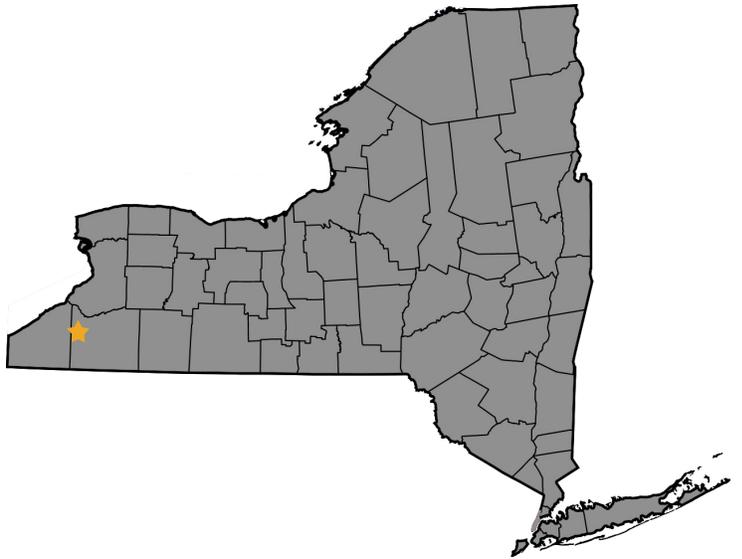


Town of Otto, NY

COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

Otto, Cattaraugus County

In 2015, The Town of Otto approved a zoning change to the **§6.6 Electric Vehicle Supply Equipment (EVSE) of the town Zoning Laws**. The new revisions streamline permitting processes for EV supply equipment by providing a single permit; establishing a two-day turn around for permits; and eliminating unnecessary reviews or inspections for proposed EV charging stations. The 2015 revisions also establishes that there will be dedicated parking spaces for EVs and that all non-EV vehicles will be banned from these spaces. **Otto** is a heavily agricultural small town that lies on the northern most border of Cattaraugus County, at the border with Erie County.



§6.6 Electric Vehicle Supply Equipment (EVSE), revised 2015

- Added EV definitions
- Designated EV-only parking spaces
- Streamlined permitting

§ 6.6, Electric Vehicle Supply Equipment (EVSE)

The permitting process for EVSE will be streamlined by:

1. Providing a single permit for EVSE's
2. Shall have a two day turn around time for permits
3. Shall eliminate reviews that do little to validate the safe and efficient operation of a proposed EVSE system. Only one initial inspection shall be required for this facility.

Parking: There will be designated parking for vehicles charging at the EVSE. Cars that are not charging will be banned from these spaces.

EV-ONLY PARKING

Designating EV-only parking spaces can be a powerful incentive that encourages EV adoption.

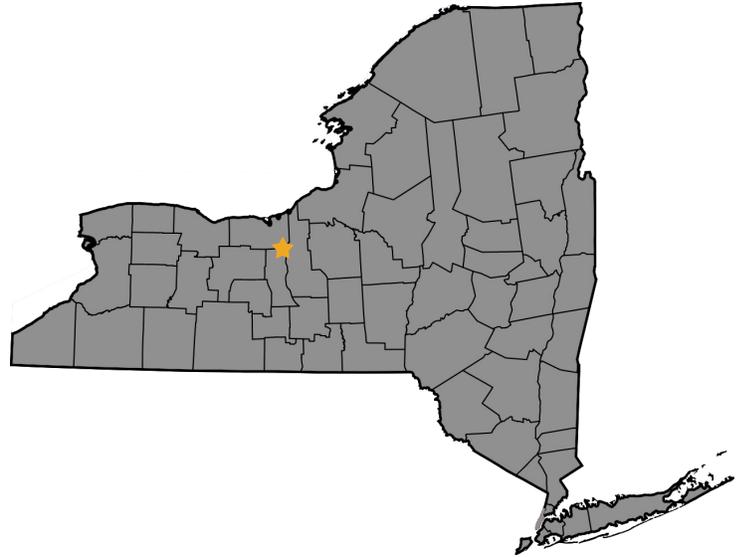
FOR THE FULL TEXT, VISIT:
www.ottony.org/pdfs/Zoning%20Ordinance%20dated%20June%202015.pdf

Town of Brutus, NY

COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

Brutus, Cayuga County

Brutus added an Electric Vehicle Supply Equipment Article to their **Alternative Energy section with the Local Law #1 Amendment**. The purpose of the article is to establish "siting, and operation of Electric Vehicle Supply Equipment in order to protect the public health, safety, and welfare of the residents of Brutus, to facilitate access to Electric Vehicle Supply Equipment, and to protect and promote the visual and aesthetic character of the Town."



L.L. No. 2-2016: Electric Vehicle Supply Equipment Amendment

- Adds EV charging definitions
- Outlines permitted locations for Level 2-2 and DC Fast Charge
- Sets design standards for restricted use and public use charging stations

Brutus located west of Syracuse. Despite its population of nearly 4,500 residents, it is the most populous town in the County.

Chapter 125, Article XV Alternative Energy: § 125-110 Electric Vehicle Supply Equipment

D. Design Standards and Other Criteria for EVSE

- (2) Electric Vehicle Charging Station - Public Use.
- (a) Electric Vehicle parking and charging stations shall be equal to parking space size and performance standards as provided in Section § 125-32 of the Town Zoning Code. The installation of Electric Vehicle Supply Equipment shall not reduce the electric vehicle parking space length to below off-street parking space size and standards required under Section § 125.32.
- (b) Installation of EVSE shall meet National Electric Code Article 625.
- (c) Charging station outlets and connectors shall be no less than 36 inches and no higher than 48 inches from the surface where mounted.
- (d) Adequate electric vehicle charging station protection, such as concrete-filled steel bollards, shall be installed. Curbing may be used in lieu of bollards, if the charging station is setback a minimum of 24 inches from the face of the curb.

SETTING DESIGN STANDARDS

Setting design standards for EV charging stations can ensure safety compliance, optimize station utilization and enhance aesthetic character.

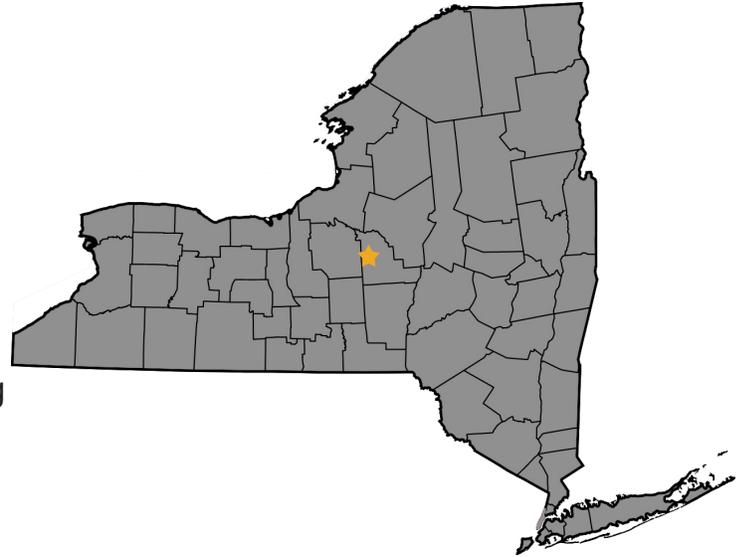
FOR THE FULL TEXT, VISIT:
<http://townofbrutus.org/content/Laws/View/83>

City of Oneida, NY

COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

City of Oneida, Madison County

In 2016, the City passed **Local Law No. 2 of 2016—Electric Vehicles Resolution 16-155** to the city zoning code. The changes to the zoning code included: adding electric vehicle related definitions; defining permitted EV chargers as an accessory use for residential buildings; and adding EV chargers to the Accessory Use table. By including EV charging technology as an allowable use for residential developments, plans for EV charging stations no longer need to be reviewed by the local planning commission, thereby simplifying the process of installing EV charging stations for planners, municipal employees, and



developers. Instead, all that is

L.L. No. 2-2016—Electric Vehicles Resolution 16-155

- Adds EV charging definitions
- Defines EV charging as accessory use
- Permits Level 1 & 2 charging in all zoning districts
- Permits DC fast charge in select zoning districts
- Waives planning board review process for EV charging
- Requires EV charging or conduit in new multi-family units

required is a statement from the electrical contractor. These changes can be considered a first step in creating “EV-ready” communities.

Central New York Regional Planning Board and Development Board (CNY RPDB), a public agency

that assists communities in the Central New York region with planning and policy implementation, assisted the City of Oneida. CNY RPDB has information on streamlining the permit processing and zoning requirement at <http://www.cnyenergychallenge.org/electric-vehicles>.

The City of Oneida is located in Madison County south of Syracuse, West of Utica, and just five miles south of Oneida Lake. The City is home to an energized community with arts and music programs, festivals, and parades. Madison County, part of the Central New York region, has many tourist attractions, including year-round outdoor recreation, historic museums and landmarks, and many arts and cultural attractions.

City of Oneida, NY

COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

Local Law No. 2-2016: Chapter 190 of the Code of the City of Oneida, “Zoning”

§190-5. EV Definitions

ELECTRIC VEHICLE – Any motor vehicle that is registered with the New York State Department of Motor Vehicles and authorized to operate on public and private highways, roads, and streets, and uses electrical energy stored on-board for motive purpose. “Electric vehicle” includes battery electric vehicles and plug-in hybrid electric vehicles.

PLUG-IN HYBRID ELECTRIC VEHICLE (PHEV) – An electric vehicle that

- (1) contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor;
- (2) charges its battery primarily by connecting to the grid or other off-board electrical source;
- (3) may additionally be able to sustain battery charge using an on-board internal combustion driven generator; and
- (4) has the ability to travel powered by electricity.

ELECTRIC VEHICLE CHARGING STATION –A private parking space that is served by electric vehicle supply equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery in an electric vehicle.

CHARGING – When an electric vehicle is connected to electric vehicle supply equipment (or standard outlet) for the purpose of recharging batteries on board the electric vehicle.

ELECTRIC VEHICLE INFRASTRUCTURE – the structures, machinery, and equipment necessary and integral to support an electric vehicle, including the electrical conduit and premises wiring requirements for the installation of electric vehicle supply equipment, as well as battery exchange stations.

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) – The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle conductors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for purposes of delivering energy from the premises wiring to the electric vehicle, complying and conforming with National Electric Code Article 625 and Society of Automotive Engineers J1772 Standard.

ADDING DEFINITIONS

Defining EV, EV chargers, and relevant terms and acronyms can limit barriers associated with development review.

There are many terms and acronyms surrounding EV use, many of which are interchangeable. Defining all relevant terms can prevent confusion in the future.

FOR MORE SEE: <http://ecode360.com/8777677>

§190-14: Accessory Buildings and Uses

M. A private electric vehicle charging station is permitted as an accessory use for all dwellings and multiple-family dwellings. The electric vehicle charging station shall be approved upon submission of a completed electrical inspection to the Code Enforcement Officer.

TABLE A: SCHEDULE OF USES.

Electric vehicle charging station are allowed in all use districts.

FOR MORE SEE: <http://ecode360.com/8777899>

ACCESSORY USE

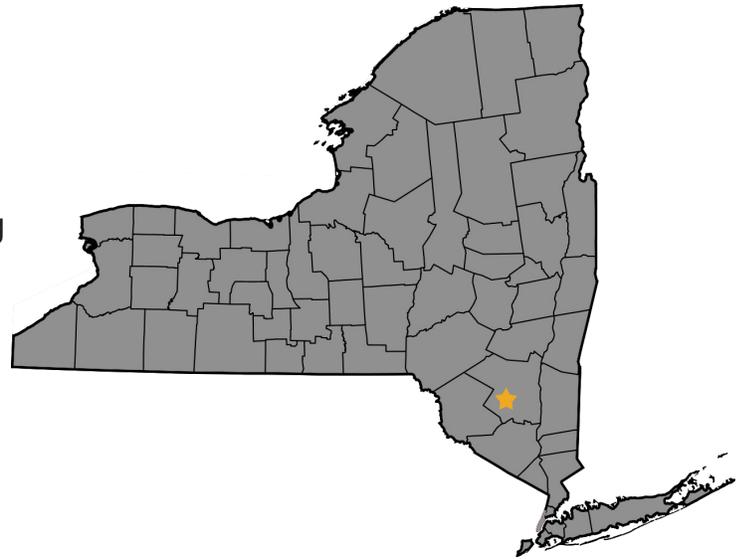
Defining EV stations as accessory uses simplifies installations for hosts and planning boards. Time and cost associated with seeking special approvals, permits or variances—all of which require a public review process—are avoided.

Town of New Paltz, NY

COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

New Paltz, Ulster County

In February 2014, the Town of New Paltz, NY introduced the proposed **Local Law No. 1 of 2014— Electric Vehicle Recharging Infrastructure Amendments** to the city zoning code. Some of the changes to the zoning code included: defining EV chargers as a permitted accessory; requiring EV charging or conduit in new non-residential developments; and simplifying the site plan waiver process. The amendment also authorized the planning board and building inspector to establish design standards and criteria in an effort to streamline future installations. By defining the EV charging stations as permitted accessory uses and setting design standards, the Town of New Paltz was able to setup a streamlined process when reviewing site plans for EV



charging stations. Requiring EV charging stations or conduit for new non-residential developments is a

proactive step in transitioning the town to the electrification of the transportation system. Additionally, creating a waiver process for the required EV chargers or conduit ensures

that installations happen in logical

locations. The added language also created more awareness of the technology within the town planning board and municipal staff.

The Town of New Paltz took advantage of NYSERDA's Cleaner Greener Communities Program and used grant funding to support the development and implementation of changes to their zoning code.

New Paltz sits in the Hudson Valley, between the Shawangunk and Catskill Mountain ranges, and convenient to Albany to the north, and New York City to the south. The region offers a robust network of biking and hiking trails, an active music and arts community, and an emerging local wine and restaurant industry.

This document was developed for a project supported by the New York State Energy Research and Development Authority. To learn more, visit: <https://www.nyserdera.ny.gov/Researchers-and-Policymakers/Electric-Vehicles>



Town of New Paltz, NY

COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

Local Law No. 1-2014: Chapter 140 of the Code of the Town of New Paltz, "Zoning"

§140-51.3 Planning Board Review

"... the Planning Board, upon recommendation of the Building Inspector and after consultation with the Town Engineer, is authorized to waive site plan approval and the Building Inspector is authorized to issue any building or other required permit for the alteration, modification, improvement, conversion or change in the nature of the occupancy of the building, structure or permitted use for which the application is being made, provided that...

(4) The applicant proposes to install a Type I or Type II electric vehicle charging station (EVCS), and installation of the EVCS is not part of an action that otherwise requires site plan approval;

WAIVE SITE PLAN APPROVAL PROCESS

Including EV charging as an exception to an otherwise lengthy site review process simplifies the process for site hosts and municipal staff, thereby making EV charging installations more feasible.

§ 140-52.B Site Plan Review

Any site plan for (1) a residential use that proposes more than three dwelling units, or (2) a non-residential use that proposes more than ten (10) contiguous parking spaces, shall make provision for the installation and use of one or more electric vehicle charging stations (EVCS) in accordance with the following:

[1] Residential structures shall include at least one parking space with an EVCS per dwelling unit;

[2] Office, business, commercial, recreational and other non-residential uses, including civic, cultural and not-for-profit uses (for instance, libraries, daycare centers, schools, churches, etc.) shall provide at least one parking space with convenient and suitable access to an EVCS for every 10 automobile parking spaces;

[3] Parking spaces for non-residential uses shall be designed and arranged so that electric vehicle parking spaces are available for the parking of an electric vehicle. Parking spaces designated on an approved site plan for a public EVCS shall be used exclusively for the parking of a vehicle that is connected to the EVCS for charging.

[4] All installed EVSC parking facilities shall be maintained in good operating order at all times during the duration of the proposed use.

[5] In the event that the Planning Board determines that the applicant has demonstrated good cause to waive the installation of EVCS facilities otherwise required by this Section, it shall require that a sufficient number of spaces be provided with conduit and such other equipment as may be necessary to enable EVSE to be installed in the future with minimal inconvenience or disturbance of parking areas.

[6] A parking space available for use by an electric vehicle shall continue to be deemed a parking space for purposes for calculating the number of parking spaces required by Section 140-34.A.

AMEND SITE PLAN REVIEW REGULATIONS

Requiring EV charging stations or sufficient conduit for future installations is a strong action to prepare for EVs.

FOR THE FULL TEXT, VISIT:

<http://ecode360.com/9168535>

Ulster County, NY

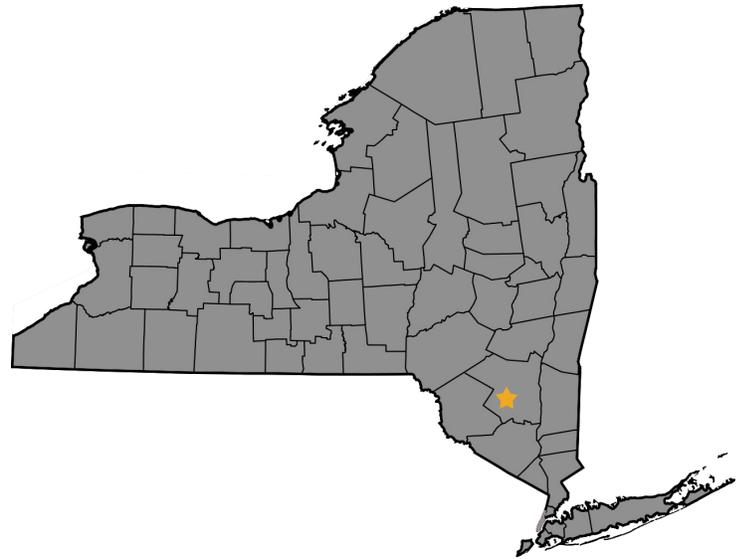
COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

Ulster County, NY

Ulster County is a leader in New York in implementing electric vehicle initiatives and EV charging station installations. **Local Law #3, 2015: Ulster County Sustainable Green Fleet Policy** sets forth many of the County's EV requirements and goals.

The Law takes several steps to reduce greenhouse gas emissions, increase fleet efficiency, and decrease overall fleet costs. The Law sets a goal of a minimum of 5% green vehicles for fleets by 2020 and 20% of passenger vehicles "purchased, leased or otherwise obtained thereafter will be Green."

The law is jointly administered, monitored, and implemented through a collaboration among Executive Department, including the Department of the Environment, the Department of Public Works, and the UC Purchasing Department. The County publishes an annual report on the initiative's progress.



Local Law #3 of 2015, Establishing a Green Fleet Policy

- Inventories each department's vehicular use
- Sets a 5% by 2020 Green vehicles fleet goal
- Participates in aggregate bids to add EVs to the County fleet
- Prioritizes installation of charging stations at county-owned municipal facilities
- Mentors municipalities

As part of the initiative, Ulster County has installed nine EV charging stations, funded

through the ChargeNY initiative, at county-owned municipal facilities. Now 97% of all municipal employees have access to EV charging stations, making it the largest network of municipal charging stations in New York State. The County has plans to install an additional six stations in 2017. The County also takes advantage of NYS aggregated purchases and/or rebate opportunities for vehicles as they are available.

Ulster County also plays an important role in assisting municipalities in preparing for EVs. They routinely hold event, workshops and circulate materials to drum up interest in grants and programs to support EV. They play an advisory role over towns and can make suggestions for EV charging station installations when reviewing site plans. **The City of Kingston**, for example, worked closely with the County to install seven charging stations in the City.

Ulster County, NY

COMMUNITIES TAKING ACTION TO PREPARE FOR ELECTRIC VEHICLES

Local Law #3 of 2015, Establishing a Green Fleet Policy

§ 1. LEGISLATIVE INTENT AND PURPOSE

Ulster County is committed to using electric, hybrid-electric, hybrid and sustainable green vehicles across the fleet. Any initiative to introduce alternative fuel technologies will consider the sustainability of the fuel including lifecycle energy and emissions, as well as the renewability of the fuel source. Additionally Ulster County seeks to move toward zero emission vehicles by promoting the use of electric, hybrid-electric, hybrid, and sustainable green vehicles by residents and will do so by:

1. Giving priority to purchasing hybrid, hybrid-electric, and sustainable green vehicles; and
2. Installing electric vehicle charging stations at County-owned facilities.
3. Supporting initiatives and research which will lead to the further deployment of electric, hybrid-electric, hybrid, and sustainable green vehicles across the community.

GREEN FLEET INITIATIVE

Having a robust County charging network has multiple benefits. The infrastructure allows for widespread deployment of EVs as part of the fleet and provides charging opportunities for County employees and the public.

FOR THE FULL TEXT, VISIT:
<http://ulstercountyny.gov/>

2016 Accomplishments

Green Fleets

- 14 Green vehicles as part of the County Fleet
- In process of procuring 11 plug-in hybrid EVs and 1 battery-electric EV
- On course to exceed the Green Fleet Requirement of 5% EVs by 2020

Electric Vehicle Charging Network

- Installed 9 charging stations
- Funded charging station installations through NYSERDA and ChargeNY initiative
- Scheduled to install an additional six charging stations on County property using DEC funding granted in early 2017

2016 EV Charging Station Usage

- Public charging stations at County buildings were used 1,388 times
- 94% of charging sessions in 2016 were less than 4 hours in duration
- Charging events consumed approximately 9,388 kWh of electricity
- Avoided an estimated 3,943 kg of greenhouse gas emissions

FUNDING INITIATIVES

There are multiple funding opportunities for purchasing EVs and installing EV charging stations. Ulster County took advantage opportunities with New York State Energy Research and Development Authority (NYSERDA), ChargeNY and NY Department of Environmental Conservation.

2016 GREEN FLEET ANNUAL REPORT, VISIT:

<http://ulstercountyny.gov/>

FOR MORE ON ULSTER COUNTY, VISIT:

<http://ulstercountyny.gov/environment/environment/sustainability-energy/green-fleet-initiative>