

Project Overview & Objectives

Problems addressed:

- Parking Setup Dictates Feasibility:** Renters with assigned spots can reasonably pursue charging, but those utilizing shared lots or street parking face severe logistical hurdles.
- Approval Hurdles:** Installing a dedicated charger is "not as easy" as standard accessory uses, still requiring formal landlord permission or HOA approval.
- Local Code Fragmentation:** Municipal rules regarding EVs are scattered inconsistently across local zoning, building codes, traffic enforcement, and environmental policies, making navigation hard for tenants.

Why is it important for sustainable energy?

- Unlocking Accessory Land Use:** EV charging is legally categorized as an "accessory use" that should ideally require no zoning variances in residential or commercial zones.
- Modernizing Housing Stock:** Aligning rental housing with updated building codes and new construction rules ensures that multifamily properties become inherently "EV-ready".
- Ensuring Accountable Infrastructure:** Integrating proper traffic ordinances, such as ticketing non-charging vehicles or enforcing time limits.
 - This guarantees public and shared chargers are used efficiently.

What is the current state of the issue/project?

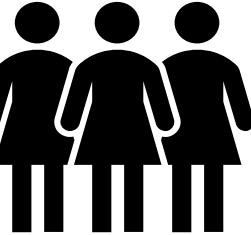
- Leveraging "Right to Charge" Laws:** Condos, HOAs, and landlords cannot unreasonably prohibit a tenant from installing a charger, provided the tenant covers the installation costs.
- Emergence of Shared Infrastructure:** Newer developments are increasingly integrating shared charging stations, driven by evolving zoning trends and state building codes (780 CMR).
- Evaluating Practical Workarounds:** The project is analyzing accessible, low-barrier renter solutions.

Approach and Methods



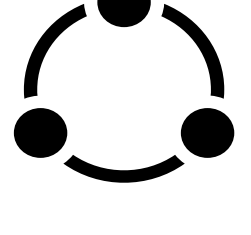
Research & Analysis

- Reviewed Massachusetts municipal codes via Municode, evaluated state building code mandates (780 CMR) , and analyzed rental housing infrastructure gaps.



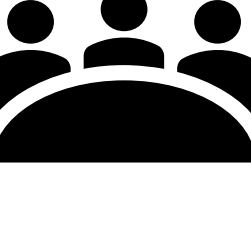
Peer District Benchmarking

- Examined regional zoning trends, EV definitions , and baseline deployment standards established by the Southeastern Regional Planning & Economic Development District (SRPEDD).



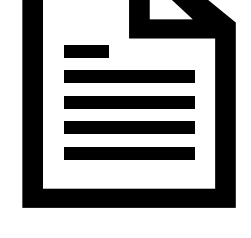
Stakeholder Mapping

- Identified friction points between renters, property managers, and homeowner associations (HOAs) to outline legal and physical boundaries of property control.



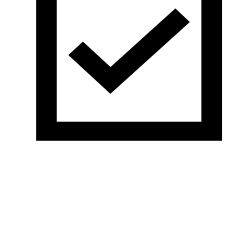
Community & Policy Engagement

- Evaluated local traffic enforcement rules, "Right to Charge" legal provisions , and utility-led infrastructure incentives to address common renter-landlord concerns.



Educational Materials

- Outlined accessible, tiered workarounds, ranging from portable Level 1 cords to NEMA 14-50 outlet upgrades, to bridge tenant-landlord communication gaps.



Tenant Adoption Readiness

- Equipped renters and multifamily properties with a structured roadmap to navigate local permitting, accessory use bylaws , and shared parking lots.

Deliverables and Findings

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" Laws

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

Main Takeaways

Educational Materials Created:

Information on Electric Vehicles



SRPEDD
Southeastern Regional Planning & Economic Development District

Slide Deck

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)

For renters looking to get an EV

- 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

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

Key Takeaways:

- Parking ownership is the ultimate decider
- Regulatory framework confuses progress
- Low-barrier workarounds are key
- Legal leverage protects renter rights
- Zoning trends point toward shared infrastructure

Acknowledgements

- Audrey Matthews, Senior Climate Planner, SRPEDD amatthews@srpedd.org