

# OPRD Rooster Rock EV Charging Project



*Figure 1 Above is an example of the proposed Electric Vehicle (EV) charging stations for Rooster Rock State Park. The above is from Yosemite National Park*



## **Amended Application for NSA Type III Conditional Use Permit, Type I Erosion and Sediment Control Permit**

November 7, 2023

# OPRD Rooster Rock EV Charging Project

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## Introduction

This is the amended application for Rooster Rock State Park's EV Charging project. The original application was submitted in May 2023 and returned for amendments to Oregon Parks and Recreation Department (OPRD). In response to the request for amendments, OPRD has added information to Case #T1-2023-16944 and Case #T3-2023-16947.

The following application narrative has been developed based on the pre-filing meeting summary notes associated with Meeting #: PA-2023-16621.

The proposed improvements associated with the project consist of installing four electric vehicle charging parking stalls in the existing Rooster Rock State Park Day-Use parking lot, which currently has 1450 parking stalls. This will include installing two standing pedestals in the parking lot that will have two level 2 charging stations mounted on each pedestal. It will take space from 5 existing parking stalls and turning them into 4 charging parking stalls with one stall having access aisles on either side.

The design plans for the project are included in detail on **Appendix A** of this document. Although the pre-filing meeting notes detail that the location of the project is visible from multiple viewing areas and the landscape setting is within River Bottomlands, this application details that the project footprint and the charging stations will be too small to be visible from most of the key viewing areas and the landscape setting does not accurately portray the project setting.

Rooster Rock EV Charging is one of eight selected pilot project sites for bringing public electric vehicle charging to Oregon Parks and Recreation Department (OPRD) in order to increase access to recreation and help the state reach its carbon emission reduction goals.

This project aligns with the goals and strategies outlined in the Columbia River Gorge National Scenic Area's [Climate Change Action Plan 2023-2025](#) (CCAP) that was adopted in December 13, 2022. One of the key commission priorities for climate change adaptation and mitigation is to implement EV infrastructure along the Gorge. Action examples for Strategy 1 of their goals for EV Infrastructure clearly state: "Support pilot projects and innovation to reduce fossil fuel and hydroelectric power draw from EVs" (pg 10, CCAP). In addition, this CCAP mitigation emphasis is clearly highlighted, "Utilize policies and implementation measures to promote EV infrastructure. Leverage and generate partnerships to pilot and build EV charging, rideshares, and transit. Promote inclusive, proactive planning for EV infrastructure and opportunities" (pg 39, CCAP).

OPRD is asking Multnomah County to grant a continual use permit in the National Scenic Area to install small electric vehicle charging stations to better provide service to the public as part of its ongoing utility maintenance and improvements.

## Background

This pilot project began with the passage of House Bill 2290 in 2021 where the Oregon Legislature directed the agency to plan and allow for public charging. With the help of a non-profit fundraising partner, Adopt-A-Charger (AAC), OPRD was able to receive generous donations to start this project. AAC brought on Rivian to donate the planning, engineering, design, equipment and 10 years of maintenance for level 2 charging stations at 8 state park sites. AAC was also able to bring in dollars from Entec Polymers to subsidize the cost of public charging for the duration of the pilot project.

## Goals

The goals of this project are:

1. Accommodate and encourage visitor use of electric vehicles to support the long-term viability of state park destinations.

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2. Address state and global goals to reduce greenhouse gas emissions.
3. Help the agency plan for future park infrastructure needs.

The first goal speaks to the increasing sales and availability of electric vehicle models in the market today and looking toward the future. Car manufacturers have announced more and more EV models and less internal combustion fuel engines for the coming years. In December 2022, Oregon's Environmental Quality Commission voted to ban the sale of new gas-powered vehicles in the state by 2035. EV market for both new and used vehicles are in high demand and drivers are having to navigate the limited available public charging as they make decisions about where they travel and where they recreate. This pilot project looks to gather data about visitor use and viability of these charging stations as technology continues to improve and EV use becomes more widespread.

The second goal highlights the continual effort by the agency and the state to minimize negative impacts to the environment through innovation and increased access. The analysis of this pilot project will show how the investments made into this pilot project offset carbon impacts in our parks by our visitors.

The third goal is also to help the agency better understand future planning requirements and take into consideration the lessons learned from this pilot. Undoubtedly, EV charging amenities will become more in demand and park infrastructures will need to see updates.

## Rooster Rock

The Rooster Rock EV Charging site was selected for its high recreation use, large parking lot and ample availability of spots, minimal cultural and natural resource impacts, available infrastructure, and proximity to park office for maximum security benefits.

The current design and plan will take 5 existing parking stalls and turn them into 4 electric vehicle charging parking with one of the spots having access aisles on both sides. These will all be level 2 charging with two chargers on each pedestal. The two pedestals will be located between two parking stalls. The charging parking stalls will be along the west end of the parking area, east of the bathrooms and park office. 204 feet from panel to parking stalls. There is a pole south of the office building with a meter and breaker box. New striping will place to show 3 standard charging stalls and one stall with access aisles on either side.

OPRD conducted significant project studies including impact to natural resources, cultural resources, historic resources, and tribal consultations.

OPRD's Valley Region Archaeologist confirmed that there are no constraints to construction and no Satte Historic Preservation Office consultation is required at this site. This previously disturbed site and parking lot has no known and recorded sites to reference. However, the archaeologist did reach out to the tribes (Grand Ronde, Siletz, Warm Springs, Umatilla, Nez Pierce and Yakama) for consultation and shared the project's Inadvertent Discovery Plan.

No impact to ground and vegetation disturbance nor threatened and endangered species were noted by OPRD's natural resource specialist.

Historic impacts include the Natural Scenic Area designation, leading to this pre-application. However, the installations of these charging stations are in a highly developed area and are similar to that of any functional and use upgrades to the parking lot's normal utility.

Construction is complete and all charging stations at the 7 other pilot project sites are live as of February 8, 2023. For more information on the project and other sites, please visit:

<https://stateparks.oregon.gov/index.cfm?do=v.page&id=124>