

Information on Electric Vehicles



SRPEDD

Southeastern **Regional Planning**
& **Economic Development** District

EV Relevancy

- EV-related rules are showing up in:
 - Zoning (parking + land use)
 - Building/electrical codes
 - Traffic and parking enforcement
 - Environmental and Sustainability
- <https://library.municode.com/ma>
- No specific EV section
 - “electric vehicle”
 - “EVSE”
 - “charging station”
 - “parking”

Definitions (based on state code 780 CMR)



- Electric Vehicle (EV) = vehicle powered by battery
- EVSE (charging equipment) = infrastructure delivering electricity
- EV-ready space = wired for Level 2 charging (not necessarily installed)
- Level 1 charging → slow home outlet
- Level 2 charging → common public/home charging
- DC fast charging → rapid highway charging (Superchargers)



New Laws and Easier Permitting

- Parking and Zoning
 - Allowed in residential, commercial, and industrial zones
- New Construction requirements
 - Must be EV ready
- Abide by ADA and public use rules
 - Accessible and proper signage
- Enforcement rules (Traffic Ordinances)
 - Actively charging (ticketed if not); Time limits
- Condos/HOAs
 - Cannot unreasonably prohibit EV chargers



For renters looking to get an EV

- Easy

- EV charging is technically an “accessory use”:
- Install charger in:
 - Driveway
 - Assigned parking space
- No zoning variance needed

- Not as easy

- Still requires approval:
 - Landlord permission
 - HOA approval (limited by law)
 - Electrical

- Hard

- Parking ownership defines everything:
 - Assigned spot → feasible
 - Shared lot → harder
 - Street parking → very hard

Solutions

1. NEMA 14-50 outlet
 - a. Basic electrical upgrade
 - b. Easier to get approved than full charger
2. Portable Level 1 charging
 - a. No zoning or permitting issues
 - b. Easiest work around
3. “Right to Charge” Leverage
 - a. Landlord/HOA can’t just deny without reason
 - b. You pay for installation
4. Shared Chargers
 - a. In newer developments
 - b. Driven by zoning and building code trends