** City Council defines “equitable access to housing” as a goal to create housing that is accessible and affordable to a wide range of households, including people with disabilities, people of color, low-income households, diverse household types, and older adults. The EV – Ready Code Project amendments do not impact the accessibility of housing to different groups. However, the amendments create regulations and standards that guide the installation of EV infrastructure, chargers, and equipment, with requirements applying in new multi-dwelling and mixed-use residential developments. This allows residents the opportunity to own an electric vehicle as an alternative to fossil fuel burning vehicles. EVs have lower operating and maintenance costs which can benefit lower income households. The amendments provide the opportunity to reduce disparities in EV ownership opportunities between residents of different housing types. This provides a more equitable situation of EV access for residents in multi-dwelling development and also makes these buildings more resilient in the future. Therefore, the amendments are consistent with this goal.

**Goal 5.C: Healthy connected city.** Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

**133. Finding:** This goal ensures that housing be provided in areas of the city that also have access to the goods and services needed by the residents on a daily basis, often defined as a Complete Neighborhood, as well as to ensure access to affordable transportation options. This goal is generally implemented through the base zones and plan districts that concentrate the greatest amount of housing growth in the areas with the best access to services. While the EV – Ready Code Project amendments do not change zoning development intensity or policies related to

multi-modal access, they provide the regulations and standards to guide new and future EV infrastructure, chargers and equipment. As the EV market grows, the need to provide charging infrastructure to meet resident’s needs will also grow. The amendments help ensure that the range of resident transportation options can be met in the future. Therefore, the amendments are consistent with this goal .

**Goal 5.D: Affordable housing.** Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

**134. Finding:** City Council interprets this goal as to encourage the development of regulated affordable housing that provides long-term stability to low-income households. While the EV -Ready Code Project does not impact the development potential or standards of affordable housing, the amendments create a regulation that new multi-dwelling and mixed-use development with at least 5 dwelling units provide EV – ready infrastructure for any accessory parking that is provided. The regulations apply to both market rate and affordable housing units, helping to provide a more equitable distribution of EV charging infrastructure, including units that serve under-represented communities. . Therefore, the amendments are consistent with this goal.

**Goal 5.E: High-performance housing.** Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

**135. Finding:** City Council defines “high-performance housing” to include housing that is developed with a lighter environmental impact (smaller carbon footprint, eco-friendly materials, longevity of construction, reducing waste, recycling). The EV – Ready Code Project amendments create regulations to require and guide the installation of EV infrastructure, chargers and equipment. While this doesn’t directly impact the housing structure, it can result in more efficient options for resident’s vehicle usage. The EV infrastructure provides opportunities for the transition from fossil fuel to electric powered cars. Encouraging this transition reduces carbon emissions, allows for a renewable fuel source option and makes the development more resilient for future changes. The Pacific Northwest’s energy grid includes renewable sources such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040. Therefore, the amendments are consistent with this goal.

### **Diverse and expanding housing supply**

**Policy 5.1. Housing supply.** Maintain sufficient residential development capacity to accommodate Portland’s projected share of regional household growth.

**Policy 5.2. Housing growth.** Strive to capture at least 25 percent of the seven-county region’s residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**136. Finding:** Policies 5.1 and 5.2 ensure that Portland preserves enough land and development capacity to accommodate household growth projections and to continue to capture a significant proportion of future regionwide residential growth. These policies are generally implemented through the density allowances of the base zones and plan districts. While the EV -Ready Code Project does not impact the development capacity or standards for residential development, the amendments create regulations to require and guide the installation of EV infrastructure, chargers and equipment for accessory parking that is created with the housing. However, the amendments do not reduce the residential capacity of any lot. Therefore, the amendments are consistent with these policies.

**Policy 5.3. Housing potential.** Evaluate plans and investments for their impact on housing capacity,

particularly the impact on the supply of housing units that can serve low- and moderate-income households and identify opportunities to meet future demand.

**137. Finding:** The EV – Ready Code Project does not impact the development capacity of lots for housing. The amendments align with, and augment the recently adopted state rules that require accessory parking associated with new multi-dwelling and mixed-use residential development to provide the EV infrastructure to support EV chargers now or in the future. The provision of this infrastructure can be much cheaper if installed at the time of new development. The requirement applies to both market and affordable housing which will allow for a wider range of incomes to have access to EV charging in the future. Therefore, the amendments are consistent with these policies.

**Policy 5.4. Housing types.** Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/clustered services.

**138. Finding:** In general, the types of housing allowed are specified in the base zones. The EV – Ready Code Project creates opportunities for accessory parking associated with the housing to be set up for EV chargers now and in the future, addressing the transition to EVs expected. Therefore, the amendments are consistent with these policies.

**Policy 5.5. Housing in centers.** Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

**139. Finding:** The EV – Ready Code Project amendments do not change the Zoning Map. Therefore, this policy does not apply.

**Policy 5.6. Middle housing.** Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed-use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

**140. Finding;** Policies 5.5 and 5.6 address the implementation of different zoning to support a broad range of housing and housing types, whether within centers or in the areas of transition between centers and surrounding single family development. This is generally achieved through the application of different base zones or developing specific regulations as part of a plan district. The EV – Ready Code Project amendments do not impact the development capacity or housing types allowed by the zone, but provide regulations and guidance on the placement of EV infrastructure, chargers and equipment for accessory parking in multi-dwelling and mixed-use development. Therefore, the amendments are consistent with these policies.

**Policy 5.7. Adaptable housing.** Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

**141. Finding:** While the EV – Ready Code Project does not impact the housing development opportunities on a site, the amendments regulate and provide guidance for providing the EV infrastructure for new multi-dwelling and mixed-use residential development and also provides guidance for inserting EV chargers and equipment in parking lots for existing housing. This allows

for the housing to adapt to electric vehicles over time as the demand increases. Therefore, the amendments are consistent with these policies.

**Policy 5.8. Physically-accessible housing.** Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.

**Policy 5.9. Accessible design for all.** Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, using Universal Design Principles.

**142. Finding:** Policies 5.8 and 5.9 are intended to foster housing that is accessible to people of all physical abilities. In general, the regulations requiring accessibility are determined through the state building codes, which are not preempted at the local level. These codes require a certain percentage of housing units to be accessible to those with disabilities. The EV – Ready Code Project amendments address requirements for accessory parking provided for multi-dwelling and mixed-use residential housing projects. While the amendments do not over-ride current State and Federal requirements for accessible parking as it applies to chargers, the amendments are intended to complement any updated rules that come out of the Federal analysis for ADA EV charging measures. In addition, in situations where six or fewer parking spaces are provided for new multi-dwelling or mixed-use residential development, all parking spaces will need to include conduit for future EV capacity, including the ADA space. Therefore, the amendments are consistent with this policy.

**Policy 5.10. Coordinate with fair housing programs.** Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

**143. Finding:** This policy encourages programs and projects to ensure neighborhoods provide for a wide diversity of people in terms of people in terms of race, ethnicity, gender, sexual orientation, socio-economic status, age, physical abilities, religious beliefs, political beliefs, or other characteristics. Generally, programs administered by the Housing Bureau, and regulations such as the Inclusionary Zoning requirements provide the opportunity to create developments that provide access to housing for people in a range of classes. While the EV – Ready Code Project does not impact the housing development opportunities on a site, the amendments regulate the installation of EV infrastructure in new multi-dwelling and mixed-use residential development and also provide guidance for inserting EV chargers and equipment in parking lots for existing housing. The regulations apply to both market rate and affordable housing, which allows a wider variety of residents to be able to choose electric vehicles. Therefore, the amendments are consistent with these policies.

## Housing access

**Policy 5.11. Remove barriers.** Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

**144. Finding:** The EV – Ready Code Project amendments align with, and augment the recently adopted state rules that require accessory parking associated with new multi-dwelling and mixed-use residential development to provide the EV infrastructure to support EV chargers now or in the future. The provision of this infrastructure can be much cheaper if installed at the time of new development. While the amendments add a new regulation, the requirements apply equally to

both market and affordable housing which will allow for a wider range of residents to have access to EV charging in the future. Therefore, the amendments are consistent with these policies.

**Policy 5.12. Impact analysis.** Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

**Policy 5.13. Housing stability.** Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

**Policy 5.14. Preserve communities.** Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.

**Policy 5.15. Gentrification/displacement risk.** Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

**Policy 5.16. Involuntary displacement.** When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

**145. Finding:** The City Council interprets Policies 5.12 to 5.16 as requiring evaluation and analysis as to who will benefit and who will be burdened by a planning decision, including amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Zoning Code, and the Zoning Map. The Council interprets “involuntary displacement” to occur when a resident is forced to relocate due to factors that are beyond the resident’s control including, but not limited to, increased rents due to market pressure and decisions by landlords to redevelop property. The EV – Ready Code Project amendments are intended to provide residents of new multi-dwelling or mixed-use project to have future choices in the types of vehicles they may own by providing the opportunity to have current or future access to EV chargers. These forms of development often have a higher proportion of renters who may not have other ways to charge an EV. Since EVs often have lower maintenance and fueling costs, they can provide a lower cost alternative to operating a vehicle and charging infrastructure can be viewed as a community benefit. By applying this to all new housing with at least 5 units, it provides greater equity in the provision of EV infrastructure to a variety of households in the future. By requiring the infrastructure be placed at the time of construction, it reduces the costs of retrofits which could impact rents in the future. Therefore, the amendments support these policies.

**Policy 5.17. Land banking.** Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

**146.** This policy is not relevant because this ordinance amends the zoning code and land banking programs are not authorized or managed through the zoning code.

**Policy 5.18. Rebuild communities.** Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.

**147. Finding:** This policy is not relevant because this ordinance amends the zoning code and land programs for maintaining social and cultural connections are not authorized or managed through the zoning code.

**Policy 5.19. Aging in place.** Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

**148. Finding:** Although the EV – Ready Code Project does not change the range of housing options available, it does increase the variety of transportation options for development to include EVs or shared electric vehicle programs. The transportation options may remove barriers for certain living arrangements. Therefore, the amendments are consistent with these policies.

### **Housing location**

**Policy 5.20. Coordinate housing needs in high-poverty areas.** Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

**Policy 5.21. Access to opportunities.** Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and under-represented populations and an existing supply of affordable housing.

**Policy 5.22. New development in opportunity areas.** Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.

**Policy 5.23. Higher-density housing.** Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

**Policy 5.24. Impact of housing on schools.** Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

**149. Finding:** The EV – Ready Code Project does not impact the housing capacity or affordable housing requirements of the base zones or plan districts. The amendments provide regulations for EV infrastructure and guidance for the placement of EV chargers and equipment and apply in cases where accessory parking is provided. This can lead to greater variety of vehicle choice or share electric vehicle programs for residents. Therefore, the amendments are consistent with these policies.

### **Housing affordability**

**Policy 5.25. Housing preservation.** Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

**Policy 5.26. Regulated affordable housing target.** Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

**Policy 5.27. Funding plan.** Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

**Policy 5.28. Inventory of regulated affordable housing.** Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

**Policy 5.29. Permanently-affordable housing.** Increase the supply of permanently-affordable housing, including both rental and homeownership opportunities.

**150. Finding:** Policies 5.25 through 5.29 promote the production and preservation of regulated affordable housing. In general, these policies are implemented through city programs administered by the Portland Housing Bureau. Within the zoning code, the inclusionary housing provisions require buildings with 20 units or more to provide to provide a percentage of the units at affordable rates. The EV – Ready Code Project amendments do not affect the PHB programs or the zoning code inclusionary housing regulations. Therefore, these policies are not applicable.

**Policy 5.30. Housing cost burden.** Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

**Policy 5.31. Household prosperity.** Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

**Policy 5.32 Affordable Housing in Centers.** Encourage income diversity in and around centers by allowing a mix of housing types and tenures.

**Policy 5.33. Central City affordable housing.** Encourage the preservation and production of affordable housing in the Central City to take advantage of the area’s unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

**151. Finding:** Policies 5.30 through 5.33 promote the placement of a mix of housing, focused on affordable housing in areas that have access to transit and services, especially in Centers and the Central City. While the EV – Ready Code Project amendments do not impact the development capacity or requirements of affordable housing, the amendments provide the opportunity for residents to have greater transportation options which can reduce cost burdens. The amendments create regulations and standards that guide the installation of EV infrastructure, chargers, and equipment, with requirements applying in new multi-dwelling and mixed-use residential developments. This allows residents the opportunity to own an electric vehicle as an alternative to fossil fuel burning vehicles. EVs have lower operating and maintenance costs which can benefit lower income households. The amendments provide the opportunity to reduce disparities in EV ownership opportunities between residents of different housing types. This provides a more equitable situation of EV access for residents in multi-dwelling development and also makes these buildings more resilient in the future. Therefore, the amendments are consistent with this policy.

**Policy 5.34. Affordable housing resources.** Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

**152. Finding:** This policy does not apply because it concerns affordable housing funding sources and mechanisms, which are not addressed by zoning code regulations that are the focus of the EV – Ready Code Project amendments. Other funding programs are being explored to reduce the barriers for electric vehicle ownership and EV charger installation in low income projects.

**Policy 5.35. Inclusionary housing.** Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.

**153. Finding:** Inclusionary housing regulations were adopted in 2018. The EV – Ready Code Project amendments do not change that code or program, therefore this policy does not apply.

**Policy 5.36. Impact of regulations on affordability.** Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

**154. Finding:** . The EV – Ready Code Project amendments augment recently approved rules developed at the state level and provide incrementally higher amounts of EV – ready infrastructure, due to increased ownership of EVs in the Metro area. The amendments are intended to provide residents of new multi-dwelling or mixed-use project future choices in the types of vehicles they may own by providing the opportunity to have current or future access to EV chargers. These forms of development often have a higher proportion of renters who may not have other ways to charge an EV. Since EVs often have lower maintenance and fueling costs, they can provide a lower cost alternative to operating a vehicle and charging infrastructure can be viewed as a community benefit. By applying this to all new housing with at least 5 units, it provides greater equity in the provision of EV infrastructure to a variety of households in the future. By requiring the infrastructure be placed at the time of construction, it reduces the costs of retrofits which could impact rents in the future. Therefore, the amendments are consistent with these policies. Therefore, the amendments are consistent with this policy.

**Policy 5.37. Mobile home parks.** Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

**155. Finding:** The EV – Ready Code Project amendments do not impact the mobile home park regulations or the parking requirements that apply to mobile home parks. Many of these regulations are determined at the state level. Therefore, this policy does not apply.

**Policy 5.38. Workforce housing.** Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

**156. Finding:** While the EV – Ready Code Project amendments do not impact the development capacity or requirements of workforce housing, they provide the opportunity for residents to have greater transportation options which can reduce cost burdens. The amendments create regulations and standards that guide the installation of EV infrastructure, chargers, and equipment, with requirements applying equally to all new multi-dwelling and mixed-use residential developments with five or more dwelling units. This will provide a choice for vehicle ownership for residents of all incomes. EVs have lower operating and maintenance costs which can benefit lower income households. The amendments provide the opportunity to reduce disparities in EV ownership opportunities between residents of different housing types. This provides a more equitable situation of EV access for residents in multi-dwelling development and also makes these buildings more resilient in the future., the amendments are consistent with this policy.

**Policy 5.39. Compact single-family options.** Encourage development and preservation of small

resource-efficient and affordable single-family homes in all areas of the city.

**157. Finding:** The EV – Ready Code Project amendments do not impact the areas where resource efficient single-family homes can locate. Therefore this policy does not apply.

**Policy 5.40. Employer-assisted housing.** Encourage employer-assisted affordable housing in conjunction with major employment development.

**Policy 5.41. Affordable homeownership.** Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

**Policy 5.42. Homeownership retention.** Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

**Policy 5.43. Variety in homeownership opportunities.** Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

**158. Finding:** The EV – Ready Code Project amendments do not change any existing programs that increase employer assisted housing or home ownership opportunities. The amendments augment recently approved rules developed at the state level and provide incrementally higher amounts of EV – ready infrastructure, due to increased ownership of EVs in the Metro area. The amendments are intended to provide residents of new multi-dwelling or mixed-use project future choices in the types of vehicles they may own by providing the opportunity to have current or future access to EV chargers. These developments may be managed as apartments or they could be developed for home ownership opportunities as condominiums or co-ops. The regulations apply equally regardless of the ultimate ownership and can provide alternatives for ownership housing. The amendments are consistent with these policies.

**Policy 5.44. Regional cooperation.** Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland Metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

**Policy 5.45. Regional balance.** Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

**159. Finding:** These policies encourage regional collaboration among the jurisdictions within the Portland Metropolitan area to ensure that a range of housing and services is provided throughout the region. While the EV – Ready Code Project amendments do not impact any measures for coordination with Metro and the region, the amendments align and augment State rule changes which will apply in the region. The amendments are consistent with these policies.

## Homelessness

**Policy 5.46. Housing continuum.** Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed, including but not limited to Permanent Supportive Housing, transitional housing, self-built micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds.

**160. Finding:** The EV – Ready Code Project amendments do not change the range of housing opportunities and supporting services allowed within the city. This policy does not apply.

### **Health, safety, and well-being**

**Policy 5.47 Healthy housing.** Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

**Policy 5.48 Housing safety.** Require safe and healthy housing free of hazardous materials such as lead, asbestos, and radon.

**Policy 5.49. Housing quality.** Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.

**161. Finding:** In general, regulations that address hazardous materials such as lead, asbestos, and radon are administered by the State Department of Environmental Quality, as well as through local programs to safely remove hazardous materials during remodels and tear downs. The EV – Ready Code Project amendments do not amend the development and types of materials used in constructing housing. However, the amendments encourage the development of EV chargers within parking areas for mixed-use and multi-dwelling development. The operation of EVs on the site can improve air quality over the use of fossil fuel vehicles. These emissions can impact indoor air quality. Therefore, the amendments are consistent with these policies.

**Policy 5.50. High-performance housing.** Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

**Policy 5.51. Healthy and active living.** Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

**Policy 5.52. Walkable surroundings.** Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

**Policy 5.53. Responding to social isolation.** Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

**Policy 5.54 Renter protections.** Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

**162. Finding:** The EV – Ready Code Project establishes minimum requirements and standards for installing EV infrastructure and chargers. The use of EVs provide an energy efficient and cleaner transportation option than fossil fuel vehicles. Their installation allows for greater resilience and adaptability for parking for housing as EV usage increases. Therefore, the amendments support the applicable policies.

## Chapter 6: Economic Development

**Goal 6.A: Prosperity.** Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- Create opportunity for people to achieve their full potential.
- Improve public health.
- Support a healthy environment.
- Support the fiscal well-being of the city.

**163. Finding:** The EV – Ready Code Project does not change the zoning entitlements that provide the guidance to the amount of growth and development opportunities on individual sites. However, the amendments support this goal by developing regulations and standards for the installation of EV infrastructure and chargers. This infrastructure will help to encourage the use of EVs as an alternative to fossil fuel vehicles. Reducing carbon emissions from transportation improves public health and supports a healthy environment. Therefore, the amendments support this goal.

**Goal 6.B: Development.** Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by: 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

**164. Finding:** The EV – Ready Code Project amendments do not change the overall land supply under the different zones, nor do they impact the public improvement plans that consider locations of public facilities and services, so it does not apply to 1) and 3). However, the amendments clarify the standards and regulatory requirements for EV infrastructure, chargers and equipment. The result is to increase the understanding of the parameters for where EV infrastructure and equipment can go. The amendments are consistent with item 2) of the goal to have a local review system that is nimble, predictable and fair.

**Goal 6.C: Business district vitality.** Portland implements land use policy and investments to:

- Ensure that commercial, institutional, and industrial districts support business retention and expansion.
- Encourage the growth of districts that support productive and creative synergies among local businesses.
- Provide convenient access to goods, services, and markets.
- Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region’s Urban Growth Boundary.

**165. Finding:** As stated under Goal 6B, the EV – Ready Code Project does not impact the base zoning or allowances that dictate the type and size of development within business districts. The amendments align with, and augment the recently adopted state rules that require accessory parking associated with new multi-dwelling and mixed-use residential development to provide the EV infrastructure to support EV chargers now or in the future. The amendments do not further change the EV – Ready requirements recently adopted in building code for commercial and industrial buildings. The provision of EV infrastructure can be much cheaper if installed at the time

of new development, and encourage the use of EVs as an alternative to fossil fuel vehicles. The use of EVs reduces emissions and can improve livability which helps to maintain a population base that can support the local economy. The amendments are consistent with this goal

### **Diverse, expanding city economy**

**Policy 6.1. Diverse and growing community.** Expand economic opportunity and improve economic equity for Portland’s diverse, growing population through sustained business growth.

**Policy 6.2. Diverse and expanding economy.** Align plans and investments to maintain the diversity of Portland’s economy and status as Oregon’s largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

**Policy 6.3. Employment growth.** Strive to capture at least 25 percent of the seven-county region’s employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**Policy 6.4. Fiscally-stable city.** Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

**166. Finding:** Policies 6.1 through 6.4 provide guidance to ensure that the city maintain enough lands to create opportunities for diverse economic and employment opportunities across the city and at levels that can support our residential growth. The EV – Ready Code Project does not impact the Comprehensive Plan or Zoning designations that impact the location, type or amount of employment opportunities, so these policies do not apply.

**Policy 6.5. Economic resilience.** Improve Portland’s economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

**Policy 6.6. Low-carbon and renewable energy economy.** Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with energy efficiency projects, waste reduction, production of more durable goods, and recycling.

**167. Finding:** Policies 6.5 and 6.6 require the city’s plans to consider future resilience and energy efficiency to ensure that the city can remain prosperous and adaptable to changing conditions. The EV – Ready Code Project establishes minimum requirements and standards for installing EV infrastructure and chargers. The use of EVs provide an energy efficient and cleaner transportation option than fossil fuel vehicles, using a fuel source which can both be renewable and reduce carbon emissions. Their installation allows for greater resilience and adaptability for parking areas as EV usage increases. The Pacific Northwest’s energy grid includes renewable sources such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040. Therefore, the amendments support the applicable policies.

**Policy 6.7. Competitive advantages.** Maintain and strengthen the city’s comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.

**Policy 6.8. Business environment.** Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

**168. Finding:** Policies 6.7 and 6.8 ensure the city maintain and promote a diverse and strong business environment to remain competitive in the region. The Comprehensive Plan defines “maintain” as to keep what you have or preserve. The EV – Ready Code Project does not directly impact the

quality of the workforce or business diversity and it does not affect assistance programs maintained by other agencies. However, the amendments provide opportunities to maintain a competitive business climate by clarifying the regulations and standards for incorporating EV infrastructures and chargers into new and existing parking lots. This will provide additional transportation options for customers and workers at businesses. The amendments are consistent with the policies.

**Policy 6.9. Small business development.** Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.

**Policy 6.10. Business innovation.** Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

**Policy 6.11. Sharing economy.** Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

**169. Finding:** The EV – Ready Code Project amendments do not impact programs or approaches used to foster small business development of business innovation. However, the amendments provide the opportunities for future EV innovation and installation to be incorporated into development. In addition, the infrastructure put in today could be adapted for future programs developed to offer the shared use of EVs by other companies or agencies. Therefore, the amendments are consistent with these policies.

**Policy 6.12. Economic role of livability and ecosystem services.** Conserve and enhance Portland’s cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

**170. Finding:** In general, formal recognition of the City’s historic, cultural, and environmental assets is recognized through many of the city’s overlay zones and plan districts, as well as other city programs that lend technical and financial support to retain features that continue to attract a diverse work force. The EV – Ready Code Project amendments to not amend any of these programs. This policy does not apply.

## **Land development**

**Policy 6.13. Land supply.** Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.

**Policy 6.14. Brownfield redevelopment.** Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035.

**Policy 6.15. Regionally-competitive development sites.** Improve the competitiveness of vacant and underutilized sites located in Portland’s employment areas using incentives, and regional and state assistance for needed infrastructure and site readiness improvements.

**171. Finding:** Policies 6.13 -6.15 are meant to ensure the city provides an adequate supply of buildable lands for long term employment growth, and to provide incentives for encumbered land. The EV – Ready Code Project does not impact the city’s buildable lands inventory or programs for brownfield development and other financial incentives, so these policies do not apply

**Policy 6.16. Regulatory climate.** Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

**6.16.a.** Assess and understand cumulative regulatory costs to promote Portland’s financial competitiveness with other comparable cities.

**6.16.b.** Promote certainty for new development through appropriate allowed uses and “clear and objective” standards to permit typical development types without a discretionary review.

**6.16.c.** Allow discretionary-review to facilitate flexible and innovative approaches to meet requirements.

**6.16.d.** Design and monitor development review processes to avoid unnecessary delays.

**6.16.e.** Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.

**172. Finding:** The Comprehensive Plan defines ‘improve’ to make the current situation better or to increase enhance or expand facilities or resources. This policy promotes improvement in the development review process and regulations to provide predictability in supporting economic growth and retention. The sub policies provide added guidance on ways to make these improvements. While The EV – Ready Code Project amendments do not increase state requirements for commercial and industrial uses in employment and industrial lands, the amendments create standards for locating EV chargers and equipment, even in the case where the site may be incorporating state EV infrastructure requirements. These standards remove the current uncertainty for how these facilities are regulated. Therefore, the amendments are consistent with this policy.

**Policy 6.17. Short-term land supply.** Provide for a competitive supply of development-ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

**Policy 6.18. Evaluate land needs.** Update the Economic Opportunities Analysis and short-term land supply strategies every five to seven years.

**Policy 6.19. Corporate headquarters.** Provide land opportunities for development of corporate headquarters campuses in locations with suitable transportation facilities.

**173. Finding:** Policies 6.17-6.19 ensure that the City maintains an adequate supply of employment lands, including lands that can be used for future corporate headquarters, and continuously updates that land supply on a regular basis. The EV – Ready Code Project does not impact the city’s buildable land inventory or the updates required through an Economic Opportunities Analysis, so these policies do not apply.

### **Traded sector competitiveness**

**Policy 6.20. Traded sector competitiveness.** Align plans and investments with efforts to improve the city

and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

**Policy 6.21. Traded sector diversity.** Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

**Policy 6.22. Clusters.** Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

**Policy 6.23. Trade and freight hub.** Encourage investment in transportation systems and services that will retain and expand Portland’s competitive position as a West Coast trade gateway and freight distribution hub.

**Policy 6.24. Traded sector land supply.** Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

**Policy 6.25. Import substitution.** Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

**Policy 6.26. Business opportunities in urban innovation.** Strive to have Portland’s built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.

**174. Finding:** Policies 6.20 through 6.26 address programs, plans and investments that maintain Portland’s competitiveness with traded sector businesses, import/export programs and freight distribution. The EV – Ready Code Project does not impact any of these programs. Within these areas, the amendments create standards that apply to parking areas that may include EV chargers and equipment. These policies do not apply.

### **Equitable household prosperity**

**Policy 6.27. Income self-sufficiency.** Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.

**6.27.a.** Support the role of industrial districts as a leading source of middle-wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.

**6.27.b.** Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.

**Policy 6.28. East Portland job growth.** Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

**Policy 6.29. Poverty reduction.** Encourage investment in, and alignment of, poverty-reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

**Policy 6.30. Disparity reduction.** Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

**Policy 6.31. Minority-owned, woman-owned and emerging small business (MWESB) assistance.** Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-

owned, and emerging small businesses.

**Policy 6.32. Urban renewal plans.** Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- Revitalization of neighborhoods.
- Expansion of housing choices.
- Creation of business and job opportunities.
- Provision of transportation linkages.
- Protection of residents and businesses from the threats posed by gentrification and displacement.
- The creation and enhancement of those features which improve the quality of life within the urban renewal area.

**175. Finding:** Policies 6.27 through 6.32 address city programs that reduce income disparity, increase targeted job growth and revitalization of areas to benefit existing residents. In general, the EV – Ready Code Project does not impact these programs and so the policies do not apply. The amendments are consistent with Policy 6.32 by developing EV infrastructure requirements for multi-dwelling and mixed-use housing developments to ensure these developments can accommodate EV chargers. This expands transportation choices for residents in the future.

### **Central City**

**Policy 6.33. Central City.** Improve the Central City’s regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 6.34. Central City industrial districts.** Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

**Policy 6.35. Innovation districts.** Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

**176. Finding:** Policies 6.33 through 6.35 ensure that the Central City continues as an employment and innovation hub, including the preservation of centralized institutions. The EV – Ready Code Project does not impact the allowed uses and intensity of the uses, which are generally regulated through the base zones and plan districts. As stated elsewhere, the EV – Ready Code Project augments state regulations addressing EV – Ready infrastructure for multi-dwelling and mixed-use development that includes residences, which doesn’t impact employment and industrial areas. However, the amendments are consistent with these policies by establishing development standards that apply to EV chargers and equipment. These standards remove the current uncertainty for how these facilities are regulated.

### **Industrial and employment districts**

**Policy 6.36. Industrial land.** Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely-accessible base of family-wage jobs, particularly for under-served and under-represented people.

**Policy 6.37. Industrial sanctuaries.** Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

**Policy 6.38. Prime industrial land retention.** Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention.

**6.38.a.** Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

**6.38.b.** Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

**6.38.c.** Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources are also protected.

**6.38.d.** Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.

**6.38.e.** Protect prime industrial land for siting of parks, schools, large-format places of assembly, and large-format retail sales.

**6.38.f. Promote efficient** use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be in the prime industrial area.

**Policy 6.39. Harbor access lands.** Limit use of harbor access lands to river- or rail-dependent or related industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river-dependent industrial uses.

**Policy 6.40. Portland Harbor Superfund Site.** Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses.

**Policy 6.41. Multimodal freight corridors.** Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.

**Policy 6.42. Columbia East.** Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.

**Policy 6.43. Dispersed employment areas.** Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

**Policy 6.44. Industrial land use intensification.** Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.

**Policy 6.45. Industrial brownfield redevelopment.** Provide incentives, investments, technical assistance

and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

**Policy 6.46. Impact analysis.** Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.

**Policy 6.47. Clean, safe, and green.** Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.

**Policy 6.48. Fossil fuel distribution.** Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

**Policy 6.49. Industrial growth and watershed health.** Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.

**Policy 6.50. District expansion.** Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.

**Policy 6.51. Golf course reuse and redevelopment.** Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.

**Policy 6.52. Residential and commercial reuse.** Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.

**Policy 6.55. Neighborhood park use.** Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

**177. Finding:** Policies 6.36 through 6.55 provide direction regarding industrial and employment districts. The EV – Ready Code Project does not change the comprehensive plan designations or regulations affecting any currently designated industrial or employment lands. Therefore, most of these policies do not apply. However, the EV – Ready Code Project amendments are consistent with Policies 6.47 and 6.48 by establishing requirements and standards for EV infrastructure, chargers and equipment. These amendments enable the expansion of this new technology that provides a more sustainable transportation option, reduces carbon emissions and can reduce reliance on fossil fuels.

### **Campus institutions**

**Policy 6.56. Campus institutions.** Provide for the stability and growth of Portland’s major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.

**Policy 6.57. Campus land use.** Provide for major campus institutions as a type of employment land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

**Policy 6.58. Development impacts.** Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially to

reduce automobile traffic and parking impacts.

**Policy 6.59. Community amenities and services.** Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.

**Policy 6.60. Campus edges.** Provide for context-sensitive, transitional uses, and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.

**Policy 6.61. Satellite facilities.** Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

**178. Finding:** Policies 6.56 through 6.61 provide the direction to support the maintenance and growth of the City’s institutions. These policies are generally implemented through the application of the Campus Institutional (CI) zones or the Institutional Residential (IR) zones. The EV – Ready Code Project does not change the mapping of these zones or the allowed uses and intensity that is dictated through the base zones. Generally, most of these policies do not apply. The amendments are consistent with Policy 6.58 by creating development standards that would apply to EV chargers and equipment which balance the provision of this infrastructure with limiting the impacts on adjoining properties. Therefore, the amendments are consistent with Policy 6.58.

### **Neighborhood business districts**

**Policy 6.62. Neighborhood business districts.** Provide for the growth, economic equity, and vitality of neighborhood business districts.

**Policy 6.63. District function.** Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

**Policy 6.64. Small, independent businesses.** Facilitate the retention and growth of small and locally-owned businesses.

**Policy 6.65. Home-based businesses.** Encourage and expand allowances for small, low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.

**Policy 6.66. Neighborhood-serving business.** Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.

**Policy 6.67. Retail development.** Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

**179. Finding:** Policies 6.62 through 6.67 encourage plans to promote the growth of neighborhood business districts and foster small business retention and development. These policies are generally implemented through regulations in the base zones and plan districts, as well as provisions related to home occupations. The EV – Ready Code Project amendments do not impact regulations that support these policies. The regulations do provide clarity in situations where EV chargers or equipment are planned within parking lots, which may allow these businesses to

remain competitive in offering transportation alternatives. Therefore, to the extent they are applicable, the amendments are consistent with the policies.

**Policy 6.68. Investment priority.** Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

**Policy 6.69. Non-conforming neighborhood business uses.** Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.

**Policy 6.70. Involuntary commercial displacement.** Evaluate plans and investments for their impact on existing businesses.

**6.70.a.** Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

**6.70.b.** Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

**180. Finding:** Policies 6.68 through 6.70 are intended to promote plans that encourage maintenance of existing and affordable commercial business space and discourage involuntary displacement. The EV – Ready Code Project does not impact existing plans for business retention and do not impose new regulations on these businesses. The amendments only clarify situations where EV chargers and equipment are voluntarily installed. These policies do not apply

**Policy 6.71. Temporary and informal markets and structures.** Acknowledge and support the role that temporary markets (farmer’s markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also, acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.

**181. Finding:** The EV – Ready Code Project amendments apply to permanent installations of EV infrastructure, chargers and equipment. Therefore, this policy does not apply.

**Policy 6.72. Community economic development.** Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

**6.72.a.** Encourage broad-based community coalitions to implement land use and economic development objectives and programs.

**6.72.b.** Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.

**6.72.c.** Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.

**182. Finding:** Policy 6.72 addresses the need to better collaborate between public and private entities including various community organizations for economic development opportunities. The EV – Ready Code Project amendments do not impact current measures or opportunities for this collaboration. The policy does not apply.

**Policy 6.73. Centers.** Encourage concentrations of commercial services and employment opportunities in centers.

**6.73.a.** Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

**6.73.b.** Encourage the retention and further development of grocery stores and local markets as essential elements of centers.

**6.73.c.** Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

**6.73.d.** Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.

**6.73.e.** Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

**183. Finding:** Policy 6.73 and its sub-policies ensure that centers include a broad range of commercial services in a concentration that is convenient to the surrounding neighborhoods. While the EV – Ready Code Project amendments do not impact the uses and services that can locate in a center, the amendments are consistent with this policy by providing clear standards for the location of EV chargers and equipment within accessory parking lots. Depending on their access, these chargers could be available to residents and customers of the neighborhood that drive electric vehicles, or could provide opportunities for EV car sharing, providing a service to the area.

## **Chapter 7: Environmental and Watershed Health**

**Goal 7.A: Climate.** Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

**184. Finding:** City of Portland staff are working to reduce carbon emissions from the city at large as well as City operations. Transitioning the transportation sector away from the use of fossil fuels to zero emission or low carbon fuel vehicles is a key strategy to reduce carbon emissions. Portland electric vehicles are fueled by electricity that it is getting cleaner over time. Portland electric utilities have committed to their electricity being powered by 100% renewable sources by 2040. The transition from gas powered to electric vehicles can only be realized if everyone has access to EV chargers. The EV – Ready Code Project facilitates the installation of EV chargers by requiring conduit, which is much easier and less expensive to install during construction rather than after a facility is built. The EV-Ready Code Project amendments support this goal by augmenting and exceeding State requirements for installing EV-Ready charging infrastructure in new construction residential buildings that include parking.

**Goal 7.B: Healthy watersheds and environment.** Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

**185. Finding:** The Comprehensive Plan defines maintain as to keep what you have or preserve. In general, the city's ecosystem function and watershed health are maintained through the Natural Resources Inventory and the Environmental overlay zones. The EV – Ready Code Project is not amending any of these documents or zones. However, the amendments are consistent with this goal by promoting EV infrastructure which will aid in the transition from fossil fuel vehicles to EVs. EVs do not have carbon emissions during operation which can benefit air quality and the environment.

**Goal 7.C: Resilience.** Portland’s built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

**186. Finding:** The EV – Ready Code Project establishes minimum requirements and standards for installing EV infrastructure and chargers. The use of EVs provide an energy efficient and cleaner transportation option than fossil fuel vehicles. Their installation allows for greater resilience and adaptability for parking for housing as EV usage increases, and the reduction in carbon emissions is a key benefit to slow down the effects of climate change. Therefore the amendments support this goal.

**Goal 7.D: Environmental equity.** All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

**187. Finding:** The EV – Ready Code Project establishes minimum requirements and standards for installing EV infrastructure and chargers. The use of EVs provide an energy efficient and cleaner transportation option than fossil fuel vehicles. Their installation allows for greater resilience and adaptability for parking for housing as EV usage increases, and the reduction in carbon emissions is a key benefit to slow down the effects of climate change. The requirements for EV infrastructure installation apply to all multi-dwelling and mixed-use developments with at least 5 units both at market and affordable rates. This ensures future access to the benefits of EVs for a greater diversity of residents. Therefore the amendments support this goal.

**Goal 7.E: Community stewardship.** Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

**188. Finding:** This goal is focused on actions that have the potential to activate Portland’s residents on behalf of the environment and watershed health. The EV – Ready Code Project contains zoning code amendments that regulate and guide the installation EV infrastructure, chargers and equipment, which benefits the environment as stated in this document However, the amendments do not affect non-regulatory, environmental public involvement programs or actions. Therefore, this goal does not apply.

### **Improving environmental quality and resilience**

**Policy 7.1. Environmental quality.** Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

**189. Finding:** While the changes in EV – Ready Code Project amendments do not change the Natural Resource Inventories or Environmental overlay zone regulations that implement our natural resource protection, the amendments support this policy through regulations promoting the development of EV infrastructure, chargers and equipment. The increased use of EVs reduce the city’s carbon footprint over fossil fuel powered vehicles and improve area air quality.

**Policy 7.2. Environmental equity.** Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

**190. Finding:** As stated in Policy 7.1, EV-Ready Code Project does not change the regulations intended to protect identified natural resources. However, the EV -Ready Code Project amendments support this policy through regulations promoting the development of EV infrastructure, chargers and equipment. The requirements for new multi-dwelling and mixed-use development with at

least 5 units to provide the infrastructure for future EV chargers apply to market-rate and affordable units. This ensures future access to the benefits of EVs for a greater diversity of residents at all income scales which would help reduce the disparities in EV ownership and extend the benefit of reduced carbon emissions and improved air quality.

**Policy 7.3. Ecosystem services.** Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

**191. Finding:** The Comprehensive Plan defines ecosystem services as the contribution of ecosystem conditions and processes to human well-being, and include a variety of systems such as pollination of trees and plants, climate regulation, and flood mitigation among others. While the EV – Ready Code Project does not change the regulations intended to protect identified natural resources, it is consistent with this policy by regulations promoting the development of EV infrastructure, chargers and equipment. Increased use of EVs over fossil fuel vehicles can reduce carbon emissions and improve air quality. Therefore the amendments are consistent with this policy.

**Policy 7.4. Climate change.** Update and implement strategies to reduce carbon emissions and impacts and increase resilience through plans and investments and public education.

**7.4.a. Carbon sequestration.** Enhance the capacity of Portland’s urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.

**7.4.b. Climate adaptation and resilience.** Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.

**192. Finding:** The EV – Ready Code Project amendments support this policy through regulations promoting the development of EV infrastructure, chargers and equipment. The increased use of EVs reduce the city’s carbon emissions and the infrastructure ensures that parking areas can transition to the greater use of EVs extending the resilience of the development.

**Policy 7.5. Air quality.** Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders.

**193. Finding:** The EV-Ready Code Project does not change regulations for air quality as those are regulated through the State Department of Environmental Quality (DEQ) to meet the air quality standards required by the Federal Clean Air Act. However, the EV – Ready Code Project amendments support this policy through regulations promoting the development of EV infrastructure, chargers and equipment. The increased use of EVs reduce the city’s carbon emissions which improves air quality, and the infrastructure ensures that parking areas can transition to the greater use of EVs extending the ability to further improve air quality as more EVs replace fossil fuel vehicles.

**Policy 7.6. Hydrology.** Through plans and investments, improve or support efforts to improve watershed hydrology to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

**Policy 7.7. Water quality.** Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the

impacts of water quality on the health of all Portlanders.

**194. Finding** Policies 7.6 and 7.7 address the quality and hydrology of water and watershed as part of plans and investments. While the city has regulations to preserve and protect identified watersheds, the EV – Ready Code Project is consistent with these policies since it adopts regulations promoting EV infrastructure, chargers and equipment, that can result in better air quality. Since air particulates can impact watersheds and water quality, these amendments can indirectly reduce the toxics in surface and ground water.

**Policy 7.8. Biodiversity. Strive to achieve and** maintain self-sustaining populations of native species, including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

**Policy 7.9. Habitat and biological communities.** Ensure that plans and investments are consistent with and advance efforts to improve, or support efforts to improve fish and wildlife habitat and biological communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- Are rare or declining.
- Support at-risk plant and animal species and communities.
- Support recovery of species under the Endangered Species Act, and prevent new listings.
- Provide culturally important food sources, including those associated with Native American fishing rights.

**Policy 7.10. Habitat connectivity.** Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- Prevent and repair habitat fragmentation.
- Improve habitat quality.
- Weave habitat into sites as new development occurs.
- Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.
- Promote restoration and protection of floodplains.

**195. Finding** Policies 7.8 through 7.10 provide direction on integrating efforts to improve habitat and biodiversity and to better connect habitat areas to repair fragmentation. These policies are generally supported through the city’s natural resource inventory and corresponding environmental zones. While the EV – Ready Code Project amendments do not change the city’s environmental regulations, the amendments are consistent with these goals by promoting EV infrastructure, chargers and equipment, that can result in better air quality and indirectly water quality as stated above. This can improve overall habitat quality that native and migratory species need for survival.

**Policy 7.11. Urban forest.** Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland’s urban forest through plans and investments.

**7.11.a. Tree preservation.** Require or encourage preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.

**7.11.b. Urban forest diversity.** Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

**7.11.c. Tree canopy.** Support progress toward meeting City tree canopy targets.

**7.11.d. Tree planting.** Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.

**7.11.e. Vegetation in natural resource areas.** Require native trees and vegetation in significant natural resource areas.

**7.11.f. Resilient urban forest.** Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.

**7.11.g. Trees in land use planning.** Identify priority areas for tree preservation and planting in land use plans.

**7.11.h. Managing wildfire risk.** Address wildfire hazard risks and management priorities through plans and investments.

**Policy 7.12. Invasive species.** Prevent the spread of invasive plants, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

**Policy 7.13. Soils.** Coordinate plans and investments with programs that address human-induced soil loss, erosion, contamination, or other impairments to soil quality and function.

**Policy 7.14. Natural hazards.** Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

**Finding:** Policies 7.11 and 7.12 support the maintenance and expansion of the city’s forest canopy while reducing the impact of invasive species. Policies 7.13 and 7.14 require plans and projects to safeguard soils and land from erosion, contamination and degradation that can lead to hazards. Title 11, Trees and the City’s planting programs are the mechanism for implementing 7.11 and 7.12 while the city’s natural resource inventory and other Titles safeguard against hazards. In general, the EV – Ready Code Project amendments do not impact these policies, but as stated above, they have an indirect effect on improving soil quality.

**Policy 7.15. Brownfield remediation.** Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

**Policy 7.16. Adaptive management.** Evaluate trends in watershed and environmental health using current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

**Policy 7.17. Restoration partnerships.** Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil and water conservation districts, Sovereign nations, and community organizations and groups including under-served and under-represented communities, to optimize the benefits, distribution, and cost-effectiveness of watershed restoration and enhancement efforts.

**Policy 7.18. Community stewardship.** Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

**196. Finding:** Policies 7.15 through 7.18 provide direction on specific remediation and monitoring or on developing partnerships with other stakeholders. These policies are implemented through other

city measures and outreach efforts. The EV – Code Project is not impacting these current efforts, and so these policies generally don't apply. However, lowered carbon emissions and air pollution from expanded use of EVs can improve environmental health, with monitoring assumed under Policy 7.16.

### **Planning for natural resource protection**

**Policy 7.19. Natural resource protection.** Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

- Rivers, streams, sloughs, and drainageways.
- Floodplains.
- Riparian corridors.
- Wetlands.
- Groundwater.
- Native and other beneficial vegetation species and communities.
- Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
- Other resources identified in natural resource inventories.

**Policy 7.20. Natural resource inventory.** Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

**Policy 7.21. Environmental plans and regulations.** Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. *See Figure 7-2 — Adopted Environmental Plans.*

**7.21.a.** Improve the effectiveness of environmental protection plans and regulations to protect and encourage enhancement of ecological functions and ecosystem services.

**Policy 7.22. Land acquisition priorities and coordination.** Maintain a land acquisition program as a tool to protect and support natural resources and their functions. Coordinate land acquisition with the programs of City bureaus and other agencies and organizations.

**197. Finding:** Policies 7.19 through 7.22 provide direction for the preservation and maintenance of significant natural resources within the City. These resources are generally catalogued through updates to various natural resource inventories and regulated through overlay zones such as the Environmental, River and Greenway overlay zones. The EV – Ready Code Project does not change these regulations and the implementing overlay zones to protect resources. The policies do not apply.

### **Protecting natural resources in development situations**

**Policy 7.23. Impact evaluation.** Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide to inform and guide development design and mitigation consistent with policies 7.24-7.26. and other relevant Comprehensive Plan policies.

**Policy 7.24. Regulatory hierarchy: avoid, minimize, mitigate.** Maintain regulations requiring that the potential adverse impacts of new development on significant natural resources and their functions first be avoided where practicable, then minimized, then lastly, mitigated.

**Policy 7.25. Mitigation effectiveness.** Require that mitigation approaches compensate fully for adverse impacts on locally and regionally significant natural resources and functions. Require mitigation to be located as close to the impact as possible. Mitigation must also take place within the same watershed or portion of the watershed that is within the Portland Urban Services Boundary, unless mitigating outside of these areas will provide a greater local ecological benefit. Mitigation will be subject to the following preference hierarchy:

1. On the site of the resource subject to impact with the same kind of resource; if that is not possible, then
2. Off-site with the same kind of resource; if that is not possible, then
3. On-site with a different kind of resource; if that is not possible, then
4. Off-site with a different kind of resource.

**Policy 7.26. Improving environmental conditions through development.** Encourage ecological site design, site enhancement, or other tools to improve ecological functions and ecosystem services in conjunction with new development and alterations to existing development.

Finding: Policies 7.23 through 7.26 require development projects to evaluate for, minimize damage to, mitigate impacts for, and enhance the function of significant natural resources. These policies are implemented for significant natural resources through the city's natural resource inventory and various Environmental overlay zones. The EV – Ready Code Project amendments do not change the policies or implementing regulations within those zones. The policies do not apply.

### **Aggregate resources**

**Policy 7.27. Aggregate resource protection.** Protect aggregate resource sites for current and future use where there are no major conflicts with urban needs, or where these conflicts may be resolved.

**Policy 7.28. Aggregate resource development.** When aggregate resources are developed, ensure that development minimizes adverse environmental impacts and impacts on adjacent land uses.

**Policy 7.29. Mining site reclamation.** Ensure that the reclamation of mining sites protects public health and safety, protects fish and wildlife (including at-risk species), enhances or restores habitat (including rare and declining habitat types), restores adequate watershed conditions and functions on the site, and is compatible with the surrounding land uses and conditions of nearby land.

**198. Finding:** Policies 7.27 through 7.20 provide guidance for mining and resource extraction sites. The EV – Ready Code Project does not apply to these policies.

### **Columbia River Watershed**

**Policy 7.30. In-water habitat.** Enhance in-water habitat for native fish and wildlife, particularly in the Oregon Slough and near-shore environments along the Columbia River.

**Policy 7.31. Sensitive habitats.** Enhance grassland, beach, riverbanks, wetlands, bottomland forests, shallow water habitats, and other key habitats for wildlife traveling along the Columbia River migratory corridor, while continuing to manage the levees and floodplain for flood control.

**Policy 7.32. River-dependent and river-related uses.** Maintain plans and regulations that recognize the

needs of river-dependent and river-related uses while also supporting ecologically-sensitive site design and practices.

### **Willamette River Watershed**

**Policy 7.33. Fish habitat.** Provide adequate intervals of ecologically-functional shallow-water habitat for native fish along the entire length of the Willamette River within the city, and at the confluences of its tributaries.

**Policy 7.34. Stream connectivity.** Improve stream connectivity between the Willamette River and its tributaries.

**Policy 7.35. River bank conditions.** Preserve existing river bank habitat and encourage the rehabilitation of river bank sections that have been significantly altered due to development with more fish and wildlife friendly riverbank conditions.

**Policy 7.36. South Reach ecological complex.** Enhance habitat quality and connections between Ross Island, Oaks Bottom, and riverfront parks and natural areas south of the Central City, to enhance the area as a functioning ecological complex.

**Policy 7.37. Contaminated sites.** Promote and support programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.

**Policy 7.38. Sensitive habitats.** Protect and enhance grasslands, beaches, floodplains, wetlands, remnant native oak, bottomland hardwood forest, and other key habitats for native wildlife including shorebirds, waterfowl, and species that migrate along the Pacific Flyway and the Willamette River corridor.

**Policy 7.39. Riparian corridors.** Increase the width and quality of vegetated riparian buffers along the Willamette River.

**Policy 7.40. Connected upland and river habitats.** Enhance habitat quality and connectivity between the Willamette riverfront, the Willamette's floodplain, and upland natural resource areas.

**Policy 7.41. River-dependent and river-related uses.** Develop and maintain plans and regulations that recognize the needs of river-dependent and river-related uses, while also supporting ecologically-sensitive site design and practices.

**Policy 7.42. Forest Park.** Enhance Forest Park as an anchor habitat and recreational resource.

### **Columbia Slough Watershed**

**Policy 7.43. Fish passage.** Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.

**Policy 7.44. Flow constriction removal.** Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.

**Policy 7.45. Riparian corridors.** Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.

**Policy 7.46. Sensitive habitats.** Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.

**Policy 7.47. Connected rivers habitats.** Enhance upland habitat connections to the Willamette and Columbia rivers.

**Policy 7.48. Contaminated sites.** Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or that discharge stormwater, to the Columbia Slough.

**Policy 7.49. Portland International Airport.** Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.

### **Fanno and Tryon Creek Watersheds**

**Policy 7.50. Stream connectivity.** Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

**Policy 7.51. Riparian and habitat corridors.** Protect and enhance riparian habitat quality and connectivity along Tryon and Fanno creeks and their tributaries. Enhance connections between riparian areas, parks, anchor habitats, and areas with significant tree canopy. Enhance in-stream and upland habitat connections between Tryon Creek State Natural Area and the Willamette River.

**Policy 7.52. Reduced hazard risks.** Reduce the risks of landslides and streambank erosion by protecting trees and vegetation that absorb stormwater, especially in areas with steep slopes or limited access to stormwater infrastructure.

### **Johnson Creek Watershed**

**Policy 7.53. In-stream and riparian habitat.** Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

**Policy 7.54. Floodplain restoration.** Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

**Policy 7.55. Connected floodplains, springs, and wetlands.** Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

**Policy 7.56. Reduced natural hazards.** Reduce the risks of landslides, streambank erosion and downstream flooding by protecting seeps, springs, trees, vegetation, and soils that absorb stormwater in the East Buttes.

**Policy 7.57. Greenspace network.** Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

**199. Finding:** Policies 7.30 through 7.57 provide guidance for lands along the City’s major rivers, streams, and sloughs and the watersheds and natural resources that feed into these waterways. These policies are implemented through the City’s overlay zones and plan districts applicable to the resources and geographic areas. The EV – Ready Code Project does not impact the policies or implementing regulations that implement the policies. The regulations provide guidance for the installation of EV chargers and equipment and are intended to work in conjunction with the implementing regulations of these policies. Therefore, the policies do not apply.

## Chapter 8: Public Facilities and Services

**Goal 8.A: Quality public facilities and services.** High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

**Goal 8.B: Multiple benefits.** Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

**Goal 8.C: Reliability and resiliency.** Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

**Goal 8.D: Public rights-of-way.** Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

**Goal 8.E: Sanitary and stormwater systems.** Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

**Goal 8.F: Flood management.** Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

**Goal 8.G: Water.** Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

**Goal 8.H: Parks, natural areas, and recreation.** All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

**Goal 8.I: Public safety and emergency response.** Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

**Goal 8.J: Solid waste management.** Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

**Goal 8.K: School facilities.** Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

**Goal 8.L: Technology and communications.** All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

**Goal 8.M: Energy infrastructure and services.** Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

**200. Finding:** The policies in this chapter, and these goals, generally address the provision of public services, and adequacy of services as it relates to growth and development. The adopted 2035

Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects. Many of these goals and policies are not applicable because they guide public agencies that provide public facilities, on how those facilities should be provided.

The EV – Ready Code Project creates regulations and standards for the installation of EV – infrastructure, chargers and equipment on private or public property sites. It’s applicability occurs when new parking is provided with multi-dwelling or mixed-use development is proposed or when EV chargers are proposed within parking lots. In general the amendments do not impact most of the goals and policies in this Chapter. However, the amendments are intended to work with public improvements to provide reliable energy infrastructure, as stated in Goal 8M, so that the lower carbon and affordable energy EV charging opportunities are feasible on site. Additional provisions for specific applicable policies are addressed below.

### **Service provision and urbanization**

**Policy 8.1. Urban services boundary.** Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

**Policy 8.2. Rural, urbanizable, and urban public facility needs.** Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

**Policy 8.3. Urban service delivery.** Provide the following public facilities and services at urban levels of service to urban lands within the City’s boundaries of incorporation:

- Public rights-of-way, streets, and public trails
- Sanitary sewers and wastewater treatment
- Stormwater management and conveyance
- Flood management
- Protection of the waterways of the state
- Water supply
- Police, fire, and emergency response
- Parks, natural areas, and recreation
- Solid waste regulation

**Policy 8.4. Supporting facilities and systems.** Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

**Policy 8.5. Planning service delivery.** Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City’s Urban Services Boundary.

**201. Finding:** Policies 8.1 through 8.5 provide direction on the provision of public facilities and services and the process of urbanization. In general, the EV – Ready Code Project does not change provisions related to urbanizable land, or the location of public services. The policies do not apply.

### **Service coordination**

**Policy 8.6. Interagency coordination.** Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland’s Urban Services Boundary to ensure effective and efficient service delivery. See Policy 8.3 for the list of services included. Such jurisdictions and agencies include, but may not be limited to:

- Multnomah County for transportation facilities and public safety.
- State of Oregon for transportation and parks facilities and services.
- TriMet for public transit facilities and services.
- Port of Portland for air and marine facilities and services.
- Metro for regional parks and natural areas, and for solid waste, composting, and recycling facilities and transfer stations.
- Gresham, Milwaukie, Clackamas County Service District #1, and Clean Water Services for sanitary sewer conveyance and treatment.
- Multnomah County Drainage District No. 1, Peninsula Drainage District No 1, and Peninsula Drainage District No. 2 for stormwater management and conveyance, and for flood mitigation, protection, and control.
- Rockwood People’s Utility District; Sunrise Water Authority; and the Burlington, Tualatin Valley, Valley View, West Slope, Palatine Hill, Alto Park, and Clackamas River Water Districts for water distribution.
- Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts for public education, park, trail, and recreational facilities.

**Policy 8.7. Outside contracts.** Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

**Policy 8.8. Public service coordination.** Coordinate with the planning efforts of agencies providing public education, public health services, community centers, urban forest management, library services, justice services, energy, and technology and communications services.

**Policy 8.9. Internal coordination.** Coordinate planning and provision of public facilities and services, including land acquisition, among City agencies, including internal service bureaus.

**Policy 8.10. Co-location.** Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and access for historically under-represented and under-served communities.

**202. Finding:** Policies 8.6 through 8.10 serve to reinforce the City’s coordination obligations under Statewide Goal 2, Land Use Planning by providing direction on coordination with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland’s Urban Services Boundary. The EV – Ready Code Project amendments do not include new public facility or infrastructure projects or amendments to public service coordination agreements. The amendments rely on the maintenance and coordination for the electrical grid to

support the EV infrastructure addressed under policies for energy infrastructure below. The policies do not apply.

### **Service extension**

**Policy 8.11. Annexation.** Require annexation of unincorporated urbanizable areas within the City’s Urban Services Boundary as a prerequisite to receive urban services.

**Policy 8.12. Feasibility of service.** Evaluate the physical feasibility and cost-effectiveness of extending urban public services to candidate annexation areas to ensure sensible investment and to set reasonable expectations.

**Policy 8.13. Orderly service extension.** Establish or improve urban public services in newly-annexed areas to serve designated land uses at established levels of service, as funds are available and as responsible engineering practice allows.

**Policy 8.14. Coordination of service extension.** Coordinate provision of urban public services to newly-annexed areas so that provision of any given service does not stimulate development that significantly hinders the City’s ability to provide other urban services at uniform levels.

**Policy 8.15. Services to unincorporated urban pockets.** Plan for future delivery of urban services to urbanizable areas that are within the Urban Services Boundary but outside the city limits.

**Policy 8.16. Orderly urbanization.** Coordinate with counties, neighboring jurisdictions, and other special districts to ensure consistent management of annexation requests, and to establish rational and orderly process of urbanization that maximize efficient use of public funds.

**Policy 8.17. Services outside the city limits.** Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside city limits, except in cases where the City has agreements or contracts in place.

**Policy 8.18. Service district expansion.** Prohibit service district expansion or creation within the City’s Urban Services Boundary without the City’s expressed consent.

**Policy 8.19. Rural service delivery.** Provide the public facilities and services identified in Policy 8.3 in rural areas only at levels necessary to support designated rural residential land uses and protect public health and safety. Prohibit sanitary sewer extensions into rural land and limit other urban services.

**203. Finding:** Policies 8.11 through 8.19 provide direction on extending public services. The EV – Ready Code Project amendments do not include new public facility or infrastructure projects or service extensions, nor do they impact use regulations to provide public facilities and infrastructure. These policies do not apply.

### **Public investment**

**Policy 8.20. Regulatory compliance.** Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.

**Policy 8.21. System capacity.** Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

**Policy 8.22. Equitable service.** Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property

owners.

**8.22.a.** In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

**8.22.b.** In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

**8.22.c.** In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

**8.22.d.** In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

**Policy 8.23. Asset management.** Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

**Policy 8.24. Risk management.** Maintain and improve Portland’s public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

**Policy 8.25. Critical infrastructure.** Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

**Policy 8.26. Capital programming.** Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

**204. Finding:** Policies 8.20 through 8.26 provide direction on investment priorities for public facilities. The EV – Ready Code Project does not include new public facility or infrastructure projects or service extensions, nor does it impact use regulations to provide public facilities and infrastructure. The amendments rely on the maintenance and coordination for the electrical grid to support the EV infrastructure addressed under policies for energy infrastructure below. These policies do not apply.

## Funding

**Policy 8.27. Cost-effectiveness.** Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities’ lifecycle costs, and maintain the City’s long-term financial sustainability.

**Policy 8.28. Shared costs.** Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.

**Policy 8.29. System development.** Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs.

**Policy 8.30. Partnerships.** Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate.

**205. Finding:** Policies 8.27 through 8.30 provide direction on funding public facilities and services within the City of Portland’s Urban Services Boundary. The EV – Ready Code Project does not include new public facility or infrastructure projects or service extensions, nor do the amendments impact use regulations to provide public facilities and infrastructure. Other city regulations ensure

that prospective development contribute to the need for public facility improvements. These policies do not apply.

### **Public benefits**

**Policy 8.31. Application of Guiding Principles.** Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.

**Policy 8.32. Community benefit agreements.** Encourage the use of negotiated community benefit agreements for large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.

**Policy 8.33. Community knowledge and experience.** Encourage public engagement processes and strategies for larger public facility projects to include community members in identifying potential impacts, mitigation measures and community benefits.

**Policy 8.34. Resource efficiency.** Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets.

**Policy 8.35. Natural systems.** Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

**Policy 8.36. Context-sensitive infrastructure.** Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

**Policy 8.38. Age-friendly public facilities.** Promote public facility designs that make Portland more age-friendly.

**206. Finding:** Policies 8.31 through 8.38 provide direction on the associated public benefits that should be considered in conjunction with investment in public facilities and services within the City of Portland’s Urban Services Boundary. In general, the EV – Ready Code Project does not include new public facility or infrastructure projects, nor do the amendments impact use regulations to provide public facilities and infrastructure. However, the amendments are consistent with Policy 8.34 by creating regulations to encourage and guide the installation of EV infrastructure, chargers and equipment. The use of EVs can result in the reduction of carbon emissions over fossil fuels. The other policies do not apply.

### **Public rights-of-way**

**Policy 8.39. Interconnected network.** Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

**Policy 8.40. Transportation function.** Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

**Policy 8.41. Utility function.** Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

**Policy 8.42. Stormwater management function.** Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and

environmental objectives.

**Policy 8.43. Trees in rights-of-way.** Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

**Policy 8.44. Community uses.** Allow community use of rights-of-way for purposes such as public gathering space, events, or temporary festivals, if the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

**Policy 8.45. Pedestrian amenities.** Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right-of-way.

**Policy 8.46. Commercial uses.** Accommodate allowable commercial uses of the rights-of-way for enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way.

**Policy 8.47. Flexible design.** Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

**8.47.a.** Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland’s Pedestrian Design Guide, Bicycle Master Plan-Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways. (TSP objective 8.1.e.).

**Policy 8.48. Corridors and City Greenways.** Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors.

**Policy 8.49. Coordination.** Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

**8.49.a.** Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46.

**8.49.b.** Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

**Policy 8.50. Undergrounding.** Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors.

**Policy 8.51. Right-of-way vacations.** Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46.

**Policy 8.52. Rail rights-of-way.** Preserve existing and abandoned rail rights-of-way for future rail or public trail uses.

**207. Finding:** Policies 8.39 through 8.52 apply to new public facilities, uses, or infrastructure projects in the right-of-way; and right of way vacations. These facilities are generally regulated through other City codes, including Title 17 for right of way, sewer and stormwater, Title 21 for water and Title

11 for trees in the right-of-way. The EV Code Project amendments do not impact any regulations for the installation of public facility, uses, or infrastructure projects in the right-of-way. These policies do not apply.

## Trails

**Policy 8.53. Public trails.** Establish, improve, and maintain a citywide system of public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

**Policy 8.54. Trail system connectivity.** Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland’s neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives.

**Policy 8.55. Trail coordination.** Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners.

**Policy 8.56. Trail diversity.** Allow a variety of trail types to reflect a trail’s transportation and recreation roles, requirements, and physical context.

**Policy 8.57. Public access requirements.** Require public access and improvement of public trails along the future public trail alignments shown in Figure 8-2 — Future Public Trail Alignments.

**Policy 8.58. Trail and City Greenway coordination.** Coordinate the planning and improvement of trails as part of the City Greenways system.

**Policy 8.59. Trail and Habitat Corridor coordination.** Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors.

**Policy 8.60. Intertwine coordination.** Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland’s trail and active transportation network with the bi-state regional trail system.

**208. Finding:** These policies apply to designated trails. The EV – Ready Code Project amendments apply to parking lots. Although parking lots may sometimes be provided in conjunction with the construction of trailheads and park uses, the amendments do not impact these policies. The policies do not apply

## Sanitary system

**Policy 8.61. Sewer connections.** Require all developments within the city limits to be connected to sanitary sewers unless the public sanitary system is not physically or legally available per City Code and state requirements; or the existing onsite septic system is functioning properly without failure or complaints per City Code and state requirements; and the system has all necessary state and county permits.

**Policy 8.62. Combined sewer overflows.** Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.

**Policy 8.63. Sanitary sewer overflows.** Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.

**Policy 8.64. Private sewage treatment systems.** Adopt land use regulations that require any proposed

private sewage treatment system to demonstrate that all necessary state and county permits are obtained.

**Policy 8.65. Sewer extensions.** Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.

**Policy 8.66. Pollution prevention.** Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.

**Policy 8.67. Treatment.** Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

**109. Finding:** Policies 8.61 through 8.67 to apply to the provision of sanitary sewer facilities. The EV – Ready Code Project is not changing any regulations related to sanitary development and infrastructure capacity, nor does it impact any capital improvement projects related to sewer or sanitary systems. Policies 8.61 and 8.64 apply to development and private sewage treatment. Title 25, Plumbing Regulations apply at the time of development and would ensure sewer connections. Private sewage treatment systems are subject to existing regulations and are not altered by these amendments. The policies are not applicable to the EV – Ready Code Project changes.

## Stormwater Systems

**Policy 8.68. Stormwater facilities.** Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.

**Policy 8.69. Stormwater as a resource.** Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland’s watersheds.

**Policy 8.70. Natural systems.** Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.

**Policy 8.71. Green infrastructure.** Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.

**Policy 8.72. Stormwater discharge.** Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.

**Policy 8.73. On-site stormwater management.** Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.

**Policy 8.74. Pollution prevention.** Coordinate policies, programs, and investments with partners to prevent pollutants from entering the stormwater system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

**Policy 8.75. Stormwater partnerships.** Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

**209. Finding:** Policies 8.68 through 8.75 to apply to the provision of stormwater facilities. Stormwater is conveyed through the combined sewer system, pipes, ditches, or drainageways to streams and rivers. In some cases, stormwater is managed in detention facilities, other vegetated facilities, or allowed to infiltrate in natural areas. The Citywide Systems Plan includes projects to address facilities needed for conveyance, flow control and pollution reduction.

Land use changes can impact the feasibility of implementing these policies if development is encouraged in places that constrain the types of facilities encouraged by these policies. In general, development feasibility may be constrained by the lack of storm or combined sewer pipes, the presence of soil that does not allow on-site stormwater infiltration, or lack of access to drainage ditches, rivers and streams.

In many cases, policies for stormwater are regulated through other Titles administered through the Bureau of Environmental Services. The EV – Ready Code Project amendments provide guidance for the installation of EV infrastructure, chargers and equipment, which are often placed in parking areas subject to stormwater regulations. However, the amendments are intended to work concurrently with the stormwater regulations implemented by the Bureau of Environmental Services.

## **Flood management**

**Policy 8.76. Flood management.** Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.

**Policy 8.77. Floodplain management.** Manage floodplains to protect and restore associated natural resources and functions and to minimize the risks to life and property from flooding.

**Policy 8.78. Flood management facilities.** Establish, improve, and maintain flood management facilities to serve designated land uses through planning, investment and regulatory requirements.

**Policy 8.79. Drainage district coordination.** Coordinate with drainage districts that provide stormwater management, conveyance, and flood mitigation, protection, and control services within the City’s Urban Services Boundary.

**Policy 8.80. Levee coordination.** Coordinate plans and investments with special districts and agencies responsible for managing and maintaining certification of levees along the Columbia River.

**210. Finding:** Policies 8.76 through 8.80 apply to the management of floodplains. These policies are generally met through the application of the City’s Environmental, River, and Greenway overlay zones as well as through other City Titles. The EV -Ready Code Project amendments do not impact the policies around flood management. These policies do not apply.

## **Water systems**

**Policy 8.81. Primary supply source.** Protect the Bull Run watershed as the primary water supply source for Portland.

**Policy 8.82. Bull Run protection.** Maintain a source-protection program and practices to safeguard the Bull Run watershed as a drinking water supply.

**Policy 8.83. Secondary supply sources.** Protect, improve, and maintain the Columbia South Shore wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other alternative water sources designated as secondary water supplies.

**Policy 8.84. Groundwater wellfield protection.** Maintain a groundwater protection program and practices to safeguard the Columbia South Shore wellfield and the Powell Valley wellfield as drinking water supplies.

**Policy 8.85. Water quality.** Maintain compliance with state and federal drinking water quality

regulations.

**Policy 8.86. Storage.** Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.

**Policy 8.87. Fire protection.** Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.

**Policy 8.88. Water pressure.** Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.

**Policy 8.89. Water efficiency.** Reduce the need for additional water facility capacity and maintain compliance with state water resource regulations by encouraging efficient use of water by customers within the city.

**Policy 8.90. Service interruptions.** Maintain and improve water facilities to limit interruptions in water service to customers.

**Policy 8.91. Outside user contracts.** Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

**211. Finding:** Policies 8.81 through 8.91 to apply to the provision of water service. Primarily these policies govern how the City manages its water system and are not applicable to development. Title 21 provides the regulations that govern the management of the City’s water supply infrastructure and the provision of water to individual lots. The requirements for providing water service are reviewed during development proposals. The EV – Ready Code Project does not impact current policies for the City’s water infrastructure, and the regulatory EV – Ready Code Project amendments do not impact the development capacity within the city. These policies do not apply.

## **Parks and recreation**

**Policy 8.92. Acquisition, development, and maintenance.** Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city’s current and future population based on identified level-of-service standards and community needs.

**Policy 8.93. Service equity.** Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

**Policy 8.94. Capital programming.** Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.

**Policy 8.95. Park planning.** Improve parks, recreational facilities, natural areas, and the urban forest in accordance with current master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input.

**Policy 8.96. Recreational trails.** Establish, improve, and maintain a complete and connected system of public recreational trails, consistent with Portland Parks & Recreation’s trail strategy.

**Policy 8.97. Natural resources.** Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.

**Policy 8.98. Urban forest management.** Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation.

**Policy 8.99. Recreational facilities.** Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

**Policy 8.100. Self-sustaining Portland International Raceway (PIR).** Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

**Policy 8.101. Self-sustaining and inclusive golf facilities.** Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

**Policy 8.102. Specialized recreational facilities.** Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

**Policy 8.103. Public-private partnerships.** Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

**212. Finding:** Policies 8.92 through 8.103 primarily address City-owned parks and natural areas and not development on private land. The EV – Ready Code Project does not change current parks and recreation programs. Therefore, most of these policies do not apply. The EV – Ready Code Project amendments provide guidance for the placement of EV chargers and equipment within parking areas. This can aid parks planning for accommodating EVs when parking areas are planned or retrofitted, consistent with policies 8.93 through 8.95 as it creates options alternative vehicle access.

### **Public safety and emergency response**

**Policy 8.104. Emergency preparedness, response, and recovery coordination.** Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

**Policy 8.105. Emergency management facilities.** Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

**Policy 8.106. Police facilities.** Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

**Policy 8.107. Community safety centers.** Establish, coordinate, and co-locate public safety and other community services in centers.

**Policy 8.108. Fire facilities.** Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds minimum established service levels.

**Policy 8.109. Mutual aid.** Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

**Policy 8.110. Community preparedness.** Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

**Policy 8.111. Continuity of operations.** Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

**213. Finding:** Policies 8.104 through 8.111 address the provision of public safety and emergency response services. The EV – Ready Code Project amendments do not impact the underlying zoning that determines where various public safety facilities can locate. The amendments provide guidance for the placement of EV chargers and equipment within parking areas. This can enhance parking options within emergency and public service facilities for accommodating EVs when parking areas are planned or retrofitted. The amendments are consistent with these policies.

### **Solid waste management**

**Policy 8.112. Waste management.** Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and then landfill.

**214. Finding:** This policy addresses the provision of waste management services. The EV – Ready Code Project does not impact policies or regulations facilitation waste management. Therefore the policy does not apply.

### **School facilities**

**Policy 8.113. School district capacity.** Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

**Policy 8.114. Facilities Planning.** Facilitate coordinated planning among school districts and City bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to most up-to-date growth forecasts.

**Policy 8.115. Co-location.** Encourage public school districts, Multnomah County, the City of Portland, and other providers to co-locate facilities and programs in ways that optimize service provision and intergenerational and intercultural use.

**Policy 8.116. Community use.** Encourage public use of public school grounds for community purposes while meeting educational and student safety needs and balancing impacts on surrounding neighborhoods.

**Policy 8.117. Recreational use.** Encourage publicly-available recreational amenities (e.g. athletic fields, green spaces, community gardens, and playgrounds) on public school grounds for public recreational use, particularly in neighborhoods with limited access to parks.

**Policy 8.118. Schools as emergency aid centers.** Encourage the use of seismically-safe school facilities as gathering and aid-distribution locations during natural disasters and other emergencies.

**Policy 8.119. Facility adaptability.** Ensure that public schools may be upgraded to flexibly accommodate multiple community-serving uses and adapt to changes in educational approaches, technology, and student needs over time.

**Policy 8.120. Leverage public investment.** Encourage City public facility investments that complement and leverage local public school districts’ major capital investments.

**Policy 8.121. School access.** Encourage public school districts to consider the ability of students to safely walk and bike to school when making decisions about the site locations and attendance boundaries of schools.

**Policy 8.122. Private institutions.** Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

**215. Finding:** Policies 8.115 through 8.122 address school facilities and school sites. The EV – Ready Code Project amendments do not change any development entitlements that could impact school capacity, nor do they change the base zone use allowances that could impact school siting or use. The amendments provide guidance for the placement of EV chargers and equipment within parking areas. This can enhance parking options on school sites to accommodate EVs when parking areas are planned or retrofitted for use by employees or members of the community. The amendments are consistent with these policies.

### **Technology and communications**

**Policy 8.123. Technology and communication systems.** Maintain and enhance the City’s technology and communication facilities to ensure public safety, facilitate access to information, and maintain City operations.

**Policy 8.124. Equity, capacity, and reliability.** Encourage plans and investments in technology and communication infrastructure to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and to provide innovative high-performance, reliable service for Portland’s residents and businesses.

**216. Finding:** Policies 8.123 and 8.124 address technology and communication services. Technology systems within the City of Portland are primarily handled by the Bureau of Technology Services (BTS). The Bureau of Technology Services is tasked with providing management, policy setting, strategic planning, and leadership in the use of computer, radio, and telecommunications technologies for the City. The Bureau of Technology Services is not subject to State comprehensive planning requirements to meet any specific service levels. The Citywide Systems Plan identifies opportunities for on-going maintenance and enhancements, an integrated decision-making process, along with financial strategies. All of which are outside the scope of the EV – Ready Code Project and are not impacted by the amendments.

### **Energy infrastructure**

**Policy 8.125. Energy efficiency.** Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.

**Policy 8.126. Coordination.** Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.

**217. Finding:** The EV – Ready Code Project augments the state rules for EV – Ready infrastructure and provides guidance on the placement of EV chargers and equipment. Greenhouse gas emissions from electric vehicles are significantly less than gasoline powered counterparts and will eventually become truly zero emission as Oregon electric utilities transition to cleaner electricity sources.

Given Oregon’s current mix of electricity sources, the average “all-electric” vehicle, fueled by Oregon electricity, emits about 1,007 pounds of CO<sub>2</sub> per year compared to the average gasoline powered vehicle which emits 12,594 pounds of CO<sub>2</sub> per year (source: [https://afdc.energy.gov/vehicles/electric\\_emissions.html](https://afdc.energy.gov/vehicles/electric_emissions.html)). Council incorporates this link into the record. Oregon’s energy grid includes renewable sources such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040. However, the installation of EV chargers can add to the demand of the regions electrical grid. Staff have been in communication with representatives of Portland General Electric and Pacific Power to communicate the rollout of EV infrastructure within the City. These utilities have also been involved in the state rule making process and are coordinating with other agencies to further promote the use of EVs and to ensure the electrical capacity needed to support this infrastructure. Therefore, the EV – Ready Code Project amendments support these policies.

## Chapter 9 Transportation

**GOAL 9.A: Safety.** Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland’s transportation system.

**Goal 9.B: Multiple goals.** Portland’s transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

**GOAL 9.C: Great places.** Portland’s transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

**GOAL 9.D: Environmentally sustainable.** The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders’ reliance on private vehicles.

**GOAL 9.E: Equitable transportation.** The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

**GOAL 9.F: Positive health outcomes.** The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

**GOAL 9.G: Opportunities for prosperity.** The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland’s role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

**GOAL 9.H. Cost Effectiveness.** The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets.

**GOAL 9.I. Airport Futures.** Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region’s air transportation needs without compromising livability and quality of life for future generations.

**218. Finding:** The goals and the policies of Chapter 9 address transportation improvements, programming, funding priorities and maintenance, mostly applicable within the right – of – way. The EV – Ready Code Project establishes regulations and provides guidance for the installation of EV infrastructure, chargers and equipment on private and publicly owned parcels. They do not impact decisions made within the right-of-way. However, the amendments provide opportunities for use of EVs as an alternative to fossil fuel vehicles. This option increases the ability to use renewable and lower carbon energy sources for transportation while aiding in reducing emissions that affect public health. The Pacific Northwest’s energy grid includes renewable sources such as hydroelectric, solar and wind power, and policies are in place to shift to 100% renewables by 2040. The amendments provide EV ownership opportunities for a diverse range of residents as stated within the goals for Housing. Therefore, the amendments support many of the goals above. Additional findings related to specific policies are addressed individually below.

### **Designing and planning**

**Policy 9.1. Street design classifications.** Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

**Policy 9.2. Street policy classifications.** Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

**9.2.a.** Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

**9.2.b.** Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas.

**9.2.c.** Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

**Policy 9.3. Transportation System Plan.** Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design.

**Policy 9.4. Use of classifications.** Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan.

**9.4.a.** Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

**219. Finding:** Policies 9.1 through 9.4 provide direction regarding transportation system classifications and the Transportation System Plan. The EV -Ready Code Project amendments do not change the functional classification of any existing or proposed transportation facility, nor do they change the standards implementing a functional classification system or amend the Transportation System Plan (TSP). Development will be required to meet the development standards in Title 17 and its

implementing rules which are developed in accordance with the TSP.

**Policy 9.5. Mode share goals and Vehicle Miles Travelled (VMT) reduction.** Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan and meet or exceed Metro’s mode share and VMT targets.

**220. Finding:** The intent of Policy 9.5 is to reduce the share of single occupant motor vehicle trips and higher carbon generating trips through actions, investments, and plans that either encourage use of other modes, such as transit, bicycles or walking, or discourage the overall use of single occupant vehicles. While the EV – Ready Code Project does not impact the share of trips, it is consistent with this policy by encouraging the shift of private vehicle travel from fossil fuels to electricity which is a lower carbon mode of travel.

**Policy 9.6. Transportation strategy for people movement.** Implement a prioritization of modes for people movement by making transportation system decisions per the following ordered list:

1. Walking
2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- All users’ needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

**221. Finding:** This policy seeks to prioritize modes through street design considerations. While the EV – Ready Code Project does not propose new prioritizations, the amendments encourage the use of EVs over fossil fueled vehicles by establishing regulations and guidance for the installation of EV infrastructure, chargers and equipment. The use of EVs is a higher priority on the list above over fossil fueled vehicles whether privately owned or as fleets. Therefore, the amendments support this policy.

**Policy 9.7. Moving goods and delivering services.** In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs.

**Policy 9.8. Affordability.** Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

**Policy 9.9. Accessible and age-friendly transportation system.** Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

**Policy 9.10. Geographic policies.** Adopt geographically specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

**222. Finding:** Policies 9.7 through 9.10 provide direction regarding planning for the transportation system. Generally, these policies address the design and planning of transportation facilities and not individual development proposals. However, the EV – Ready Code Project amendments are consistent with these policies by establishing regulations and standards to guide the development of EV infrastructure, chargers, and equipment. This allows for greater use of a higher priority transportation option than fossil fuel-powered vehicles which and be available for Portlanders of all incomes and abilities.

### **Land use, development, and placemaking**

**Policy 9.11. Land use and transportation coordination.** Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

**Policy 9.12. Growth strategy.** Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

**Policy 9.13. Development and street design.** Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets.

**223. Finding:** Policies 9.11 through 9.13 provide the mechanism to align the street design and policy classifications with the anticipated development design and growth. In general, the EV – Ready Code Project does not impact these policies because it proposes no changes to the functional classification of any transportation facility or system. It also does not change the development entitlements. However, the amendments establish regulations and guidance for the installation of EV infrastructure, chargers and equipment within parking lots. This encourages a higher priority mode over fossil fuel-powered vehicles, and is intended to work with other transportation strategies. Therefore, the amendments are consistent with these policies.

### **Streets as public spaces**

**Policy 9.14. Streets for transportation and public spaces.** Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

**Policy 9.15. Repurposing street space.** Encourage repurposing street segments that are not critical for

transportation connectivity to other community purposes.

**Policy 9.16. Design with nature.** Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.

**224. Finding:** Policies 9.14 through 9.16 apply to the design of public streets and encourage a contextual response to these streets. The EV – Ready Code Project amendments apply to parking lots and not to parking within streets. The policies do not apply.

### **Modal policies**

**Policy 9.17. Pedestrian transportation.** Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

**Policy 9.18. Pedestrian networks.** Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

**Policy 9.19. Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

**225. Finding:** Policies 9.17 through 9.19 are intended to establish and expand pedestrian networks to further increase pedestrian safety and make walking as the most attractive mode for short trips and to access public transportation. Generally, these policies apply to the network within the city's existing street network. The EV – Ready Code Project amendments apply to parking lots and are intended to shift modal splits within vehicle travel, which is consistent with the overall modal split goals of Policy 9.6. They do not impact current pedestrian implementation programs.

**Policy 9.20. Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

**Policy 9.21. Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

**226. Finding:** Similar to the policies for pedestrians, policies 9.20 and 9.21 are intended to further establish bicycle transportation as a viable alternative to driving by developing bike networks and expanding rider safety. Similar to the finding for pedestrian networks, the EV – Ready Code Project amendments apply to parking lots and are intended to shift modal splits within vehicle travel, which is consistent with the overall modal split goals of Policy 9.6. They do not impact current bicycle implementation programs. However, one amendment encourages the development of parking for electric bikes by exempting improvements made for electric bike parking from factoring into the costs of non-conforming upgrades. This supports these policies.

**Policy 9.22. Public transportation.** Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling.

**Policy 9.23. Transportation to job centers.** Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

**Policy 9.24. Transit service.** In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a

week.

**Policy 9.25. Transit equity.** In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

**9.25.a.** Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

**Policy 9.26. Transit funding.** Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising Metro-wide funding to improve service and decrease user fees/fares.

**Policy 9.27. Transit service to centers and corridors.** Use transit investments to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.

**9.27.a.** Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

**227. Finding:** Policies 9.22 through 9.27 address funding for the development and expansion of the public transit system and to create conditions so that public transit is more convenient. The EV – Ready Code Project do not impact transit system routes, transit funding or infrastructure improvements in the right-of-way. The amendments apply to parking lots and are intended to shift modal splits within vehicle travel, which is consistent with the overall modal split goals of Policy 9.6. They do not impact current transit implementation programs. The amendments to provide guidance for the location of EV chargers and accessory equipment in parking lots. These new standards will apply in cases where EV chargers are added to transit station and park-and-ride parking lots. The standards balance the need for these chargers with the landscaping and screening provisions for parking lots, and so are consistent with the policies.

**Policy 9.28. Intercity passenger service.** Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to Seattle and Vancouver, BC.

**Policy 9.29. Regional trafficways and transitways.** Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic.

**228. Finding:** Policies 9.28 and 9.29 apply to transportation systems for intercity passenger service and regional highways and rights-of-way. The EV – Ready Code Project does not impact these systems or plans and does not change the underlying development capacity that could impact regional trafficways, so these policies do not apply.

**Policy 9.30. Multimodal goods movement.** Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city.

**Policy 9.31. Economic development and industrial lands.** Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

**Policy 9.32. Multimodal system and hub.** Maintain Portland’s role as a multimodal hub for global and regional movement of goods. Enhance Portland’s network of multimodal freight corridors.

**Policy 9.33. Freight network.** Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.

**Policy 9.34. Sustainable freight system.** Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.

**Policy 9.35. Freight rail network.** Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network.

**229. Finding:** Policies 9.30 through 9.35 address the transportation network as it relates to the transport of freight goods and the role the city’s industrial lands plays in this transportation network. The EV – Ready Code Project does not impact the freight network, nor does it impact development on prime industrial lands. In general, these policies do not apply. However, the amendments provide standards that guide the location of EV chargers and equipment which will be used to charge vehicles and trucks with these lands that contribute to freight movement. The standards are consistent with these policies.

**Policy 9.36. Portland Harbor.** Coordinate with the Port of Portland, private stakeholders, and regional partners to improve and maintain access to marine terminals and related river dependent uses in Portland Harbor.

**9.36.a.** Support continued reinvestment in, and modernization of, marine terminals in Portland Harbor.

**9.36.b.** Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia River.

**9.36.c.** Support more long-distance, high-volume movement of goods to river and oceangoing ships and rail.

**230. Finding:** Policy 9.36 addresses within the Portland Harbor, generally recognized as the prime industrial lands along the North Willamette and Columbia Rivers. The EV – Ready Code Project provides guidance on the location of EV chargers and equipment in parking lots, but otherwise does not impact prime industrial lands.

**Policy 9.37. Portland Heliport.** Maintain Portland’s Heliport functionality in the Central City.

**231. Finding:** The Comprehensive Plan defines maintain as to keep what you have, preserve. The EV – Ready Code Project does not change the underlying use allowances related to heliports, nor does it change the approval criteria that are used for reviews within the Central City. Therefore, this policy does not apply.

**Policy 9.38. Automobile transportation.** Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private

automobiles on the environment and human health.

**232. Finding:** The EV – Ready Code Project amendments do not change development intensities that could impact vehicle miles traveled. However, the amendments establish regulations and guidance for the installation of EV infrastructure, chargers and equipment within parking lots. This encourages a higher priority mode over fossil fuel-powered vehicles, reducing the negative carbon and air quality impacts of private vehicles, and is intended to work with other transportation strategies. Therefore, the amendments are consistent with this policy.

**Policy 9.39. Automobile efficiency.** Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

**233. Finding:** The EV – Ready Code Project amendments align with, and augment, the recently adopted state rules that require accessory parking associated with new multi-dwelling and mixed-use residential development to provide the EV infrastructure to support EV chargers now or in the future. This requirement provides the opportunity to have greater shifts to providing EV chargers as more vehicles are produced to run on electricity. The development standards provide the guidance for where the chargers and equipment can be located within the parking lot. Policies are in place within the city and region to have 100% renewable energy by 2040. These provisions support the policy to encourage the shift toward cleaner, low carbon fuels.

**Policy 9.40. Emergency response.** Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety.

**234. Finding:** The EV – Ready Code Project does not impact the street network or regulations related to emergency response streets, so this policy does not apply.

## **Airport Futures**

**Policy 9.41. Portland International Airport.** Maintain the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy.

**Policy 9.42. Airport regulations.** Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District.

**9.42.a.** Prohibit the development of a potential third parallel runway at PDX unless need for its construction is established through a transparent, thorough, and regional planning process.

**9.42.b.** Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.

**9.42.c.** Support the Port of Portland's Wildlife Hazard Management Plan by implementing airport-specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft.

**Policy 9.43. Airport partnerships.** Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility. Support an ongoing public advisory committee for PDX to:

**9.43.a.** Support meaningful and collaborative public dialogue and engagement on airport related planning and development.

**9.43.b.** Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland, and other jurisdictions/organizations in the region.

**9.43.c.** Raise public knowledge about PDX and impacted communities.

**Policy 9.44. Airport investments.** Ensure that new development and redevelopment of airport facilities supports the City’s and the Port’s sustainability goals and policies, and is in accordance with Figure 9-3 — Portland International Airport. Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration’s airport design criteria.

**235. Finding:** Policies 9.41 through 9.44 provide policy direction related to Portland International Airport and the Portland International Airport plan district. The EV – Ready Code Project does not impact overall policies for the airport, but the amendments provide guidance in cases where eV chargers and equipment may be placed within parking areas at the airport. These standards balance the needs of EV chargers with the landscaping standards of parking lots, and are consistent with the policies above.

## **System management**

**Policy 9.45. System Management.** Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

**9.45.a.** Support regional equity measures for transportation system evaluation.

**Policy 9.46. Traffic management.** Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

**9.46.a.** Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

**Policy 9.47. Connectivity.** Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

**9.47.a.** Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

**9.47.b.** As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comprehensive Plan.

**9.47.c.** Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comprehensive Plan.

**9.47.d.** Provide street connections with spacing of no more than 530 feet between connections

except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

**9.47.e** Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers s such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

**Policy 9.48 Technology.** Encourage the use of emerging vehicle and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.

**236. Finding:** Policies 9.45 through 9.48 address the system-wide management of the City’s transportation system. The EV-Ready Code Project does not address the right-of-way, specific traffic improvements nor make changes to the city’s Transportation Systems Plan (TSP). Policy 9.48 focuses on vehicle and parking technology, but the focus is on the city’s transportation network and not on private development. The EV-Ready Code Project does not apply to the management of the network. In general, these policies do not apply. While the EV – Ready Code Project amendments support the emerging EV technology, they are focused on parking lots on site. However, they are complementary to other programs developed by Portland Bureau of Transportation to develop EV infrastructure in the right-of-way.

**Policy 9.49 Performance measures.** Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

**9.49.a.** Eliminate deaths and serious injuries for all who share Portland streets by 2025.

**9.49.b.** Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.

**9.49.c.** By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.

**9.49.d.** Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro’s targets for these areas.

**9.49.e.** By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%

Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

**9.49.f.**By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%
Carpool	10%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

**9.49.g.**By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

**9.49.h.**By 2025, increase the percentage of new mixed-use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

**9.49.i.**Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development.

**9.49.j.**Use level-of-service, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

**9.49.k.**Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

**9.49.l.**In areas identified by Metro that exceed the level-of-service in Table 9.2 and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles

- Establishes performance standards for monitoring and implementing the action plan.

<b>Table 9-2: Oregon Metro Interim Deficiency Thresholds and Operating Standards</b>			
Location	Standards		
	Mid-Day One-Hour Peak *	PM 2-Hour Peak	
		1st Hour	2nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	0.99	1.1	0.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99- E (from Lincoln St. to OR 224), US 26 (from I-405 to Sylvan Interchange), I-405	0.99	1.1	0.99
Other Principal Arterial Routes	0.90	0.99	0.99
*The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.			

**9.49.m.** Develop performance measures to track progress in creating and maintaining the transportation system.

**237. Finding:** The Transportation Systems Plan (TSP) established multimodal performance measures and measures of system completeness. The EV – Ready Code Project does not propose changes to these measures or action plans, nor do they change policies related to level of service. The amendments do encourage the transition from fossil fueled vehicles to electric vehicles (EVs) through regulatory minimums and development standards. As shown under Policy 9.6, this is a shift in priority within single occupant and fleet vehicles. In addition, the transition from vehicles running on fossil fuels to electricity can aid in further reducing carbon emissions identified in 9.49.g, while other policies work to change mode shifts. Therefore, the amendments are consistent with these policies

**Policy 9.50 Regional congestion management.** Coordinate with Metro to establish new regional multimodal mobility standards **that** prioritize transit, freight, and system completeness.

**9.50.a.**Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.

**238. Finding:** This policy provides guidance for local coordination of congestion management with Metro standards. The EV – Ready Code Project does not impact this policy so it does not apply.

**Policy 9.51. Multimodal Mixed-Use Area.** Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

- 239. Finding:** While the EV – Ready Code Project amendments include regulations and guidance for installing EV infrastructure, it does not change any approval criteria for projects in the Central City and does not change any policies within the Central City 2035 plan. This policy does not apply.

### **Transportation Demand Management**

**Policy 9.52. Outreach.** Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

**Policy 9.53. New development.** Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

**Policy 9.54. Projects and programs.** Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

- 240. Finding:** Policies 9.52 through 9.54 provide direction regarding transportation demand management. The City has created TDM financial incentive programs to apply to larger developments (10 or more units). TDM also includes outreach programs such as Smart Trips and Safe-Routes to School. The EV – Ready Code Project does not change any of these programs, nor does it change the thresholds that would apply to new development. These programs will apply if the project provides accessory parking or not, and the EV – Ready Code Project amendments will implement the amount and placement of EV infrastructure in the cases that parking is provided. However, in general these policies do not apply.

### **Parking management**

**Policy 9.55. Parking management.** Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

- 241. Finding:** Policy 9.55 requires considering ways to shift mode share from vehicles to other active modes of transportation such as pedestrian, bicycle and transit modes by managing parking demand and supply. While the EV – Ready Code Project does not include amendments to further discourage the provision of parking, the amendments encourage a shift to greater EV charging accessibility. This provides options to use a cleaner fuels source within vehicle modes. In addition, one amendment reduces the burden of providing electric bike facilities by not factoring that cost into the cost for determining non-conforming upgrades. The amendments are consistent with this policy.

**Policy 9.56. Curb Zone.** Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public

space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

**Policy 9.57. On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

**242. Finding:** Policies 9.56 and 9.57 apply to the parking and curb/sidewalk areas within the public right-of-way. The EV – Ready Code Project amendments apply to parking within parking lots and not to the right-of-way. Therefore, these policies do not apply.

**Policy 9.58. Off-street parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

**Policy 9.59. Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

**243. Finding:** Policies 9.58 and 9.59 encourage development to limit the amount of land dedicated to new parking spaces, or in cases where new parking is provided, to allow that parking area to have multiple uses. The EV – Ready Code Project amendments do not require any parking to be provided in areas where there are no parking minimums. The amendments include requirements for multi-dwelling and mixed-use project with at least 5 dwelling units to include EV infrastructure within any parking they provide to accommodate EVs and their chargers now or in the future. This provides flexibility to use the parking spaces for fossil fuel vehicles or for EVs depending on market demand or owner preference. The development standards also provide guidance for the placement of EV chargers and equipment. The amendments do not change other policies involving alternative transportation modes, transportation demand management or the shared use of parking areas. The amendments are consistent with the policies.

**Policy 9.60. Cost and price.** Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

**244. Finding:** Policy 9.60 focuses on the management of parking spaces and discouraging subsidies such as free parking. While the EV – Ready Code Project includes regulations that address the provision of EV infrastructure, chargers and equipment within parking areas, it does not create regulations for the management of this parking. Certain EV parking spaces will charge for the use of the chargers reflecting the market cost and demand for that service. No parking subsidies are proposed for EV parking. The amendments are consistent with this policy.

**Policy 9.61. Bicycle parking.** Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

**245. Finding:** Policy 9.61 requires regulatory projects to consider ways to encourage new bicycle

facilities. The bicycle parking regulations were recently updated effective March 1, 2020. While the EV – Ready Code Project does not amend any regulations adopted through this recent update, it is consistent with this policy through one amendment that encourages the development of parking for electric bikes by exempting improvements made for electric bike parking from factoring into the costs of non-conforming upgrades.

### **Finance, programs, and coordination**

**Policy 9.62. Coordination.** Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

**246. Finding:** This policy addresses the planning, funding and coordination of the City’s transportation system with other branches of City, State and Federal government. The amendment support this policy as they augment the recent state rule changes that were part the Department of Land Conservation and Development’s Climate Friendly and Equitable Communities rulemaking. Specifically, the EV – Ready Code Project amendments address the new rules in OAR 660-012-0410 Electric Vehicle Charging which requires cities to provide electrical service capacity to accommodate 40 percent of all vehicle parking spaces provided for multifamily residential buildings and mixed-use buildings that contain at least 5 dwelling units. The EV – Ready Code Project amendments require at least 50 percent of provided parking provide electrical service capacity, exceeding the state rule requirement. The amendments are consistent with other applicable state and federal regulations. These regulations are also intended to complement work being done through the Portland Bureau of Transportation to provide EV infrastructure and chargers in the right-of-way.

**Policy 9.63. New development impacts.** Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

**247. Finding:** This policy requires projects to consider the impact of development on the transportation system, and to consider strategies to reduce the impact. While the EV – Ready Code Project includes amendments that address the provision of EV infrastructure, chargers and equipment on site, it does not change the development entitlements of the underlying property. Additional programs such as the requirement for Transportation Demand Management (TDM) apply to new development of over 10 dwelling units and the new EV regulations are able to work. The amendments are consistent with this policy.

**Policy 9.64. Education and encouragement.** Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations.

**Policy 9.65. Telecommuting.** Promote telecommuting and the use of communications technology to reduce travel demand.

**Policy 9.66. Project and program selection criteria.** Establish transportation project and program selection criteria consistent with goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals.

**Policy 9.67. Funding.** Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.

**248. Finding:** Policies 9.64 through 9.67 address the planning, funding and design of the City’s transportation system. While the EV – Ready Code Project does not impact these programs, as stated elsewhere under Chapter 9, the amendments are consistent with the overall shift away from fossil fueled vehicles, and these programs can incorporate any EV options that develop. The amendments are consistent with these policies.

### **Connected and Automated Vehicles**

**Policy 9.68 New mobility priorities and outcomes.** Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

**9.68.a.** Ensure that all new mobility vehicles and services and levels of automated vehicles advance Vision Zero by operating safely for all users, especially for vulnerable road users. Require adequate insurance coverage for operators, customers, and the public-at-large by providers of new mobility vehicles and services.

**9.68.b.** Ensure that new mobility vehicles and services improve active transportation and shared ride travel time reliability and system efficiency by:

1. maintaining or reducing the number of vehicle trips during peak congestion periods;
2. reducing low occupancy vehicle trips during peak congestion periods;
3. paying for use of, and impact on, Portland’s transportation system including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency; and
4. supporting and encouraging use of public transportation.

**9.68.c.** Cut vehicle carbon pollution by reducing low occupancy “empty miles” traveled by passenger vehicles with zero or one passengers. Prioritize vehicles and services with the least climate pollution, and electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers.

**9.68.d.** Make the benefits of new mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by new mobility vehicles and services. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities.

**9.68.e** Identify, prevent, and mitigate potential adverse impacts from new mobility vehicles and services.

**Policy 9.69 New mobility tools.** Use a full range of tools to ensure that new mobility vehicles and services and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

**9.69.a.** Maintain City authority to identify and develop appropriate data sharing requirements to inform and support safe, efficient, and effective management of the transportation system. Ensure

that when new mobility vehicles and services use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, crashes and citations, with appropriate privacy controls. Ensure that private data communications devices installed in the City right of way are required to share anonymized transportation data.

**9.69.b.** Design and manage the mobility zone, curb/flex zone, and traffic control devices, e.g. to limit speeds to increase safety, to minimize cut-through traffic, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations;

**9.69.c.** Evaluate the public cost and benefit of investments in wayside communication systems serving new mobility vehicles and services.

**9.69.d.** Develop sustainable user-pays funding mechanisms to support new mobility vehicle infrastructure and service investments, transportation system maintenance, and efficient system management.

**9.69.e.** Ensure that new mobility vehicles and vehicles that connect to smart City infrastructure, and private data communications devices installed in the City right of way, help pay for infrastructure and service investments, and support system reliability and efficiency. Develop a tiered pricing structure that reflects vehicle and service impacts on the transportation system, including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.

**249. Finding:** Policies 9.68 and 9.69 address the management of new technologies such as electric and automated vehicles in general (9.68) and within the right-of-way (9.69). While the EV – Ready Code Project does not impact regulations in the right-of-way, it supports Policy 9.68 and its sub policies by augmenting the recently adopted state rules that require accessory parking associated with new multi-dwelling and mixed-use residential development to provide the EV infrastructure to support EV chargers now or in the future. The provision of this infrastructure can be much cheaper if installed at the time of new development. While the amendments add a new regulation, the requirements apply equally to both market and affordable housing which will allow for a wider range of residents to have access to EV charging in the future. The use of EVs reduces carbon emissions over fossil fueled vehicles. The provision of development standards provide guidance for the location of EV chargers and equipment on site.

## **Chapter 10: Land Use Designations and Zoning**

**Goal 10.A: Land use designations and zoning.** Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code.

**250. Finding:** The EV – Ready Code Project amends Title 33, Zoning Code As shown above, the amendments support, or are at least consistent with the applicable goals and policies of the Comprehensive Plan, as well as align with recent mandated changes at the State level. Additional information is shown within the findings below.

### **Land use designations**

**Policy 10.1. Land use designations.** Apply a land use designation to all land and water within the City's

Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.

**251. Finding:** The EV – Ready Code Project does not make any changes to the base, land use designations within the City. These designations were updated through the Comprehensive Plan update and subsequent legislative projects, and were not reviewed with the EV – Ready Code Project. This policy does not apply.

### **The Zoning Map and the Zoning Code**

**Policy 10.2. Relationship of land use designations to base zones.** Apply a base zone to all land and water within the City’s urban services boundary. The base zone applied must either be a zone that corresponds to the land use designation or be a zone that does not correspond but is allowed per Figure 10-1 — Corresponding and Less-Intense Zones for Each Plan Map Designation. In some situations, there are long-term or short-term obstacles to achieving the level of development intended by the land use designation (e.g., an infrastructure improvement to serve the higher level of development is planned but not yet funded). In these situations, a less intense zone (listed in Figure 10-1) may be applied. When a land use designation is amended, the zone may also have to be changed to a corresponding zone or a zone that does not correspond but is allowed.

**252. Finding:** The EV – Ready Code Project does not make any changes to the base zone designations within the City. These designations were updated through the Comprehensive Plan update and subsequent legislative projects and were not reviewed with this project. This policy does not apply.

### **Policy 10.3. Amending the Zoning Map.**

**10.3.a.** Amending a base zone may be done legislatively or quasi-judicially.

**10.3.b.** When amending a base zone quasi-judicially, the amendment must be to a corresponding zone (*see Figure 10-1 — Corresponding and Allowed Zones for Each Land Use Designation*). When a designation has more than one corresponding zone, the most appropriate zone, based on the purpose of the zone and the zoning and general land uses of surrounding lands, will be applied.

**10.3.c.** When amending a base zone legislatively, the amendment may be to a corresponding zone or to a zone that does not correspond but is allowed (*see Figure 10-1 — Corresponding and Allowed Zones for each Land Use Designation for zones that are allowed*). A legislative Zoning Map amendment may not be to a zone that is not allowed.

**10.3.d.** An amendment to a base zone consistent with the land use designation must be approved when it is found that current public services can support the uses allowed by the zone, or that public services can be made capable by the time the development is complete. The adequacy of services is based on the proposed use and development. If a specific use and development proposal is not submitted, services must be able to support the range of uses and development allowed by the zone. For the purposes of this requirement, services include water supply, sanitary sewage disposal, stormwater management, transportation, school district capacity (where a school facility plan exists), and police and fire protection.

**10.3.e.** An amendment to apply or remove an overlay zone or plan district may be done legislatively or quasi-judicially, and must be based on a study or plan document that identifies a specific characteristic, situation, or problem that is not adequately addressed by the base zone or other regulations.

**253. Finding:** Policy 10.3 provides the direction amending the base zones, overlay zones or a plan district boundary on the zoning map. The EV – Ready Code Project does not make any amendments to the base zones, overlay zones, or any plan district boundaries. This policy does not apply.

**Policy 10.4. Amending the Zoning Code.** Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

**10.4.a.** Promote good planning:

- Effectively and efficiently implement the Comprehensive Plan.
- Address existing and potential land use problems.
- Balance the benefits of regulations against the costs of implementation and compliance.
- Maintain Portland’s competitiveness with other jurisdictions as a location in which to live, invest, and do business.

**10.4.b.** Ensure good administration of land use regulations:

- Keep regulations as simple as possible.
- Use clear and objective standards wherever possible.
- Maintain consistent procedures and limit their number.
- Establish specific approval criteria for land use reviews.
- Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria.
- Emphasize administrative procedures for land use reviews.
- Avoid overlapping reviews.

**10.4.c.** Strive to improve the code document:

- Use clear language.
- Maintain a clear and logical organization.
- Use a format and layout that enables use of the document by lay people as well as professionals.
- Use tables and drawings to clarify and shorten the document.
- Identify and act on regulatory improvement suggestions.

**254. Finding:** The Zoning Code amendments included in the EV – Ready Code Project are found in the Recommended Draft report. As shown in that report, they are presented in as clear and objective way to ensure the intended users will be able understand and utilize the Zoning Code as it applies to their development proposals, land use, and properties, consistent with Comprehensive Plan Policy 10.4.

Specifically, the EV – Ready Code Project amendments are intended to augment recent state ruling regarding the installation of EV infrastructure in multi-dwelling and mixed-use development with 5 or more units. The amendments include development standards that clarify the locations that EV chargers and accessory equipment can go within parking lots. The EV infrastructure requirements balanced the new State rules with evidence indicating a greater adoption of EV technology in the Metro area. The standards removed the confusion about how EV chargers and equipment should be reviewed on the plans when submitted for permit. The amount of amendments was kept to a minimum to maintain code clarity, providing enough flexibility to address different types of installations, while generally meeting the purpose of the development regulation.

## Part IV. Title 33 Planning and Zoning of Portland City Code

**Chapter 835 – Goal, Policy and Regulation Amendments.** Section 33.835.040.A, Amendments to the zoning code states that text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, plan district, use and development, or land division regulation where the amendment is proposed.

**255. Finding:** As shown in the findings above, the text amendments included in the EV – Ready Code Project are found to be supportive or consistent with the Comprehensive Plan, Urban Growth Management Functional Plan and the Statewide Planning Goals. The amendments are intended to work in conjunction with the existing purpose statements in the code that are applicable. The purpose statements applicable to minimum parking and parking development standards have been amended to incorporate the new regulation applicable to the EV infrastructure, chargers, and equipment, which make the regulations consistent with these purpose statements.