



Princeton Environmental Commission (PEC)

## Introducing an EVCS Ordinance: PEC’s Stakeholder Process & Lessons Learned

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25 May 2021



## PEC's Stakeholder Process

# General Approach



- Starts with Commissioners & PEC's Council liaison
  - Issues within purview of ordinance Section 12-7. Powers and duties generally.
- Continues with frequent stakeholder meetings
  - Mayor
  - Township Administration/Staff
  - Other Town Council members
  - Local Officials (e.g. Planning Board, Zoning Board)
  - Other relevant parties/organizations



## PEC's Stakeholder Process

# General Approach (continued)



- One step farther with [Princeton's Climate Action Plan \(CAP\)](#) (adopted July 2019)
  - EVCS associated CAP objectives:
    - 5.2 Require all new development to provide electric vehicle charging infrastructure in appropriate locations
    - 5.3 Promote the installation of visible and accessible zero-emission fueling stations for use by the public



## PEC's Stakeholder Process

# General Approach (continued)



- Another guiding principal [Green Building & Environmental Sustainability Element](#) part of Princeton's Master Plan (adopted June 2020)
  - Key Green Building Practices (pg 6)
    - Design infrastructure to support non-fossil fuel transportation
- Additionally another step to ensure equitable environmental and social justice
  - PEC's red thread approach
  - Civil Rights Commission
    - [Racial Equity Impact Assessment Toolkit](#)







# Timeline & Actions Taken



July 2020: Research and interviews with municipalities with EVCS ordinances

August 2020: Discussions with the Commission, first presentation to Council

September-October 2020: Additional discussions with the Commission to formulate essential elements of an ordinance

November 2020: Formal presentation to Council

December 2020: Meeting with municipal officials and conversation with legal department regarding memo from the Commission on EVCS

January 2021: Issues arise over memo

February - May 2021: Continuing discussions as new issues arise and old ones are settled

May 2021: Possible commitment to pass ordinance allowing EVCS as an accessory use in all zones. Rest of original memo still on hold.



# Lessons Learned.....

## **Sustainable Jersey (SJ) Useful publications**

#1 Guidance to Communities on Creating PEV Friendly Ordinances, April 2017 (PDF)

#2: Make Your Town Electric Vehicle Friendly (Action Plan) PDF

## **2. Employ a 2-ordinance approach**

The best way to promote the use of plug-in electric vehicles (PEV) is to permit charging stations throughout the community, i.e. Accessory use in all zoning districts.

Be sure to specify the municipal permits and approvals, if any, needed for the installation of PEV charging stations. Adopt a second PEV ordinance to update parking regulations to encourage EVCS installation and provide regulations and design guidelines for their installation.

The ordinance should include at a minimum the following information:

1. Purpose (and benefits of PEVs and EV charging stations)
2. Municipal Permits and Approvals required
3. Required Number/% of EV Charging Stations in New Developments
4. Design standards for Multi-Family Residential and Non-Residential Development, including but not limited to: Lighting, Signage, Design and Safety measures.

**Incentivize new single family residential and certain commercial and multi-unit dwellings construction to pre-wire for EVSE.**



# Suggestions



- Who in your community is responsible for writing ordinances?
- Don't let the perfect be the enemy of the good.
- See if your legal department and municipal workers might speak to other towns about their ordinances
- Be prepared for some unexpected questions!



# You may be asked:

Why should we install EVCS or require pre-wiring when in a few years there will be different technology and our ordinance will be outdated?

Why would we arbitrarily mandate a certain % of parking places to be EVCS or EVCS ready? Won't this just decrease the number of needed parking places for others?

Won't these types of ordinances lead to expensive lawsuits? What works for one municipality won't necessarily work for ours.

Do they need to be accessible? Doesn't that take up too much space?

How do we know people will use these EVCS if we install them? Will they just sit unused?

How can a requirement that the EVCS parking space is only for PEV which are actively charging be enforced?

Why do we need to do this when there are so few electric cars owned and operated in NJ?

(Note: NJLM opposes legislation which would establish numerical requirements and zoning standards for the installation of electric vehicle (EV) supply equipment and make-ready spaces.)



Best wishes for your own  
municipality should you pursue  
an EVCS ordinance!

