

Table 1: EV Planning and Policy Tool Summary

ZONING	<p>Determines where and how EVSE is allowed, incentivized or required</p> <ul style="list-style-type: none"> • Zoning establishes allowable uses based on the municipal zoning code • Zoning can consider the deployment of EVSE within the larger context of planning and land use • Incentive zoning, such as the exchange of development bonuses for the inclusion of EVSE pre-wiring or infrastructure in new development, is a potential area for EVSE deployment, but remains largely untested • By setting development standards through zoning ordinances, municipalities can use this tool to shape the scope (how many and where) of EVSE deployment
PARKING	<p>Sets the scope and enforcement requirements for parking with state or local laws</p> <ul style="list-style-type: none"> • Parking ordinances apply to publicly-accessible EVSE, including on-street and municipal lots and garages, and is therefore an important part of infrastructure development • Like zoning, parking ordinances provide a way to require a certain number or percentage of spaces and to restrict the use of charging stalls to EVs • Because parking ordinances apply to the public realm, parking tools can be effective in encouraging EVSE in a wide range of installation scenarios including public and private space as well as new and existing construction • Opportunities exist for private parking management • Opportunities exist for developing EV parking incentives, such as preferred parking, which may encourage EV purchases.
CODES	<p>Ensure safe EVSE installations and specify the scope of EVSE-ready construction</p> <ul style="list-style-type: none"> • Changes to the building and electrical codes are not necessary from a safety standpoint, but codes can help make places EV-ready • State and local codes may need to change to meet certain requirements, such as emissions reduction goals. This is an ideal opportunity to incorporate EVSE • Municipalities that are able to adopt their own codes benefit from a highly flexible state code—one that provides different standards for different situations • Building and electrical codes present different EV-ready opportunities
PERMITTING AND INSPECTION	<p>Streamlines the administrative process so that it is uncomplicated, fast and affordable</p> <ul style="list-style-type: none"> • Updating and streamlining permitting eases implementation of EVSE and reduces fees to the consumer as well as costs to the municipality over the long term • Permitting is a local administrative process and as a result the process varies across the TCI region, as evidenced by wide variations in permit fees • While the prime inspection venue is provided by cities and state offices, third party inspection firms offer opportunities for partnership and inspector training throughout the TCI region
	<p>Works closely with private or quasi-public partners to implement infrastructure in the public realm</p> <ul style="list-style-type: none"> • Partnerships include working groups, which can unite government agencies with private industry and experts • Regional planning organizations like Metropolitan Planning Organizations and Councils of Government are important for building consensus and getting the word out • Local DOE Clean Cities chapters can offer additional funding and information on EV's. • Governments can procure EVs for municipal and state fleets to increase awareness and meet sustainability goals • The role of the private sector can be just as, if not more, important in preparing the region for more comprehensive EVSE deployment