



Electric Vehicle Ready Code Project Technical Advisory Series – Meeting #3 May 25, 2021

Meeting #3 Purpose

- Share an updated on the relevant legislation
- Present on an economic analysis scope of work, review of code topic areas and updated draft code concepts
- Discussion on an updated draft code concepts
- Review timeline

Agenda

- Welcome, Meeting Purpose, Discussion Guidelines
- Introductions
- Presentation on legislative update, economic analysis scope of work, review of code topic areas, and updated draft code concepts
- Q & A and Group Discussion
- Next Steps

BPS SHARED GROUND RULES

01 LISTEN TO UNDERSTAND, NOT TO RESPOND

Listen for learning opportunities. Do not prepare a response; just listen.

02 W.A.I.T.

Use self-awareness by asking yourself "Why Am I Talking?" Remember everyone has the right to share their ideas, but not everyone always has the opportunity.

03 ASSUME GOOD INTENTIONS, BUT ATTEND TO IMPACT.

We are all good people looking to collaborate for better outcomes.

Not all good intentions lead to good outcomes: If someone is hurt, focus on listening and understanding the impact, not on the intent.

04 BE WILLING TO MAKE MISTAKES AND BE FORGIVING OF THOSE WHO DO.

Forgiveness fosters safety so we can all take risks. We make mistakes, even with good intentions. By making mistakes, we ultimately learn how to do things better.

05 ALLOW FOR, AND APPRECIATE, DISAGREEMENT OF OPINIONS, IDEAS, METHODS – RESPECTFULLY.

Don't interrupt someone just because you disagree with them. Listen to understand; you may find you have something in common. Critique ideas, not people.

06 PERSONAL STORIES STAY, LESSONS CAN BE SHARED.

After the meeting, comments, ideas and thoughts will not be attributed to any individual – this is a group learning process. If you share a personal story, let people know if or how your story can be shared.

07 _____ (FILL IN THE BLANK.)

This can be meeting- or team-specific, should the group want to include one or more additional Ground Rules.



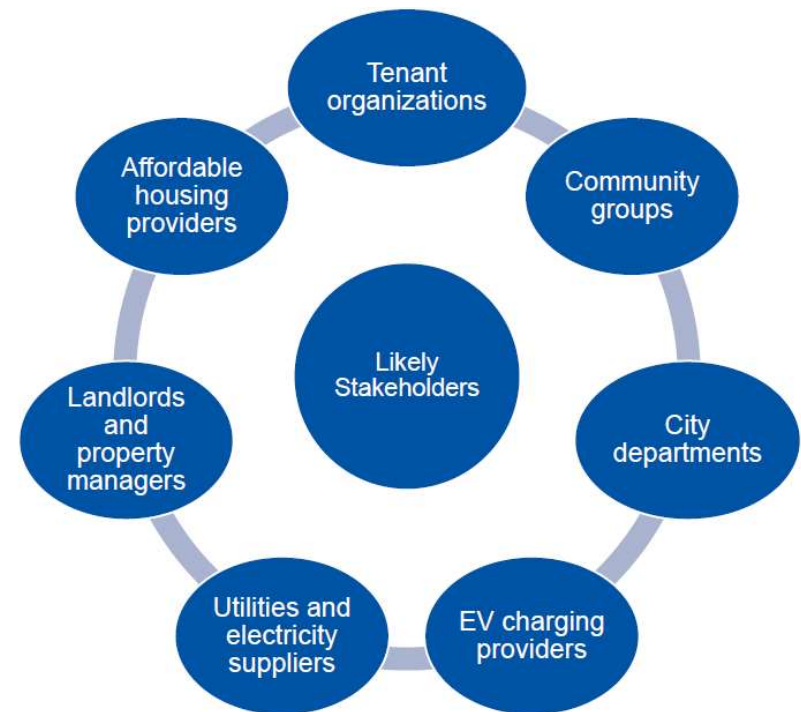
Discussion Guidelines

Introductions

Round-robin “in the chat” introductions:

- Name and organization
- In one sentence, please share what you have planned for the upcoming long weekend (Memorial Day)

Note: As this is a public meeting, both likely stakeholders and members of the general public may be in attendance



Legislative
Update, Economic
Analysis Scope of
Work, Review of
Code Topic Areas
and Updated Draft
Code Concepts



Legislative Overview

Legislation (HB 2180A) Has Been Forwarded onto the Governor for Signature!!

- Increases the percentage of EV-ready parking spaces to 20% for newly constructed, privately-owned commercial, and multi-dwelling and mixed-use buildings with 5+ residential units.
- Allows a municipality to go above and beyond the 20% requirement for these same building types by “ordinance, rule or land use process.”
- Take-away: In order to increase the percentage of parking spaces required to be EV-ready beyond 5% for new parking facilities with 50 parking spaces or more, we need HB 2180 to pass. If it doesn't pass, we are significantly limited by existing OAR.

Legislative Process Update

Proposed legislation (HB 2180)

Single-dwelling

Our understanding is that we are currently – and still will be – preempted from requiring EV ready requirements for the following:

- single family dwellings,
- townhomes
- all residential that is four units and less

Legislative Process Update

HB 2165:

- Extends State Rebate Incentives
- Expands the Charge Ahead EV Rebate Program for low- and moderate-income residents.
- Requires utilities to invest meter charges in EV infrastructure & programs, while devoting at least half of the funds to underserved communities.

HB 2475:

- Differentiated rate class
- Reduction in utility rates for lower income people.

Both bills headed to Governor's Office for signature!

Discussion Questions – #1

Are there questions on the legislation update?

Economic Analysis – Scope of Work

Impact on Development

Characterize and quantify the **impact of the proposed code changes on a range of development types**, providing an increased understanding of associated market impacts.

Impact on People

The work will **assess the potential benefits to households related to access to the installed infrastructure**, breaking out impact by demographic characteristics to the extent practicable.

Discussion Questions – #2

Are there questions and/or feedback on the economic analysis scope of work?

Code Topics from Previous Meetings

1. EV Ready vs. EV-Installed
2. Landscaping waiver for installation
3. Car-share and Short-term parking options
4. Rent-Control Issue
5. Cost Burden Issue for Developers/Owners

Code Topics from Previous Meetings

EV Ready vs. EV-Installed

This is not included in HB 2180



City is preempted at this point.

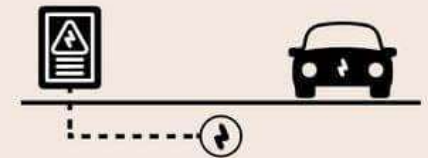


1. EV-Capable

Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.

[Aspen, CO: 3% of parking is EV-Capable \(IBC\)](#)

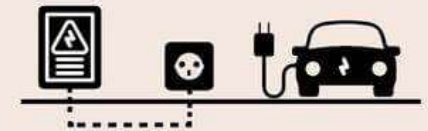
[Atlanta, GA: 20% is EV-Capable \(Ordinance\)](#)



2. EVSE-Ready Outlet

Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).

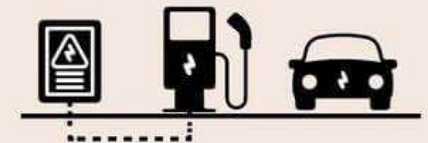
[Boulder, CO: 10% of parking is EV-Ready Outlet](#)



3. EVSE-Installed

Install a minimum number of Level 2 EV charging stations.

[Palo Alto, CA: 5-10% of parking is EV-Installed](#)



Code Topics from Previous Meetings

Landscaping waiver for installation



Code Topics from Previous Meetings

Car-share or Short-term parking options

Zoning code:

- Areas with parking minimums: opportunity to expand carshare requirement to include EV.
- Areas in Central City that require short-term parking (<4 hrs.): opportunity to require EV infrastructure in those spaces for shared use.
- Mixed-use development that includes public parking: opportunity to require EV infrastructure in those spaces.
- City has control over signage: opportunity to use short-term limits to encourage shared EV charger turnover.

TDM requirements:

- In future TDM updates: opportunity to require EV infrastructure and/or EV programming (EV carshare, public charging, EV charging tenant share opportunities).

Code Topics from Previous Meetings

Rent Control Issue

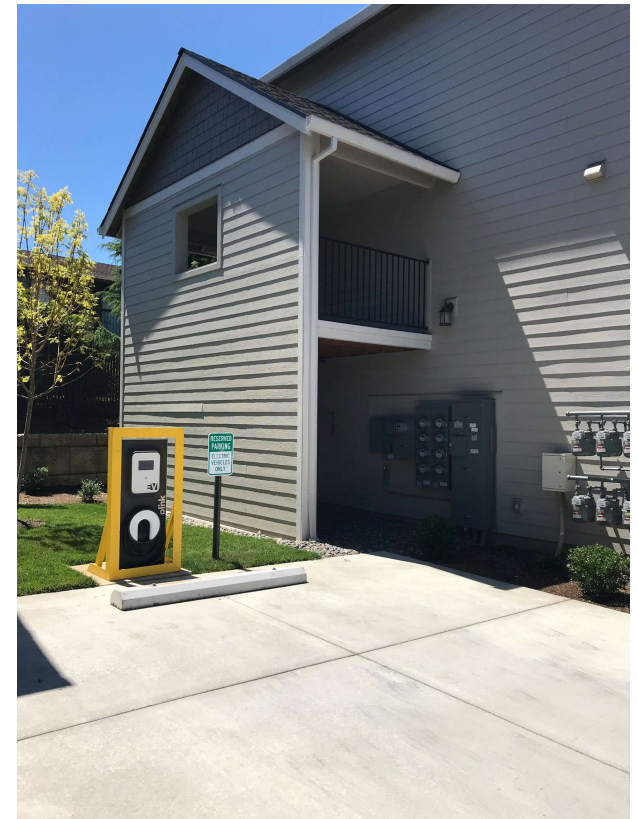
- 2019 State Preemption (SB 608).



Code Topics from Previous Meetings

Cost Burden Issue for Developers/Owners

- Utility credits for line extensions
- Incentives for chargers
- Funds to off-set property owner costs
 - New tax?
 - Utility tax?
 - PCEF model?
 - Other?



Discussion Questions – #3

Of the code topic areas discussed, which do you think are most important to implement with the **goal of increasing EV access to low-income and multi-dwelling residents?**

Why?

Updated Draft Code Concepts

Multi-dwelling and mixed-use

- 100% spots are EV-ready for up to 6 spaces.
- 50% of spots for parking lots with 7 or more spaces.
- EV-ready requirements would include electrical capacity and conduit to support level 2 charging for the number of spaces specified above.

Commercial

- 20% of spots are EV-ready for parking, conduit and electrical capacity to support level 2 chargers
- Commercial may include employment and industrial/our stakeholder process was not designed to address these categories.

Updated Draft Code Concepts

Overview of code pieces –Title 33 can be amended now as follows:

Clarifying code to acknowledge EV-ready installations taking place, as right now the zoning code is silent on this infrastructure:

- Add development standards (e.g., placement, signage) for voluntary EV-ready installations
- Clarify how EV-ready installations are categorized in land use code (e.g., primary versus accessory use)
- Define what use category a mobility hub is in accordance with the Transportation System Plan's (TSP) New Mobility policies.

Updated Draft Code Concepts

Overview of code pieces – Title 33 can be amended as follows (continued):

New - Car-share or Short-term parking options

- Areas with parking minimums: opportunity to expand carshare requirement to include EV.
- Areas in Central City that require short-term parking (<4 hrs.): opportunity to require EV infrastructure in those spaces for shared use.
- Mixed-use development that includes public parking: opportunity to require EV infrastructure in those spaces.
- City has control over signage: opportunity to use short-term limits to encourage shared EV charger turnover.

Voluntary incentives

- Floor Area Ratios (FAR) bonuses for EV-ready installation in structured parking
- Non-conforming: EV infrastructure costs are not counted towards non-conforming upgrades thresholds. ([mitigation strategy](#))

—

General Q & A and Discussion



Next Steps

Technical Advisory Planning Series

- **June 29 (Meeting 4):** Present on outcome of State legislation and review Draft Code Concepts Report

Next Steps

EV Ready Code Project – Updated Timeline

Share information and Consult Stakeholders (Jan to Aug 2020)

- Early Information Gathering, Sharing and Consultation

Code Concepts (Sept 2020 to June 2021)

- Align the Code with the Concepts
- Consider Zoning Code and Building Code Related Options

Draft Code Concepts Report and Impact Analysis (June to Sept 2021)

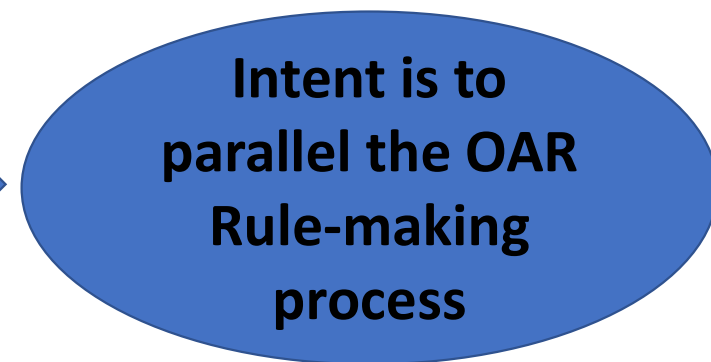
- Develop Code Concepts and Mitigation Strategies Drafts
- Conduct Economic impact Analysis

Proposed Draft (late Fall 2021 to Winter 2022)

- Develop Code and Mitigation Strategies Proposals

Recommended Draft (Spring 2022)

- Refine Code and Mitigation Strategies Recommendations





Project Webpage

<https://www.portland.gov/bps/ev-ready>

