

Electric Vehicle (EV) Ready Code Project

Community Engagement Plan

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City of Portland, Oregon

Bureau of Planning and Sustainability



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1. Introduction

The **Electric Vehicle (EV) Code Project** will amend the Zoning Code and/or potentially other City titles to implement key elements of the City of Portland's [adopted Electric Vehicle Strategy](#) in order to move toward the carbon reduction goals of the [Climate Action Plan, Portland 2035 Transportation System Plan](#) and [2035 Comprehensive Plan's Policy 9.6](#), a prioritization of modes of people moving, which includes fleets of electric vehicles.

Why do this project?

- The City of Portland has substantial adopted policy direction to support a shift to electric vehicles. While policy direction prioritizes walking, bicycling, transit, and shared vehicles over private cars, it clearly prioritizes zero-emission private cars over fossil-fueled private cars, due to higher efficiency and reduced air quality impacts.
- Adoption of electric vehicles is slowed by lack of familiarity and concerns about the availability of charging infrastructure.
 - Ensuring that infrastructure is provided in new development, particularly in multi-dwelling buildings, supports people to choose electric over fossil-fueled vehicles when they purchase or lease a new vehicle.
 - With approximately 42% of existing residential buildings being multi-dwelling, this project will add EV infrastructure installations to the list of allowable nonconforming upgrade options to encourage developers to install EV infrastructure during major renovation projects.
- In November 2019, Portland City Council through an ordinance directed the Bureau of Planning and Sustainability to update zoning code to include a definition of what a mobility hub is, what use category a mobility hub fits within and identify areas or zoning of the city where mobility hubs are allowed or not allowed.

2. Project Overview

The **Electric Vehicle (EV) Code Project** will explore the following:

1. Requiring new development in residential use categories to provide electric vehicle charging infrastructure in a percentage of off-street parking spaces; and
2. Adding electric vehicle charging infrastructure to the upgrading nonconforming development elements; and
3. Including a definition of what a mobility hub is and identify areas of the city where mobility hubs are allowed or not allowed.

The project may also include other minor amendments to clarify the treatment of electric vehicles in the zoning code if needed.

3. Past Public Outreach

Portland's first EV strategy was developed in 2010 in anticipation for the launch of the Nissan Leaf. Portland's 2015 Climate Action Plan (CAP) directed BPS to update that strategy. The 2017 EV Strategy was unanimously adopted by Council in December of 2016.

Significant public outreach was conducted during the 2015 Climate Action Plan development process including engaging a CAP Steering Committee and CAP Equity work Group made up of over 30 external stakeholders. Public engagement for the 2017 EV Strategy included targeted outreach to subject matter experts', staff in other cities and local stakeholders. Stakeholders advocated for the City to develop EV Ready Code Requirements and an action directing BPS staff to do so was included in the 2017 EV Strategy.

4. Equity Considerations

Policy Overview

Chapter 2 of Portland's *2035 Comprehensive Plan* outlines the goals and policies for community engagement in planning processes. Promoting social justice and equity through community engagement in planning efforts is a significant emphasis in the *2035 Comprehensive Plan*. The primary Community Involvement Goals and Policies of the plan are listed in the Appendix. Additionally, the racial equity planning project start up internal process, Anti-Displacement and Gentrification and Age-Friendly City Goals and Policies were also identified.

Beyond community engagement and equity, the code project poses questions about land use, development and transportation infrastructure that are addressed in multiple Comprehensive Plan goals and policies. This project also connects the zoning code to the City of Portland's 100% Renewable Energy Commitment by City Council and Multnomah County Commissioners (June 1, 2017, Resolution #37289), establishing a commitment to achieve zero net emissions by 2050 as part of the Climate Mayors Paris Climate Accord and Global Covenant of Mayor's for Climate and Energy Agreements. This commitment includes the transportation sector.

Demographic Scan

The EV Ready Code Project is a citywide code project. As such, the characteristics of the people living in various geographies in Portland varies, but high-level differences are noted in the subsequent subsections below.

Racial Diversity

The City of Portland continues to diversify racially. Thirteen of Portland's neighborhoods are greater than 25 percent residents of color. The share of communities of color increased in nearly every neighborhood between 2012 and 2017 with the exception of Interstate Corridor, St. Johns, MLK-Alberta, Roseway-Cully, Northwest, and Woodstock, where the proportional share of communities of color showed slight decrease during this period.¹

Languages Spoken

A review of data show that several languages are spoken by households citywide. In addition to English, the languages listed are languages spoken by 1,000 or more Limited English Proficiency (LEP) individuals in the City of Portland service area:

- Spanish
- Vietnamese
- Chinese

¹ 2019 State of Housing in Portland, Part 1: Portland Demographics & Housing Stock, Racial Diversity, page 20

- Russian
- Somali
- Ukrainian
- Romanian
- Nepali
- Chuukese

Citywide, Spanish is the only non-English language spoken by 1% or more of the population. However certain geographies have a higher percentage of LEP populations. They include: East Portland, Lents, Powell-Division Corridor, Cully, Brentwood-Darlington, and downtown.

Renter Households

According to the State of Housing in Portland, dated December 2019, renters make up approximately 47% of the population in Portland. Portland appears to be heading toward an equal split between renter and homeowner households. Twelve out of 24 neighborhoods ²show an increase in rentership with Forest-Park, Tryon-Creek, Pleasant Valley and Gateway leading with increases above 3%.

Rentership rates vary by race and ethnicity. African American, Hawaiian-Pacific Islander, Hispanic-Latinx and Native Americans comprise a majority of renter households. Rentership rates have increased among African Americans, Asian, and Hawaiian-Pacific Islander households, while staying the same for Whites and decreasing among Hispanic-Latinx, and Native American households.

Housing Permitting and Production

In 2017, annual production and permitting³ levels peaked higher than at any point in the last 16 years. Multifamily permitting in 2017 set a historic high at over 6,000 permitted dwelling unit. Production peaked to 8,000 in 2017. In 2018, both permits and production saw a decrease. However, permits continued to exceed production levels, indicating that although slow, there was sustained production growth in 2019. Prior to the COVID-19 public health and economic crisis, increasing construction and labor costs and tariff uncertainties were contributing to declining unit production and permitting.

Specific to multi-dwelling housing, other data points include:

- There are 18,506 condos Portland. The total residential units in Portland is 277,499, therefore condos make up 6.7% of the residential units in the City. Source: Multnomah County Assessor data.
- There are about 2,000 HOAs in the Portland area. Source: Rich Thompson of Regenesys, a Portland based homeowner-association management consultant firm.
- The total number of regulated affordable housing units in the Portland USB is 23,532. Source: Metro's 2017 Affordable Housing layer. This includes public and private units.

Benefits and Burdens

Due to generations of institutional racism imbedded in this country since its founding, people of

² 2019 State of Housing in Portland, Part 1: Portland Demographics & Housing Stock, Rentership, page 16

³ Production refers to the number of completed new units. Permitting or permits refers to the number of permitted dwelling units that may or may not lead to production.

color have had less access to resources, quality education, social circles that facilitate high income careers and less ability to pass generational wealth (generated from owning land, etc.) to children. The result has been a disproportionate amount of people of color who do not own their homes and who live as tenants in multi-dwelling housing. Multi-dwelling housing is the most complex situation, versus single-dwelling homes, to install electric vehicle charging infrastructure after construction.

Early adopters of EVs typically live in single-dwelling homes where they can plug an electric car in overnight. But people who live in apartments or other multi-dwelling units are at a disadvantage — unless the government regulates and/or incentivizes and provides more chargers.

This project is scoped to consider land use and zoning code, transportation improvements and other public actions that may have significant impacts that directly and indirectly benefit and burden different stakeholders and communities. These include:

- Changes in the zoning code that may provide benefit to some parties or potentially create burdens for others, depending on the outcomes. This may include additional development requirements that have variable benefits and burdens.
- Transportation improvements that may directly benefit some communities while burdening others. This may include costs and benefits associated with different transportation modes and costs of infrastructure.
- Other public actions or improvements that may result in variable effects.

Potential benefits and burdens identified by the project team include:

	Air Quality, Climate, Health and Safety	Economic Opportunity and Wealth Creation	Affordability and Housing	Transportation Access
*Benefits and Burdens	<p>Benefits: EVs provide air quality benefits to communities of color and low-income communities who have disproportionate exposure to transportation-related air pollution.</p> <p>EVs reduce carbon emissions and help to mitigate climate change. Low income people are most impacted by climate change related factors such as high heat days</p>	<p>Benefits: EVs can reduce household fuel and maintenance costs.</p> <p>EVs represent an emerging career sector with job opportunities related to charging infrastructure, carshare companies, third party network providers, etc.</p> <p>Burdens: Present and future economic opportunities in the EV sector may not benefit communities of</p>	<p>Benefits: It is cheaper to install EV infrastructure at the time of construction, rather than having to retrofit and install conduit and electrical capacity to an existing building or site.</p> <p>Along with affordable housing near public transit, EV charging infrastructure, could further help address long-standing community issues, such as expanding</p>	<p>Benefits: An option for families with children, family members with disabilities and/or care for aging parents.</p> <p>Independence of the automobile with a more sustainable option and still a good steward of the environment.</p> <p>Personal vehicle trips, including EVs trips, can be quicker than public transportation trips allowing for more</p>

	Air Quality, Climate, Health and Safety	Economic Opportunity and Wealth Creation	Affordability and Housing	Transportation Access
	<p>(less likely to have air conditioners and cool places to stay), fires, floods and have less flexibility to be able to adapt to these changes.</p> <p>Personal vehicles, including EVs, can provide an alternative transportation option to walking, biking, and using MAX and/or transit where racist assaults and altercations can occur.</p>	<p>color and low-income populations similar to the legalization of marijuana in the State of Oregon unless there are government interventions and programs established to make these economic opportunity connections.</p>	<p>housing choice and transportation options, while helping families cut their monthly bills.</p> <p>Burdens: May see EVs as a gentrification effect.</p> <p>Passing on cost or inflating cost to tenants.</p> <p>Added development costs may reduce the total amount of housing production, because some projects will no longer be profitable, which can add to inflationary pressures for renters. For affordable housing providers, the added cost of a new requirement can complicate financing for projects in the pipeline.</p> <p>Without culturally appropriate education and outreach, EV technology may not be embraced by low income communities or people of color due to current marketing that</p>	<p>time with family or more time earning income, particularly for people who live farther away from services and jobs.</p> <p>Onsite residential EV charging infrastructure is generally less expensive than public charging.</p> <p>Burdens: Adding costs to parking could push some developers to build less parking, which put more burden on residents to park in the street, or burden on neighbors, who will experience more parking congestion.</p> <p>Original Equipment Manufacturers (OEMs) are phasing out gas vehicles, which could further decrease transportation options.</p> <p>EV drivers who lack home charging must rely on mapping out charging stations <u>using mobile apps</u> to circumnavigate charging deserts— areas with high percentage of people of color in and around many major cities where</p>

	Air Quality, Climate, Health and Safety	Economic Opportunity and Wealth Creation	Affordability and Housing	Transportation Access
			targets early adopters.	no charging facilities exist.

*Source: Liliana Caughman’s Portland Community Equity Priorities & Climate Action Plan Report

Key Equity Goals

- **Expand EV access.** Action today is important to ensure that everyone, especially renters, low-income people, and communities of color, are able to use electric vehicles to access future jobs, education, and services.
- **Inclusion in technology advances.** As governments develop more aggressive clean fuel requirements and vehicle manufacturing companies’ phase-out internal combustion engines, it’s important to ensure that low-income people and communities of color are not left out of the future transportation system.
- **Public health and air quality.** One of the reasons why low-income people and communities of color are impacted more than the general population by COVID-19 is due to underlining health conditions such as asthma, lung infections, and other respiratory diseases that are exacerbated, and often caused, by exposure to poor air quality. Low income people and communities of color are disproportionately exposed to transportation-related air pollution due to the siting of multi-dwelling housing near freeway air pollution sheds.
- **Reduced household costs.** Low-income people and communities of color can benefit the most from EVs. The fuel and maintenance cost savings associated with EVs are more significant for low-income households compared to medium and higher income households.

In addition to the key equity goals, this project will move toward carbon reduction and meet transportation objectives to further implement:

- 2017 Electric Vehicle Strategy
- Climate Action Plan
- Transportation System Plan
- 2035 Comprehensive Plan

Top Mitigation Strategies for Further Analysis and Community Discussion

Supported by the Urban Sustainability Directors Network (USDN) Innovation Fund, the City of Portland participated in the “Enabling Tenant Access to EV Charging” project, which informed Phase 1 of this project. The intent 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 LMI households and BIPOC communities. Four core USDN cities from the U.S. were involved throughout the project, as well as seven U.S. and Canadian observer cities who participated in calls and project progress conversations. Portland, OR joined Burlington, VT, Somerville, MA, Cambridge, MA as the core USDN cities.

At the Enabling Tenant Access to EV Charging Project Community Stakeholder meeting hosting by the City of Portland on February 26, 2020, the following mitigation strategies were identified as priorities.

- **Utility Investment** – Work with local utility to determine the feasibility of utility investment in a large-scale network build-out for multi-dwelling residential and workplace EVSE installations. Support open PUC proceedings that could help reduce costs for EVSE installations or operations. This investment will spread costs across all electric customers of the utility. (e.g., San Diego Gas & Electric)
- **Publicly-owned Charging Stations in Publicly-owned Parking Lots** – Added by the Community Stakeholder Group. The intent was to have EV charging stations equitably deployed around the city that are accessible and affordable by all especially by BIPOC and low-income communities. Stakeholders had concerns with the ability for profit driven organizations, such as the investor-owned utilities and charging station companies to deliver on the equitable deployment and affordability goals. Suggested locations for consideration of EV infrastructure deployment included:
 - **Multi-Purpose Lots** – Retail, office, churches, schools, institutions and municipal parking areas can serve multi-use charging, supplying residential users at night when they'd otherwise be empty.
 - **Residential Right of Way (ROW) Parking** – Consider EVSE locations that are in residential only ROW parking.
- **Community Data Gathering and Understanding** – Establish contextual baselines through the compilation of data and geospatial analysis to better understand renter population, differentiated needs among disparate populations, specific barriers, and to track the equitable distribution of EVSE. Additionally, develop a program to collect data on rental property locations and level of access to EV charging for each location to determine priority areas for EVSE deployment.
- **Education and Outreach Targeted Toward Multi-Dwelling (MUD) Building Owners** – Develop an outreach program that is tailored to the needs and perspectives of MUD Owners. The program would cover a wide range of topics (e.g., recommended vendors list, opportunities in peer-to-peer EV charging matching programs, benefits and added value of energy management systems, business trainings to help MUD owners find value in EVSE training on emerging business models, and low cost methods of facilitating on-site charging).

Also, relevant are these key factors on tenant electric vehicle charging strategies that were identified by the group in what should be considered when evaluating the suitability of strategies.

Group Discussion – Key Factors

- **Equity (including privacy) – 6 votes**
- Broad applicability – 4 votes
- **Implementation cost – 6 votes**
- Political viability – 1 vote
- **Affordable (to the end users) – 6 votes**
- Education – 1 vote

Power Dynamics

It is the City's practice to consider power dynamics as part of any engagement plan, because the stakeholders with the most at stake do not always have the most power to impact project outcomes. This should be considered as engagement plans are formulated.

The Portland City Council exercises the greatest power in this project because Council has sole authority and discretion to amend the City Code.

Second in the power dynamic are organizations, agencies and individuals experienced in participating in and influencing the deliberations of City Council. These include:

- Portland Planning and Sustainability Commission
- Bureaus of the City of Portland
- Government agencies (e.g., local, state, federal)
 - Metro
 - TriMet
 - Oregon Department of Transportation (ODOT)
 - Oregon Department of Energy (ODOE)
- Public Utilities Commission (PUC)
- Utilities
- Recognized neighborhood and business district associations
- Advocacy and labor union organizations
- Housing developers and/or large multi-dwelling and mixed-use property owners
- Car manufacturers and the EV charging industry
- Political campaign donors

Third are individuals and organizations motivated to participate, but less experienced in doing so. These might include:

- Affordable housing providers
- Faith-based organizations
- Modal specific interest groups
- Renters
- Residential property owners
- Small businesses
- Social service organizations and providers
- Tenant organizations

Least in power are those persons that have no direct or clear stake in the outcomes of the project but may be indirectly impacted by the outcomes. These could include persons that may be employed in future development affected by a land use or transportation change, neighbors of properties which may be impacted by changes in land use or transportation, and future generation of Portlanders that will live with the outcomes of decisions that are made now. These people may be the least likely to influence a Council decision, although their interests may be presented by proxy through advocates and the testimony of other concerned individuals.

5. Role of Community Engagement

Stakeholders

The project includes general outreach to Portland stakeholders to inform them about the project as well as targeted engagement with affected groups to discuss potential code changes.

Groups to Inform and Engage:

- Residents of multi-dwelling buildings
- Accessibility advocates
- Affordable housing providers
- AIA/Designers
- Business District Associations/ Venture Portland
- City bureaus
- Climate action advocates
- Community groups
- Developers
- Electric vehicle advocacy organizations
- Electric vehicle charging providers
- Electric vehicle manufacturers and dealerships
- Landlords and property managers
- Labor organizations
- Metro
- Real estate brokers
- State of Oregon
- Tenant organizations
- Transportation justice groups
- Utilities and electricity suppliers

Overview of Engagement Approach

General outreach includes a web page detailing the project and providing an opportunity to sign up for email notification. Other methods of outreach may include presentations at various community meetings and email communication to interested parties. Open houses, either in-person or online, may be scheduled at distinct phases of the project. Key approaches are further described in the subsequent sections.

Underrepresented Communities Engagement

The project is funded by an allocation in the Bureau of Planning and Sustainability's Fiscal Year 2020-2021 Budget, which includes funds for community engagement. During Phase 1 of this project, it coincided with the Enabling Tenant Access to EV Charging Project and supported a facilitated early discussion through an Urban Sustainability Directors Network (USDN) Innovation Fund with all stakeholder groups to:

- Develop a shared understanding of an equity lens and framework for the project
- Identify key project issues and identify the communities that are impacted

Technical Advisory Group (TAG) Community Organization Participation

The EV Ready Code project team engaged external stakeholders including: EV-related businesses, utilities and community organizations, to inform the scoping and direction of the project and to discuss how to increase EV charging access to renters. Community organization involvement included representatives from Suma/Verde, Hacienda CDC, Portland Tenants United and Beyond Black. USDN Innovation Fund resources were used to provide \$300 per meeting to these four organizations to support their participation. Moving forward, the project team would like to consult

the same organizations now that the project is underway. The intent is to have the organizations review and give feedback on the discussion draft through the proposed draft of the EV Ready code concepts. Funds have been sought to support community organization participation and pay them for their consulting expertise. The funds are to go to the following four community organizations that participated in the earlier engagement phase: Verde/Suma, Hacienda CDC, Beyond Black or another organization representing the African American community such as PAALF or the Urban League, and Portland Tenants United.

Electric Vehicle Experience Interviews

A series of EV experience interviews is proposed. These interviews will focus on representatives from low-income communities, disabled community and BIPOC community whom live or have lived in multi-dwelling buildings and have personal experience with electric vehicles. This will be a qualitative deep dive to understand the experiences of targeted groups and use information gathered from these interviews to inform the proposed code development. This aligns with BPS's equity goal to shift to more equitable engagement that is people centered, focuses on the heart and real experiences rather than designing code and policies based only on academic findings and quantitative data.

Community Engagement Considerations

This project is starting amidst the Covid-19 outbreak and subsequent economic recession. Community members may be concerned with basic needs, residential displacement, employment stability, etc. tied to the public health crisis. Communications and outreach efforts need to acknowledge this, identify connections to those areas of concern, and be ready to direct those interests in appropriate direction if they are beyond the scope of this project. Community engagement for this project will specify what information was gathered from past reports, why feedback is needed, how it will be used to impact the project, and how feedback will be reported out. Additionally, any open houses proposed will take the comfort level and health advisements of the time into consideration and online options may be proposed instead.

6. Project Budget

The project is funded by an allocation in the Bureau of Planning and Sustainability's Fiscal Year 2020-2021 Budget. City staff have been allocated approximately \$40,000 to manage the project, conduct an economic impact analysis and provide community engagement. This funded amount is subject to change based on COVID-19 budget issues. Staff time has been funded by a combination of ongoing BPS funds, and the Portland Bureau of Transportation.

7. Concurrent Efforts and Coordination

This project will be coordinated with several related public planning projects and programs, including:

State directives and planning efforts

- Office of the Governor, State of Oregon [Executive Order No. 17-21](#) (2017)
- Office of the Governor, State of Oregon [Executive Order No. 20-04](#) (2020)

- As a response to the Executive Order, ODOT will be performing a Transportation Electrification Infrastructure Needs Analysis report due to the governor by June 30, 2031. DLCD may also be taking on model code development.
- [SB 1044](#) (passed in 2019) established bold EV adoption targets beyond 2020 to help Oregon achieve its emission reduction goals.

City planning projects

- Resiliency Resolution for Covid-19 Recovery
- Portland Climate Action Plan Update/Climate Emergency
- Portland Electric Vehicle (EV) Strategy
- 100% Renewables Resolution
- 2035 Comprehensive Plan
- Bicycle Parking Update Project (BPS/PBOT)
- PBOT-related EV projects:
 - Level 1 Charging
 - Center and Corridors
 - Micro-mobility in the Central City
- Pricing Options for Equitable Mobility (PBOT)
- Green Fleet Trajectory (OMF/BPS)

Programmatic efforts

- Oregon Clean Fuels Programs
- Prosper Portland Multnomah County Property Fit
- Utility grants and infrastructure investments
- State EV Rebates

8. Project Timeline – Tasks/Milestones

The following is a general timeline for the project. Dates are subject to change.

Tasks/Milestones	Q1 2020	Q2 2020	Q3 2020	Q4 2020	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022
Draft Scope	X	X							
Early Consultation of Stakeholders	X	X							
Preliminary Equity Analysis	X	X							
Community Engagement Strategy		X	X						
Finalize Scope			X						
Code Concepts Development			X	X	X				
Economic Impact Analysis					X				
Discussion Draft – Public Review + Comment					X				
Proposed Draft – Public Review + PSC Testimony						X			
PSC Hearing						X	X		
Recommended Draft – Public Review + Council Testimony								X	
Council Hearing									X

9. Community Engagement Principles and Goals

The City of Portland recognizes that equity is realized when identity – such as race, ethnicity, gender, age, disability, national origin, sexual orientation – has no detrimental effect on the distribution of resources, opportunities, and outcomes for group members in society. BPS is committed to the fair treatment and meaningful engagement of all people, regardless of income or identity, with respect

to the development, implementation and enforcement of plans, policies and procedures in the course of the bureaus' work.

Fair treatment means no group of people, including racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful engagement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision makers seek out and facilitate the engagement of those potentially affected.

BPS acknowledges historic injustice and context of local decision-making and supports the equitable distribution of the benefits and burdens of decisions to ensure that those most impacted from decisions have an opportunity to meaningfully participate. BPS's commitment to non-discriminatory engagement includes supporting special efforts to engage minority, low-income, women, people with disabilities, people with Limited English Proficiency (LEP), senior and youth populations.

BPS's public engagement plans, policies and practices are guided by and in conformation with the City of Portland Title VI Civil Rights Program and Plan.

In June 2013 the Portland City Council unanimously adopted the Civil Rights Title VI Plan which included the Environmental Justice Policy and Analysis Guidelines. The City of Portland also adopted, by Ordinance, the above Non-Discrimination Policy Statement and the Non-Discrimination Agreement for Certified Local Agencies. All the above support implementation of the City of Portland's Civil Rights Code, located in Chapter 23.01 Civil Rights, which was adopted on October 3, 1991 by Ordinance Number 164709.

The process will further be guided by the City of Portland Public Engagement Principles, adopted by the Portland City Council in August 2010. The principles, listed in the Appendix, represent a road map to guide government officials and staff in establishing consistent, effective and high-quality community engagement across Portland's City government (<https://www.portlandoregon.gov/civic/article/312804>).

10. Community Engagement Equity Framework

To uphold the values of inclusiveness and equity, which are fundamental to our City's Public Engagement Principles and the Portland Plan, this project will strive to not only encourage participation from diverse and underrepresented Portland communities, but also apply an equity lens throughout the process. The project will do this in the following ways:

- Facilitate an early discussion with all stakeholder groups to:
 - Develop a shared understanding of an equity lens and framework for the project
 - Identify key project issues and identify the communities that are impacted
- Incorporate strategies including but not limited to a) contracting with community organizations to review early drafts and provide feedback, and b) holding focused discussions with impacted groups/individuals at key milestones during the process.

- Materials intended for the general community may include multi-lingual messaging and resources if needed.
- A demographic profile of the households covered by this project that will guide the style, design and translation of materials and interpretation services.

11. Community Engagement Phases

A community engagement summary is listed below, followed by more detailed information by phase.

Phase	Topic	Engagement Type
1	Share information and Consult Stakeholders (Jan to Aug 2020) <ul style="list-style-type: none"> • Early Information Gathering, Sharing and Consultation 	<ul style="list-style-type: none"> • Contribute to the USDN Enabling Tenant Access to EV Charging Project or locally known as the Electric Vehicle (EV) Renter Access Project Community Stakeholder Group
2	Code Concepts (Sept to Feb 2020) <ul style="list-style-type: none"> • Align the Code with the Concepts • Consider Zoning Code and Transportation-Related Options • 	<ul style="list-style-type: none"> • Contract with CBO(s) • Transition community stakeholder group to Technical Advisory Committee • Conduct EV Experience Interviews • Other meetings as needed
3	Discussion Draft and Impact Analysis (March to June 2021) <ul style="list-style-type: none"> • Develop Zoning, Transportation-related and Mitigation Strategies Drafts • Conduct Economic impact Analysis 	<ul style="list-style-type: none"> • Technical Advisory Group meetings • Conduct EV Experience Interviews • Public open houses – In-Person and/or Online
4	Proposed Draft (July to Oct 2021) <ul style="list-style-type: none"> • Develop Zoning, Transportation-related and Mitigation Strategies Proposals 	<ul style="list-style-type: none"> • • PSC Public Hearing
4	Recommended Draft (Nov 2021 to Feb 2022) <ul style="list-style-type: none"> • Refine Code, Transportation-related and Mitigation Strategies Recommendations • 	<ul style="list-style-type: none"> • Council Public Hearing

Phase 1 - Share information and Consult Stakeholders (Jan to August 2020)

This phase consists of convening and meeting several times with the Electric Vehicle (EV) Renter Access Project Community Stakeholder Group as well as early project outreach and information sharing with broader community groups. The project team will also collect and analyze data including demographics that allow the team to identify the most vulnerable populations and assist in completing the racial equity analysis scan for the project, which supported the development of this community engagement plan.

The primary focus of this phase is to provide information to community members about the project and begin to understand potential intended opportunities and unintended consequences. This phase also includes outreach to potential entities that could partner on mitigation-related strategies identified by the EV Renter Access Project Community Stakeholder Group.

Category	Action
Communications	<ul style="list-style-type: none"> • Consult with BPS Communications Team • Develop Project Web Site • Start Interested Parties list • Identify, convene EV Renter Access Project Community Stakeholder Group
Data and analysis	<ul style="list-style-type: none"> • Collect and compile existing conditions data • Define barriers and opportunities
Outreach and Relationships	<ul style="list-style-type: none"> • Initiate contact with the following organizations: Beyond Black, electrical engineers and the trades, Forth Mobility, Hacienda CDC, Oregon Environmental Council (OEC), Metro, multi-dwelling developers, Pacific Power, PGE, Portland Tenants United, Verde
Events	<ul style="list-style-type: none"> • EV Renter Access Project Community Stakeholder Group meetings on Jan. 29th, Feb. 26th, Mar. 18th, and Apr. 29th in 2020
Deliverables	<ul style="list-style-type: none"> • Project website • Project Overview handout • Community Engagement Plan

Phase 2 – Code Concepts (Sept 2020 to Feb 2021)

Engage community in exploration of zoning code and transportation-related options. The primary focus of this phase is to provide information and to solicit feedback on concepts and issues to potential code proposals. Phase 2 also includes reconvening the stakeholder group as the project’s technical advisory group and the EV Experience Interviews.

Category	Action
Communications	<ul style="list-style-type: none"> • Update Project Web Site • Email Interested Parties list • Outreach via existing email/other communications
Data and analysis	<ul style="list-style-type: none"> • EV ready code best practices • Align the code with the concepts
Outreach and Relationships	<ul style="list-style-type: none"> • Continue engagement with stakeholders •
Events	<ul style="list-style-type: none"> • Technical Advisory Group meetings • EV Experience interviews • Meetings with identified parties/groups •
Deliverables	<ul style="list-style-type: none"> • Code Concepts Report • Technical Advisory Group CBO grant deliverables

Phase 3 – Discussion Draft (March to June 2021)

Engage and inform the community on the Discussion Draft. The phase consists of development of said draft and review of impact analysis.

Category	Action
Communications	<ul style="list-style-type: none"> • Update Project Web Site • Email Interested Parties list • Outreach via existing email/other communications
Data and analysis	<ul style="list-style-type: none"> • Refine any EV ready code best practices • Economic impact analysis • Research on demographics that may benefit or be burdened by zoning code proposals
Outreach and Relationships	<ul style="list-style-type: none"> • EV Experience interviews • Continue engagement with stakeholders
Events	<ul style="list-style-type: none"> • Public open house • Technical Advisory Group meetings • Attend meetings of established community organizations • Meetings with identified parties/groups
Deliverables	<ul style="list-style-type: none"> • In-House Draft • Discussion Draft

Phase 4 – Proposed Draft (July to October 2021)

Engage and inform the Planning and Sustainability Commission on the Proposed Draft. The phase consists of development of said Proposed Draft and supporting Economic Impact Analysis and Mitigation Strategies memos.

Category	Action
Communications	<ul style="list-style-type: none"> • Update Project Web Site • Email Interested Parties list • Outreach via existing email/other communications
Data and analysis	<ul style="list-style-type: none"> • Explore potential implementation needs based on prior economic impact analysis • Mitigation strategies research
Outreach and Relationships	<ul style="list-style-type: none"> • Continue engagement with stakeholders • Presentations to BDS, PBOT committees
Events	<ul style="list-style-type: none"> • PSC hearing • Attend meetings of established community organizations • Continued meetings with CBOs as needed
Deliverables	<ul style="list-style-type: none"> • Proposed Draft • Economic Impact Analysis Memo • Mitigation Strategies Memo

Phase 5 – Recommended Draft (November 2021to February 2022)

Refine Proposed Draft and share Recommended draft with the Portland City Council.

Category	Action
Communications	<ul style="list-style-type: none"> • Update Project Web Site • Email Interested Parties list

Category	Action
	<ul style="list-style-type: none"> • Outreach via existing email/other communications
Data and analysis	<ul style="list-style-type: none"> • As needed
Outreach and Relationships	<ul style="list-style-type: none"> • Continued engagement with stakeholders • Continued meetings with CBOs as needed
Events	<ul style="list-style-type: none"> • City Council Meetings
Deliverables	<ul style="list-style-type: none"> • Ordinance • Comp Plan Findings • Recommended Draft • Economic Impact Analysis Memo • Program and Funding tools • Impact Statement

12. Public Engagement Opportunities and Tools

Besides the major public outreach components listed above, there will be a range of engagement opportunities and communication tools used to ensure members of the public are able to find information and engagement in the process. The community engagement opportunities will be organized to allow people to engage across a spectrum of interest levels:

- **Inform/Educate:** Some people are just learning of the project and want to track the process and stay up to date on the latest project news.
- **Consult:** Other people want to be slightly more involved, making sure the process and outcomes are broadly addressing the topics they are interested in and generally going in the right direction. These individuals will desire to weigh in and provide feedback at key points in the process.
- **Collaborate:** Another group of people want to be deeply involved in the ongoing project work, closely tracking the process and providing thoughtful and meaningful input into the products.

Portions of the planning work for the EV Ready Code Project are technical, particularly in the regulatory writing. In general, the community will be engaged at the following levels:

- **Community-based organizations (economic and housing CDCs, tenant advocacy):** The engagement will generally take the form of ‘Consult’. Some work will likely reach the ‘Collaborate’ level to address more detailed outcomes.
- **Multi-dwelling developers:** The engagement will generally take the form of ‘Inform’ and ‘Consult’.
- **Utilities:** The engagement will generally take the form of ‘Consult’ and ‘Collaborate’.

Locating Venues for Broader Public Meeting Events

Staff will maximize the convenience and access of public meeting events by hosting public meetings directly on or close to one or more public transit lines. Considering COVID-19, online public meeting options will be explored.

Interested Parties Email List

Staff will establish and maintain an email list for interested parties to stay informed of project milestones and engagement opportunities. Members of the public may be added to the interested

parties list by including their email address on sign-in sheets at all public meetings or by requesting to join through the project webpage.

Webpage

A project webpage will be maintained on the BPS website. Project review materials, meeting announcements and status updates will be provided on the project webpage.

13. Decision Making Process

Decisions on any elements that change transportation features will be informed by PBOT and considered by Portland City Council. Decisions on any elements that change allowed land uses, policies, or funding priorities will be considered by the Portland Planning and Sustainability Commission and Portland City Council.

14. Accountability and Evaluation

As part of this community engagement plan, staff will be responsible for gathering and disseminating the public's input to decision makers and back to the public at large. This is a necessary component for a successful project. Staff will compile public comments throughout the planning process. Comments will be integrated into ongoing work and made available on the webpage. If appropriate, staff will brief the Planning and Sustainability Commission and City Council on the progress of the plan, results of outreach efforts and public input. Staff may also brief the Community Involvement Committee on the community engagement process. Commission and Council decisions will be communicated to stakeholders and the public through the webpage, electronic/hard copy mailings and local media outlets.

15. Community Engagement Evaluation

Evaluation of the community engagement will be completed during the process and upon completion. Tools for evaluation may include:

- Informal feedback to stakeholders.
- Providing opportunities for all participants in the planning process to voluntarily report their demographic information to comply with Civil Rights laws and inform interim adjustments to diversity community engagement as needed.
- Short questionnaires following events.
- Technical Advisory Group member evaluations following strategic milestones for professional feedback.
- Team debriefs following meetings and events to discuss needed adjustments.
- Briefing and consultation with the Community Involvement Committee.

Appendix

Applicable City Policy and 2035 Comprehensive Plan Goals and Policies

100% Renewable Energy Commitment by City Council and Multnomah Board of County Commissioners (2017)

Adopted Resolution #37289 establishes a commitment to meeting 100 percent of community-wide energy needs with renewable energy by 2050. This commitment includes the transportation sector. The City of Portland also commitment to achieve zero net emissions by 2050 as part of the Climate Mayors Paris Climate Accord and Global Covenant of Mayor's for Climate and Energy Agreements.

2035 Comprehensive Plan (2016 and 2020)

Anti-displacement, equity and age-friendly policies

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.

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 to 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.

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.

Policy 3.3 Equitable development. Guide development, growth, and public facility investment to reduce disparities; encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability; 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 plans, agreements, incentives, and other tools to promote equitable outcomes from development projects that benefit from public facility investments.

3.3.d. Incorporate requirements in 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 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. See Policy 5.18.

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

Policy 3.4 All ages and abilities. Strive for a built environment designed to provide a safe, healthful, and attractive environment for people of all ages and abilities. (may duplicate Policy 5.9)

Policy 5.9 Accessible design for all. Encourage new construction and retrofitting to create physically-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 5.12 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 5.15 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 5.19 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 (emphasis on *supportive environments*)

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.

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.

Other project-specific applicable policy

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.

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.

Goal 7.A: Climate. Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

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.

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 8.125 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.

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.

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.

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.

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.

Climate Action Plan (2015)

2030 Objective 7. Reduce lifecycle carbon emissions of transportation fuels by 20 percent.

7A Electric Vehicles – Support electric car charging stations in publicly accessible locations. Work with developers, building owners and managers and parking managers to add charging stations and consider electric-vehicle-ready guidelines and codes.

7B Expand Electric Car Charging Stations — Support electric car charging stations in publicly accessible locations. Work with developers, building owners and managers and parking managers to add charging stations and consider electric-vehicle-ready guidelines and codes.

7E Low-Carbon Fueling Infrastructure – Support the development of low-carbon transportation fueling infrastructure for fleets and the general public.

Portland Electric Vehicle Strategy (December 2016)

Charging Infrastructure Actions:

1. Explore electric vehicle (EV) parking and charging infrastructure requirements in new multi-family and commercial construction projects that include parking.
10. Explore the development of EV parking and charging infrastructure requirements in new and existing (public and private) parking facilities.
15. Establish policies and processes that make it easier to provide publicly accessible charging on private property and encourage private property owners to do so.

Bureau of Planning and Sustainability 2018-2020 Strategic Plan

Key Initiative 05 Pursue Smart Cities Initiatives. Improve the quality of life for Portlanders and enhance engagement by using new technology and access to open data, with a focus on those in historically underserved communities.

Examples of 2018-2020 Projects:

Reduce transportation-related carbon emissions by implementing Portland’s Electric Vehicle (EV) Strategy: Increase access to electric vehicles, especially for low-income people and people of color, and increase the number of EV charging stations in Portland needed to support the uptake of electric vehicles.

PBOT Strategic Plan

The PBOT Strategic Plan also specifically directs PBOT to accelerate the conversion to electric vehicles (Goal 2, Strategic Initiative H), within the context of an overarching Transportation Justice lens.