Electric Vehicle Charging Infrastructure: The Planning Commission's Review of MITRE's Report

Image provided by MITRE

Board of Supervisors Environmental Committee
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Overview of Presentation

- Background and overview of MITRE's report
- Planning Commission review process
- Planning Commission recommendations

MITRE's EV Charging Infrastructure Report

Why?

- One of two reports produced to satisfy a proffered commitment
- Both reports transmitted to BOS and referred to the Planning Commission for review and recommendation

Key Questions Addressed:

- Future EV charging needs in Tysons
- EV charging vs. EV-ready design
- Percentage of parking
- Residential vs. nonresidential uses

Image provided by MITRE

Key Considerations:

- Uncertain adoption by public
- Charging at home

MITRE EV Report

- Key recommendations:
  - EV-ready design
    - 100% for residential
    - 35% for office
  - Limited "seeding" of charging stations
  - Coordinate on standard mounting of charging stations

Image provided by MWCOG

Planning Commission Environment Committee Review

- Presentations
- Identification of Policy questions for review
- Stakeholder feedback on policy questions
- Discussion of issues and comments
- Draft white paper/preliminary recommendations
- Stakeholder review
- Workshop
- Further discussion and revisions

Image provided by Ecotality

Planning Commission Report—Recommendations

- 17 recommendations + 5 follow-up considerations
- Emphasis on EV-ready
- Encourage but don't emphasize charging stations—no clear need for "seeding" at this time
- No changes to existing Plan guidance
- Supplement with more specifics
- Evaluate within broader context of proffer packages

Policy Plan, Environment, Objective 13, Policy g:

Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals, particularly for residential where other opportunities are not available.

Planning Commission Report--Recommendations (continued)

- EV-ready coverage
  - Emphasis on residential
  - Nonresidential
    - Link to green building context
    - Higher for hotels and parking associated with transit
  - Residential
    - Higher than nonresidential
    - 10% coverage, with flexibility to refine, suggested by Environment Committee as the starting point for discussion
  - Provide flexibility for reductions in parking coverage based on circumstances at the time of construction
  - 100% electrical room sizing for residential—be flexible!
  - Starting points for discussion—commitments would be tailored to needs and circumstances associated with each application.
  - Level 2 charging emphasized

Planning Commission Report--Recommendations (continued)

- No locational specifications
- No action needed re: standardization of connections of charging stations
- No policy needed re: dedicated charging spaces at offices
- No preferred charging model or levels of access to charging stations
- Electrical utility coordination re: data needs
- Don’t require retention of obsolete equipment
- Monitor experiences and revisit

Additional Follow-Up Considerations

- Zoning Ordinance Amendment Work Program item re: accessory vs. principal uses and EV charging in relation to minimum parking requirements
- Consider providing publicly-accessible charging at county facilities
- Remain active in regional reviews of EV issues
- Reiteration of recommendations re:
  - Review of experiences with EV registrations and charging
  - Coordination with electric utilities re: data needs

Next Steps???

Should the Planning Commission and staff proceed as recommended in the report (where consistent with proffer authority)?

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