

Mayor and Council Questions and Staff Responses

Questions from Mayor Ashton regarding Item 12A Work Session on the Electric Vehicle Readiness Plan.

- 1. Question. Regarding right-of-way/curbside charging does the Mayor and Council support? (Options are illustrated and described in Table 13 of Attachment 1). The City has started installing chargers in public rights of way, beyond just Rec parking lots. I support this effort. I also support efforts to work with the MoCo Clean Energy Center to do a series of outreach efforts to support HOAs, especially those with Townhomes, multifamily, and those without garages. Let's work to accelerate those efforts.**

Response. Staff agrees. Partnerships with the Maryland Clean Energy Center, Montgomery County Green Bank and Montgomery County Department of Environmental Protection will help accelerate outreach and provide technical assistance to HOAs, townhouses, multiunit properties and homes without garages and driveways.

- 2. Question. For homes that do not have garages and don't have a shared space with an HOA for a charger, I have a couple of questions for consideration. The charging cords are thick and it would be hard to lay them across the sidewalk even if taped down without having an impact on accessibility for people in wheel chairs and walkers. Do you know a model where that works? If someone trips, is the liability on the City or the resident who owns the charger. Currently, parking spaces in public rights of way are for everyone to park in the neighborhood. How does staff suggest handling neighbor conflicts if someone else parks in that space?**

Response. Within Table 13 of the EV Readiness Plan, Model 4 illustrates an example of Level 1 charging cord guidelines utilized by Washington D.C. and Vancouver. Washington D.C.'s guidelines (attached) include specifications for cord covers that are highly visible, stable and meet change-in-level and ramp requirements of the Americans with Disabilities Act. Please see Page 2 for cross-section diagrams for cord covers. The guidelines prohibit Level 2 cords, which are thicker than Level 1. Washington's guidelines also recommend that residents consult with their insurance providers to ensure that their homeowners / tenant liability coverage captures this circumstance with a suggested limit of \$1 million and that they add or modify the definition of "insured" and "Electric vehicle charging system" to their policy. For other models of EV charging installations in the ROW, Montgomery County's permit guidelines specify that it is the property owner's responsibility for maintaining the charging station and any associated safety enclosure and to ensure it is in a good and safe operating condition. If the Mayor and Council support further research of charging cord guidelines and/or resident charging installations in the ROW, staff will also consult with the City Attorney's Office.

Parking spaces in public rights-of-way are for everyone's use to park in the neighborhood. Staff recommends following Montgomery County's model. The County's permit guidelines state that the parking space adjacent to a curbside EV charging station remains publicly available. Property owners will not have exclusive rights, privileges, or priority for parking adjacent to an EV charging station. If there are any existing parking restrictions on the street, they will remain in effect. Further, the

County recommends residents share information with their neighbors before submitting a request to install ROW charging. The County reserves the right to revoke the public ROW permit in cases where there are safety concerns related to the EV charging installation or when on-going parking issues adjacent to the EV charging station result in enforcement calls to the County.

- 3. Question. Does the Mayor and Council support flexibility in the Zoning Code's parking space minimums to accommodate accessible aisles in EV charging retrofits of existing parking lots? I am interested in exploring. Please share any particular drawbacks.**

Response. Allowing flexibility for parking space minimums in EV charging retrofits of existing parking lots may slightly reduce the total number of parking spaces on site; generally 1 to 2 spaces, depending on the size of the parking lot, to create an access aisle. This could pose some challenges in areas with limited parking. However, the alternative of adding parking to an existing parking lot may not be feasible or would increase site impervious area and may trigger stormwater and/or forest conservation requirements. If the Mayor and Council support considering flexibility for EV charging retrofits, the Zoning Ordinance Rewrite process may further examine this issue and options.

- 4. Question. Which philosophy does the Mayor and Council prefer for setting a user rate for future city owned and operated charging stations? I support mostly cost recovery. We may need to factor in maintenance into the fee. We could also consider solar parking lot panels to help rely on more renewable sources, which would reduce cost for all.**

Response. Cost recovery could include a maintenance factor or the inclusion of renewables, when feasible.

- 5. Question. Commercial charging – Can there be an outreach initiative to engage and support existing commercial and multifamily buildings to retrofit and add charging stations?**

Response. Further outreach for commercial charging is anticipated after implementation of EV ready codes, guidelines, and standards to share information on a streamlined process for retrofits.

- 6. Question. The City does the annual permit fee free holiday for green upgrades (EV charging, heat pumps, solar panels). Please confirm that we will do that again for Earth Month.**

Response. Staff is consulting with Community Planning and Development Services to confirm 2025 Earth Month plans. More information is anticipated on Monday, 2/24.

- 7. Question. I support including some fast chargers for more practical quick charging in our network of public charging stations.**

Response. Expansion of fast charging infrastructure within proximity of the Interstate-270 and Maryland 200 corridors is included in Montgomery County and Rockville's planning and grant funding requests. In addition to the two DC fast chargers installed at Thomas Farm Community Center, four fast charging stations are planned at the Swim and Fitness Center, and Montgomery County is planning a fast charging hub by the Executive Office Building.