

## Exhibit A

### **16.20.290 Electric Vehicle Charging Zones**

A. Electric vehicle (EV) Charging Zones are established to prevent any vehicle that is not actively using the EV charger from parking in the space. All on-street parking spaces with EV chargers installed will be designated as an EV Charging Zone and only vehicles actively charging their EV shall be permitted.

B. A permit to establish an EV Charging Zone may be approved by the Portland Bureau of Transportation provided the permit applicant possesses a franchise or privilege granted by the City of Portland, obtains the necessary permit(s), and makes the required improvements to the parking space(s).

C. Parking in a space designated as an EV Charging Zone shall be restricted to EVs or plug-in hybrid vehicles that are actively charging, which is defined as being plugged into the EV charger.

### **16.90.111 Electric Vehicles**

A. "Active EV charging" or "EV charging" is defined as an EV or plug-in hybrid vehicle that is plugged into the EV charger.

B. "Electric vehicle (EV)" is any battery-powered vehicle, either all-electric or plug-in hybrid vehicles.

C. "Electric vehicle (EV) charging zone" is a parking space with an adjacent EV charger where only vehicles actively charging their EV shall be permitted to park.

D. "Electric vehicle supply equipment (EVSE)" or "EV charger" is any infrastructure related to EV charging, including the station and port.

E. "EVSE port" provides power to charge only one vehicle at a time. There can be multiple EVSE ports at an EVSE station.

F. "EVSE station" or "EV charging station" means a site that has one or more EVSE ports at the same address or location.

G. "Level 1 charging" is an EVSE station that provides charging through a 120-volt alternating current (AC) plug.

H. "Level 2 charging" is an EVSE station that offers charging through 208–240-volt electrical service.

I. "Level 3 charging," is an EVSE station also known as direct-current fast charging (DCFC), that enables rapid charging. To meet federal standards published in the National Electric Vehicle Infrastructure (NEVI) Program, these chargers should have a minimum power output of 150 kilowatt.