

## Municipal Policy Subgroup

(Comprehensive plan policy, zoning ordinances and ADA compliance)

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### Preliminary Recommendation

#### 1. Comprehensive Plan Guidance

1.1 Develop comprehensive plan guidance to provide context for negotiation of electric vehicle charging station commitments from developers during development approval process for new development and redevelopment.

→Resources: Electric Vehicle Infrastructure: [Washington State](#), [Fairfax County](#), [San Francisco](#), [Snohomish County](#)

#### 2. Zoning

2.1 Amend Zoning Ordinance to support EV deployment

2.2 Amend all zones to allow for electric vehicle charging as an accessory, conditional, or principal use, except conservation areas.

2.3 Allow electric vehicle battery exchanges at gas stations and 1 mile of highway

→Resources: [Washington State](#) (below), [Fairfax County](#), [San Francisco](#), [San Diego](#), [City of Ferndale](#), [Massachusetts](#), [Snohomish County](#), [Fairfax County](#)

| EVI TYPE                 | ZONING DISTRICT         |                          |                     |            |            |               |                |
|--------------------------|-------------------------|--------------------------|---------------------|------------|------------|---------------|----------------|
|                          | LOW-DENSITY RESIDENTIAL | HIGH-DENSITY RESIDENTIAL | MIXED-USE           | COMMERCIAL | INDUSTRIAL | INSTITUTIONAL | RESOURCE       |
| EV Charging Station 1, 2 | P <sub>3</sub>          | P <sub>3</sub>           | P                   | P          | P          | P             | P <sub>3</sub> |
| Rapid Charging Station 4 | P <sub>5</sub>          | P <sub>5, 6</sub>        | P or P <sub>6</sub> | P          | P          | P             | P <sub>3</sub> |
| Battery Exchange Station |                         |                          |                     | P          | P          | P             |                |

P: Use is permitted. Absence of "P": Use is not allowed in the given zoning district.

#### DEVELOPMENT STANDARDS

1. Level 1 and Level 2 charging only.
2. Level 1 and Level 2 charging are permitted in aquifer recharge areas and in other critical areas when serving an existing use.
3. Allowed only as accessory to a principal outright permitted use or permitted conditional use.
4. The term "Rapid" is used interchangeably with Level 3 and Fast Charging.
5. Only "electric vehicle charging stations - restricted" as defined in Chapter 1, subsection A.1.8.
6. Local governments may choose to allow Level 3 charging stations as an outright permitted use or may determine that it is appropriate to adopt development standards applicable to the mixed-use or high density residential zoning districts. For example, there may be instances where this type of charging station would require screening or placement within a parking garage to meet other objectives of the mixed-use zone (e.g., a pedestrian friendly environment) or high-density residential zone.

#### 3. ADA Requirements, Safety, Theft

3.1 Establish design standards to address ADA accessibility, tripping hazards, electrical hazards, and theft deterrence for public and commercial charging stations

Note: Some ADA compliance may be met by requiring attendant assistance

3.2 Follow examples such as Advanced Energy Charging Installation Handbook

<http://www.advancedenergy.org/transportation/evse/Charging%20Handbook.pdf>

→ Resources: Washington State (below), [Fairfax County](#), [Kane County](#) (below), [Advanced Energy Charging Installation Handbook](#), [Ecotality Report](#), [EV Charging for Persons with Disabilities by Sustainable Transportation Strategies](#)

### **Section 3.2: Off Street Parking — Electric Vehicle Charging Stations**

To ensure an effective installation of electric vehicle charging stations, the regulations in this subsection provide a framework for when a private property owner chooses to provide electric vehicle charging stations (also, see Appendix C: Model Electric Vehicle Charging Station Installation Checklist).

#### **3.2.01: Electric Vehicle Charging Station Spaces**

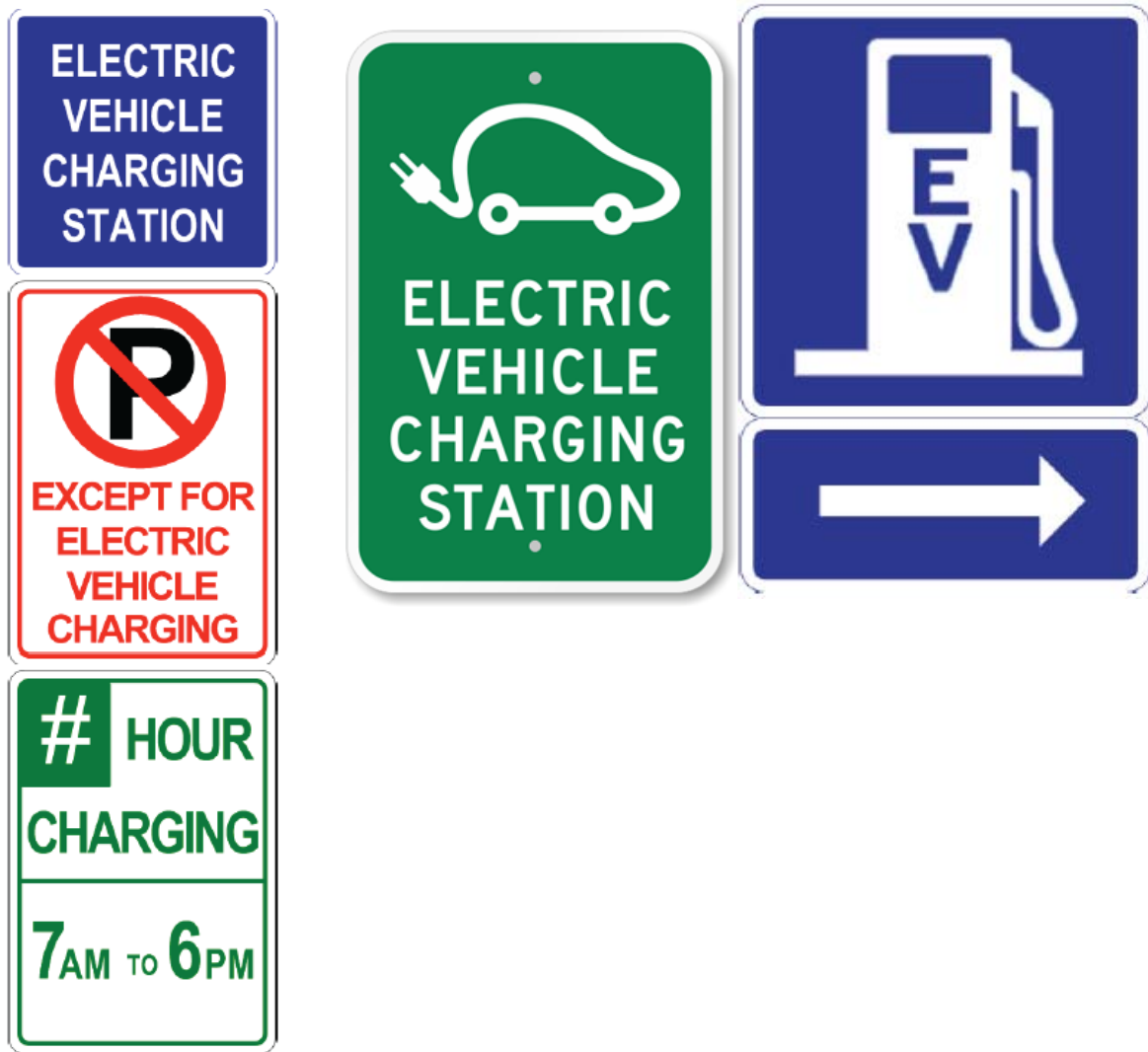
- A. Purpose. For all parking lots or garages, except those that include restricted electric vehicle charging stations.
- B. Number. No minimum number of charging station spaces is required.
- C. Minimum Parking Requirements. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces that are required pursuant to other provisions of code.
- D. Location and Design Criteria. The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional locational and design criteria are provided in recognition of the various parking lot layout options.
  - 1. Where provided, parking for electric vehicle charging purposes is required to include the following:
    - a. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
    - b. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
    - c. Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements of WAC 51-50-005.
    - d. Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.
  - 2. Parking for electric vehicles should also consider the following:
    - a. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
    - b. Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).
- E. Data Collection. To allow for maintenance and notification, the local permitting agency will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition "electric vehicle charging station — public") to provide information on the station's geographic location, date of installation, equipment type and model, and owner contact information.

## **4. Public Streets**

- 4.1 Establish guidelines addressing:
  - a. Preferred locations: at either end of a row of spaces; near power source
  - b. Working around trees and other infrastructure
- 4.2 Synchronize with current street parking time limits at each location if possible; Allow non-EVs to park during certain hours if desired
- 4.3 Follow Advanced Energy Charging Installation Handbook  
<http://www.advancedenergy.org/transportation/evse/Charging%20Handbook.pdf>

## **5. Standardization**

- 5.1 Standards should address height, bollards, lighting, security such as cameras and other deterrence devices, and difficulties with non-retracting cords
  - 5.2 Develop standard signage for public charging stations based on the FHA's Manual for Uniform Traffic Control Devices.
  - 5.3 Use green paint to delineate EV charging spaces
  - 5.4 Standardize and simplify permit process and standards throughout the region.
  - 5.5 Partner with utilities and EV service companies around grid issues, revenue, requirements, creating a subscription network
- ➔ Example: Kane County, IL, [FHA's Manual for Uniform Traffic Control Devices](#), Washington State



#### 5.6 Additional Concerns

- Identifying and addressing barriers and other restrictions preventing EV infrastructure from moving forward
- Many places would need an 'electrical' permit, not a specific 'charging' one—may not actually incorporate needed safety features or ADA requirements –Refer to Permitting Group
- Where the standards and design guidelines would reside in different states (ex. Design guidelines would not be incorporated in zoning in VA)
- DC already has a rulemaking for DDOT streets, but need one for private interests on streets
- Fees and revenue—vary by jurisdiction—MD can charge money for space but not electricity.
- One concern is gas tax revenue lost and how to recoup
- In VA, they are charging for parking now, may charge for electricity later

#### Outstanding questions: EV Parking Space Issues [Referred from Permitting Group]

- Location Issues (how close to transit stations or building? Allowed to be in “prime” locations?)
- Enforcement Issues (e.g., non-EVs parking in EV spots)
- Building Code Issues (any minimum requirements for number of dedicated spots?)