

## TRN-10.19-Utility Permits in the Public Right-of-Way

Language to be **added** is underlined.

Language to be **deleted** is shown in ~~strikethrough~~.

Language to remain the same is indicated by plain text.

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Exceptions to Above Ground Structures Regulations:

City Bureau and Private utility infrastructure allowed to be placed above ground, but are exempted from the AGS policy are as follows:

1. Electrical power, telecommunication, or OCT poles
2. Fire hydrants
3. Water Quality Sampling Stations
4. Natural Gas or Air Relief Valves
5. Signals and Street Lighting equipment
6. Portland City Streetcar facilities or TriMet facilities installed under IGE with the City of Portland Bureau of Transportation
7. Natural Gas meters, if the placement of the meter is attached to and within 1 foot of a building face and meets the Americans with Disabilities Act criteria for placement
8. Electric vehicle charging stations

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H. Electric Vehicle Charging Stations

The installation of electric vehicle (EV) charging stations in the public right-of-way is allowed for organizations that possess a franchise, license, or privilege granted by the City of Portland and requires the appropriate approvals. The proposed charging station must meet all requirements as described below.

The permittee shall be liable for any and all damages to any person who is injured or otherwise suffers damage resulting from the infrastructure. Permission for said infrastructure to exist in the right-of-way may be revoked per [PCC 17.56.060 Relocation and Discontinuation of Facilities](#). Upon written notice of permit revocation, the permit holder shall remove any permitted infrastructure from the public right-of-way and return the street area in which the removed infrastructure was located to the satisfaction of the Director and/or City Engineer.

#### 1. General Requirements

- a) EV chargers in the public right-of-way shall only be used for Level 2 (L2) charging (208 – 240V), not direct current fast charging (DCFC).
- b) EV chargers shall comply with all relevant local building code standards and sections of the National Electric Code.

- c) The installation of EV chargers shall minimize impacts and not conflict with other right-of-way users, including pedestrians, bicyclists, public transit riders, and others.
- d) EV chargers shall have adjacent parking spaces signed for “EV Charging Only” and only EVs actively charging shall be permitted to park in these spaces.
- e) In design districts, EV chargers in the public right-of-way may be subject to Design Review.
- f) Permit holder must comply with all parking requirements.
- g) Permit holders will be required to participate in a program to help advance equitable access to EV charging as defined in the permit or lease agreements.
- h) Permits issued will be limited to two-hundred and fifty (250). This limit is designed to provide flexibility for PBOT to track, adapt, evaluate and update this program as technology advances. As this program progresses and conditions warrant, PBOT may update this component of the Administrative Rule as it sees fit.

## 2. Placement Criteria

- a) EV chargers shall be:
  - i. Located within the designated bounds of Gateway Regional Center, a Town Center, or a Neighborhood Center, and
  - ii. Located on a Local Service Traffic Street.
- b) EV charging stations shall not conflict with the following transportation uses. An EV charging station shall:
  - i. Not be on a street with active or planned streetcar lines, as defined in the Portland Streetcar System Concept Plan or future plans,
  - ii. Not impede the operation of any TriMet vehicle or the use of any related infrastructure, and
  - iii. Not protrude into a roadway or bike lane.
- c) All EV charging stations shall be located:
  - i. On a city-maintained street,
  - ii. On a street with a curb, and
  - iii. In an area where parking is currently allowed, either metered or unmetered.

## 3. Clearance Requirements

- a) All EV chargers shall be:
  - i. A minimum of twenty-five (25) feet from an intersection, as measured from the back of the sidewalk corridor,
  - ii. A minimum of five (5) feet from an alley or driveway, as measured from the curb cut,
  - iii. A minimum of twenty (20) feet from a stop sign,
  - iv. A minimum of ten (10) feet from a fire hydrant,
  - v. A minimum of five (5) feet from any Water Bureau infrastructure,
  - vi. A minimum of five (5) feet from each end of a BIKETOWN docking station,



- b) EV chargers shall not cover maintenance holes or handholes.
  - c) EV chargers shall not be located within stormwater planters or swales.
6. Exceptions for charger locations that do not meet one or more of the above requirements can be made if the applicant can satisfactorily demonstrate, through the Design Exception process, that no other option is feasible. Applying for a Design Exception does not guarantee approval. Exceptions are granted only for a specific site; they are not transferrable from one permit to another. An approved design exception will be required prior to permit issuance.