

Improving Local Permitting and Zoning for EV Fast Charging Stations

Developing a streamlined and standardized process for local governments to approve the permits and zoning needed for the development of direct current fast charge (DCFC) stations can avoid significant delays for the deployment of EV fast charging stations.

Policy Applicability

☒ Passenger Cars ☐ Medium- and Heavy Duty

What jurisdictions have adopted streamlined permitting and zoning for EV fast charging stations?

Some states have mandated the adoption of model codes or ordinances that local governments are required to follow, including CA and NJ (see below). Others have developed model codes and encouraged local governments to follow a set of best practices, such as [CO](#), [NY](#), and [VT](#).

Example policies to consider

California [AB 1236 \(2015\)](#) and [AB 970 \(2021\)](#) require all cities and counties to develop an expedited, streamlined permitting process for EV charging stations, including adoption of a streamlining ordinance and checklist, and set binding timelines for review periods based on project size. The laws also limit project review to health and safety requirements and clarify that spots designated for EV charging count toward minimum parking requirements.

In accordance with [P.L. 2021, c. 171](#), the New Jersey Department of Community Affairs developed a [model ordinance](#) that immediately went into effect in all New Jersey municipalities. The model ordinance includes mandatory sections that define all EV charging stations as permitted accessory use and stipulates that each EV space counts toward minimum parking requirements.

Other resources

NESCAUM, NASEO, and AASHTO: [Improving Permitting and Zoning for EV Fast Charging Stations](#) (December 2023)