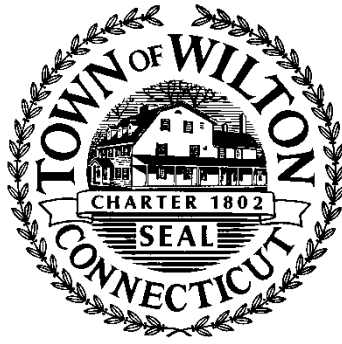


PLANNING & ZONING
COMMISSION
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TOWN HALL ANNEX
238 Danbury Road
Wilton, Connecticut 06897

MEMORANDUM

December 11, 2023

TO: PLANNING AND ZONING COMMISSION

FROM: Staff, Michael E. Wrinn, Town Planner

RE: Reg # XXX– Planning and Zoning Commission - Electric Vehicle Charging Station regulations in response to Public Act 22-25, The Clean Air Act

BACKGROUND:

Public Act 22-25 established minimum requirements for the installation of electric vehicle (EV) charging stations when constructing new state facilities, commercial and multi-family buildings or schools.

The Public Act 22-25, The Connecticut Clean Air Act, Section 5.c states the following:

(c) On and after January 1, 2023, a municipality shall require each new construction of a commercial building or multiunit residential building with thirty or more designated parking spaces for cars or light duty trucks to include electric vehicle charging infrastructure that is capable of supporting level two electric vehicle charging stations or direct current fast charging stations in at least ten per cent of such parking spaces. A municipality may, through its legislative body, require any such commercial building or multiunit residential building to include such electric vehicle charging infrastructure in more than ten per cent of such parking spaces.

The Department of Motor Vehicles is required under state law to update its website every 6 months with a new total number of electric vehicles registered in the state. In 2019, a total of 4,120 were registered; in 2022, 11,814 and for the first half of 2023, 7,878 electric vehicles were registered. Demand will be less in the short term but will grow over time.

CURRENT WILTON ZONING REGULATIONS:

The Wilton Zoning Regulations do not currently address or require minimums for EV charging stations. The State Act does allow a municipal option to increase the threshold above the minimum of 10%. The Commission may at its discretion and considering factors such as location, expected demographics, etc., require an additional number of spaces to be equipped, up to a maximum of 20%. The commission could lower the minimum number of spaces required before the 10% comes into play or it could increase the % to a higher number if desired.

NEXT STEPS:

Other recommended options would be to include additional language, such as definitions of EV Charger levels, to ensure that the chargers are at a speed level which provides an adequate charge in a reasonable amount of time. Definitions of an Electrical Vehicle, charging stations, etc., would allow clarity. It is also recommended that the location of these units be approved by the Fire Marshals office.

FOLLOWING ARE THE RECOMMENDED CHANGES:

New Definitions to be added:

29-2.B.51.a. Electric Vehicle: A motor vehicle capable of be powered by a battery powered electrical motor.

29-2.B.51.b. Electric Vehicle Charging Station (EVCS) : A parking space served by an electric component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles by permitting the transfer of electric energy to a battery or other storage device in an electric vehicle

29-2.B.51.c. Electric Vehicle Direct Current Fast Charging Station: An electric vehicle charging station that utilizes direct current electricity providing forty kilowatts or greater

29-2.B.51.d. Electric Vehicle Level Two Charging Station: An electric vehicle charging station that supplies two hundred eight to two hundred forty volts alternating current

Add New Section 29-8.B.5.g Electric Vehicle Off-street Parking Requirements

1. Any new commercial or multifamily residential building development that requires more than thirty (30) or more parking spaces shall include electric vehicle charging stations that are at a minimum, Level two chargers, in at least 10% of such parking spaces. Such chargers will be considered an accessory use.
2. Each EVCS shall receive location approval from the Fire Marshal and the necessary Building Department permits.
3. All EVCS equipment shall be protected by wheel stops, curbs or bollards. If installed adjacent to a sidewalk, the sidewalk width shall not be diminished. Any cords shall be configured so they do not interfere with any pedestrian travel and shall not cross a driveway, sidewalk or passenger loading area.
4. The standard parking dimensions as outlined in Section 29-8.B.11 shall not be reduced by the installation of the EVCS.
5. Signs limiting the EVCS parking space to electric vehicles only shall be required.
6. The EVCS shall be maintained in good operating condition at all times.