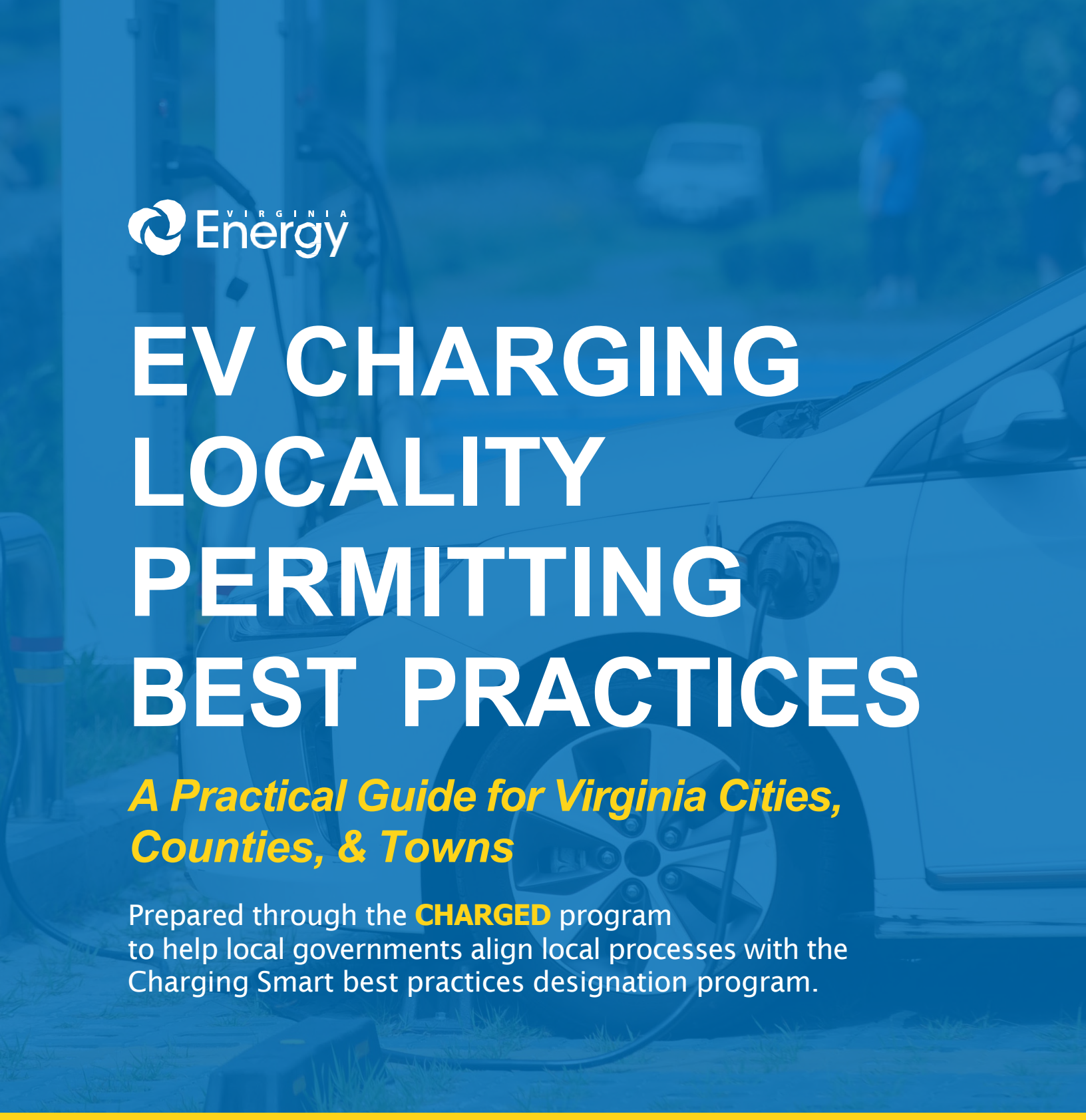


VIRGINIA Energy

EV CHARGING LOCALITY PERMITTING BEST PRACTICES

A Practical Guide for Virginia Cities, Counties, & Towns

Prepared through the **CHARGED** program
to help local governments align local processes with the
Charging Smart best practices designation program.

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Purpose and Audience

Audience: zoning administrators, planners, building officials, permit reviewers, economic development staff, sustainability staff, and project managers in Virginia local government.

Purpose: to provide a concise, public-facing playbook showing the most useful actions Virginia localities can take to make EV charging station (EVCS) permitting more predictable, faster to navigate, and easier to administer while remaining code-compliant.

How this guide is organized: It first distinguishes the CHARGED technical assistance effort from the national Charging Smart designation program, then summarizes common challenges, practical solutions, case examples, model language, and reusable web/permit content.

Executive Summary

Community Help for Advancing Regulatory Guidance for EVSE Deployment (CHARGED) is a technical assistance effort, carried out by Virginia Clean Cities, designed to support Virginia localities as they review zoning, permitting, inspection, utility coordination, and public-facing information related to EV charging. Charging Smart is the national technical assistance and designation program that works with local governments to provide tools to speed the deployment of EVs and EV charging. Virginia Clean Cities delivers the Charging Smart program for the State of Virginia. This guide is a public-facing extension of CHARGED that translates lessons learned from both programs into practical actions local governments can reuse.

The most consistent lesson from participating localities was simple: EV charging projects move more smoothly when the local process is transparent. Applicants need to understand the permitting path, the required documents, the expected timelines, and which staff members can help resolve cross-department questions. Local staff need a shared internal approach that treats EVCS as a routine permitting issue rather than an exception.

The most effective process improvements did not require large expenditures. High-value improvements included publishing a dedicated EVCS permitting webpage, creating separate pathways for home charging and more complex commercial projects, clarifying zoning treatment for accessory and primary charging uses, offering pre-application meetings, coordinating early with the electric utility, and naming a single point of contact.

Local solutions also matter in special contexts. Alexandria advanced a citywide readiness strategy and public permitting tools; Fredericksburg established a curbside charging pilot for residents without off-street parking; and Richmond published guidance for residents in rowhouse-style neighborhoods where traditional driveway charging is not available. These examples show that EV readiness is not one-size-fits-all, but it is achievable with a practical roadmap.

CHARGED Overview

A. Engagement volume and reach

From February through June 2026 the CHARGED Program facilitated six Charging Smart designations (City of Alexandria, Arlington County, Fairfax County, City of Norfolk, Prince William County and the City of Fredericksburg).

The program engaged in active technical assistance with ten localities (Albemarle County, Town of Blacksburg, City of Bristol, City of Charlottesville, Henrico County, Town of Leesburg, City of Manassas, Russell County, Richmond City, and Roanoke City).

The program is actively recruiting a new cohort of five localities (City of Galax, Montgomery County, City of Norton, City of Radford, and City of Salem).

The program is anticipated to achieve six designated localities and fourteen engaged localities by June 30, 2026.

Documented locality touchpoints (meetings/outreach logged):

- **February:** 16 logged touchpoints (primarily recruitment and re-engagement of earlier prospects)
- **March:** 7 logged touchpoints (focused on designation progress and targeted regulatory questions)
- **April:** 24 logged touchpoints (expanded recruitment + TA + cohort coordination + event support)

Total documented touchpoints (Feb–Apr): 47

Jurisdictions meaningfully engaged (program milestone achieved by April): Virginia Clean Cities (VCC) reported at least 12 Virginia municipalities meaningfully engaged by the end of April, with examples including **Charlottesville, Fairfax County, Henrico, Hopewell, Richmond, Manassas, Blacksburg, Norton, Prince William County, Bristol, Leesburg, and Albemarle County.**

B. Designation and readiness outcomes (progress markers)

Charging Smart/designation pathway progress captured in reports:

- Fredericksburg achieved a Bronze designation.
- By April, Arlington County and Fredericksburg were designated, and Fairfax County had been submitted for Silver.
- Prince William County completed its Scorecard for Bronze submission with scorecard review and readiness support.
- Norfolk completed its Scorecard for Silver.
- City of Manassas needs to add its EVCS permitting process to its Permitting website to qualify for Bronze later this year.

C. Technical assistance outputs (what the program delivered)

Over the three months, CHARGED delivered repeatable, locality-ready support products and actions, including:

- **Scorecard reviews and self-assessment coaching** (e.g., Fairfax zoning/“accessory use” questions, Manassas requirement clarifications, Richmond self-assessment review).
- **Cohort session content and presentations** (Education & Incentives cohort engagement in February; Government Operations presentation content in March; Shared Mobility cohort materials in April).
- **EVSE Permitting Best Practices Playbook development**, including drafting guidance and reviewing a Fairfax-related memo intended to be translated into a playbook module (flow, documentation, checkpoints, delays/mitigations).
- **Deployment communications support** for local ribbon cuttings (e.g., press release/talking points/outreach and post-event follow-up) to normalize locality-led EVSE implementation and build political/community momentum.

D) Why EV Charging Readiness Matters for Virginia

1) Transportation electrification is now an infrastructure competitiveness issue

> "The cost of building charging infrastructure is real, but the cost of not electrifying transportation is higher. Too often we focus only on capital dollars and not the long-term health, environmental, and social costs of delay."
>
> **— Amy Posner, City of Alexandria**

Virginia communities compete for residents, employers, visitors, and investment. EV charging availability—and the ease of permitting it—has become part of the "site readiness" checklist for:

- Business attraction and retention (workplace charging, logistics fleets, customer charging)
- Downtown vitality and tourism (drivers choose destinations with reliable charging)
- Housing market expectations (multifamily charging is increasingly a standard amenity)
- When permitting is unclear or slow, projects shift to other localities, slowing local economic gains.

2) Readiness lowers costs and accelerates deployment in a resource constrained environment

A major share of EVCS project friction is "soft costs" (time spent navigating processes, redesigning plans, resubmitting documents, waiting for comments). Readiness improvements—clear rules, checklists, online portals, predictable timelines—reduce these costs without requiring major capital investment, which is especially important for smaller and rural localities.

3) Readiness supports equitable access statewide

> "We hear regularly from residents who want charging but face barriers like HOA rules, access issues, or gaps in local infrastructure. That is why EV readiness is not just about permits—it is also about education, equity, and making charging practical for the way people live."
>
> **— Rama Mitry, Fairfax County**

Without standardized, transparent processes, high-capacity jurisdictions move faster while lower-capacity jurisdictions fall behind. EV readiness creates repeatable tools that help rural and historically underserved communities:

- attract charging investment,
- deploy public charging in community-serving locations, and
- ensure multifamily residents are included in home-charging permitting process.

4) Readiness aligns local policy with grid planning and utility coordination

EVCS deployment is tied to distribution capacity, interconnection timing, and managed charging. Readiness helps localities coordinate earlier with utilities and avoid late-stage redesigns caused by service limitations. This limitation particularly impacts standalone Direct Current Fast Charging (DCFC) stations and fleet EVCS hubs.

5) Readiness protects public trust and improves safety

Clear inspection guidance and consistent code application reduce unsafe installations, minimize rework, and shorten disruptions in parking lots and public rights-of-way. This improves public perception and reduces friction as EV adoption grows.

1. Charging Smart Overview

Charging Smart is a national technical assistance and designation program. It recognizes local governments that adopt best practices across planning, regulation, utility engagement, education and incentives, government operations, and shared mobility. Communities can earn Bronze, Silver, or Gold designation levels.

Charging Smart offers no-cost technical assistance through Virginia Clean Cities, the Charging Smart program lead for the State of Virginia.

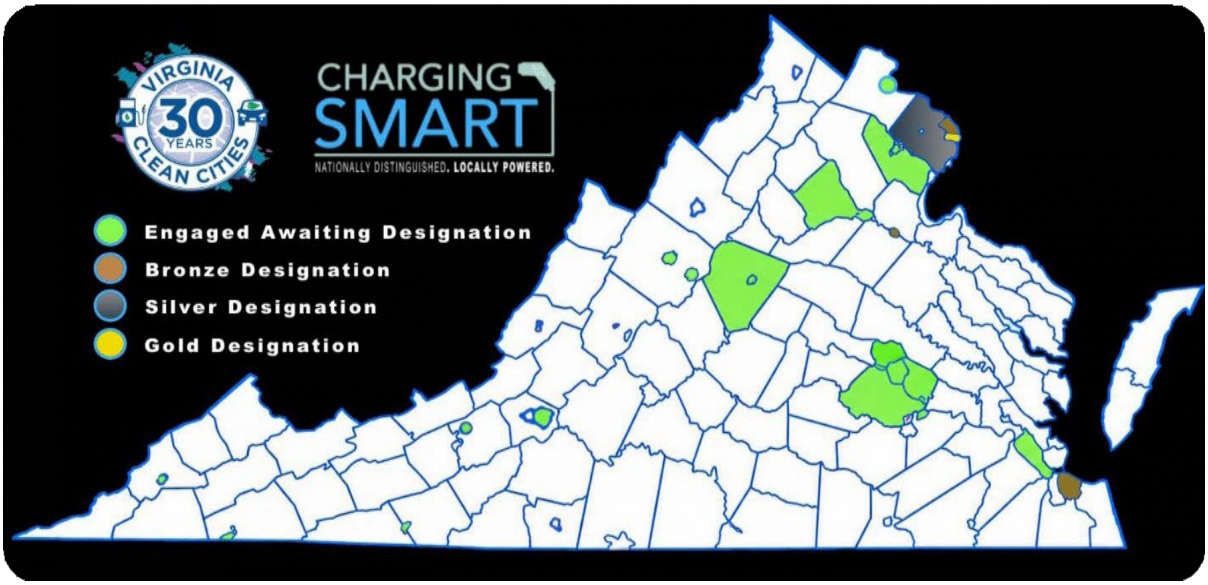
CHARGED and Charging Smart are related, but not interchangeable.

CHARGED is the Virginia-based technical assistance effort that combines the Charging Smart support template with tailored resources to best address the specific needs of Virginia's local governments. Charging Smart is the national framework used to organize, score, and recognize that work.

Helpful public resources: Charging Smart overview; Charging Smart Program Guide; Virginia Clean Cities Charging Smart page

Key terms used in this guide

- **EVCS / EVSE:** Electric vehicle charging station / electric vehicle supply equipment.
- **Accessory use by right:** A use that is allowed administratively if it meets clear standards in the zoning ordinance and does not require a special use permit, rezoning, or legislative hearing.
- **Primary use charging facility:** A standalone charging site that is not merely accessory to another principal use (gas station model).
- **Permit page:** A public webpage that tells applicants which permits are required, what materials must be submitted, how long review takes, and whom to contact for help.
- **Outreach / communications:** Emails, meetings, calls, office hours, cohort sessions, and other documented interactions with participating localities. This term is clearer than “touchpoints” for public-facing writing.



Locality	Point of Contact	Designation seeking	Status	Challenges	Successes
Albemarle	Jamie Powers	Bronze	LOC	Staff capacity, getting	In Cohort
Alexandria	Amy Posner	Gold	Designated	Complete	Gold
Arlington		Bronze	Designated	Complete	Bronze
Blacksburg	Carol Davis	Bronze	Self-Assessment	Staff capacity	In Cohort
Bristol	Mack Chapman	Bronze	Active TA	Active TA	In Cohort
Charlottesville	Tray Biasiolli	Bronze	Active TA	Review Zoning Memo	In Cohort
Chesterfield	None	TBD	Prospect	Need introductory meeting	TBD
Culpeper County	Harrison Premen	TBD	Prospect	Staff capacity	TBD
Fairfax City	Stephanie	TBD	Prospect	Staff capacity	TBD
Fairfax County	Rama Mitry	Gold	Active TA	County's lack authority to "by-right" permit	Silver
Fredericksburg	Hannah Taylor	Bronze	Designated	Complete	Bronze
Galax		Bronze	Prospect	Staff capacity, getting LOC signed	TBD
Henrico	David Strickland	Bronze	LOC	Staff capacity, getting	In Cohort
Hopewell	Charles Bennett	TBD	Prospect	Introductory meeting	TBD
Leesburg	Deb Moran	TBD	Prospect	Staff capacity, getting	In Cohort
Lexington	TBD	TBD	Prospect	Needs introductory meeting	TBD
Manassas	Chloe	Bronze	Active TA	Finalize Scorecard	In Cohort
Newport News	TBD	TBD	Prospect	Introductory meeting	TBD
Norfolk	Megan Hale	Bronze	Designated	Complete	Bronze
Norton	Fred Ramey	Bronze	LOC	Sign LOC	
Prince William	Michelle Smyk	Bronze	Active TA	Confirm documentation	Bronze
Richmond City	Jasmine Johnson	Bronze	Active TA	Slow progress with Zoning Memo	In Cohort
Roanoke City	Leigh Anne Weitzenfeld	Bronze	Active TA	Slow progress with Zoning	In Cohort
Staunton	TBD	TBD	Prospect	Introductory meeting	TBD
Waynesboro	TBD	TBD	Prospect	Introductory meeting	TBD
Wise County	Natalie Chapman	Bronze	LOC	Staff capacity, getting LOC signed	TBD

Participants in the Charging Smart program are cities, counties, and towns with permitting authority. Each has different reasons for undertaking this designation process. Some wanted to better understand EVCS and EVs in their community while others pursued a strategic, whole-of-government approach to EVs. The fundamental motivation was the same: reduce the time and cost for citizens and staff to process EVCS permits.

2. Common Challenges and Success Stories

Challenges

- **Patchwork local processes:** Local EVCS permitting can vary by land use, charger type, utility service needs, historic conditions, accessibility requirements, and whether the project is located on private property or in the public right-of-way. In some localities, EV chargers are treated like a standard electrical permit; in others, applicants must navigate additional zoning, site, design, or public works review. Staff discretion can also create inconsistency when procedures are not well documented.
- **Staff time and cross-department coordination:** Installing a new EVCS touches multiple departments: planning, zoning, building, fire, engineering, public works, procurement, facilities, fleet, and communications. Progress is much faster when a locality assigns one staff leader who can keep the work moving, organize internal review, and gather documents needed for a Charging Smart submission.
- **Special contexts need explicit solutions:** Residential curbside charging, historic districts, multifamily housing, HOA/condo installations, and utility upgrades often cause delay if a locality has no standard guidance. Applicants benefit when localities explain these scenarios on a single page rather than requiring multiple rounds of staff interpretation. ADA compliance for EVCS presents a unique challenge because in some cases an applicant will have to modify or reduce the number of parking spaces to accommodate ADA-compliant EVCS.

Success Stories

> "What helps communities move faster is not starting from scratch. Templates, sample memos, example commitment letters, and model permitting documents can make it much easier for staff to understand what is needed and build internal momentum."
>
> **— Megan Hale, City of Norfolk**

- **City of Alexandria** used a citywide EV Charging Infrastructure Readiness Strategy to organize policy, zoning, permitting, and implementation work. The City paired planning with practical execution by publishing permit guidance, integrating EV readiness into broader city planning, and using cross-department coordination to make review more predictable.
- **City of Fredericksburg** combined straightforward permit guidance with an innovative curbside charging pilot for residents without driveways or garages. The pilot created a revocable permit pathway for cords crossing the sidewalk and publicly identified examples of ADA-compliant cord cover ramps, making the program more usable and safer for residents.
- **City of Richmond** provided public guidance for residents who do not have off-street parking. This initiative demonstrates that a locality can add value even before major ordinance updates are complete. Clear instructions for residents in rowhouse and similar contexts reduce confusion and help staff respond consistently to new questions.

3. Why EV Charging Readiness Matters for Virginia Localities

- **Economic competitiveness:** Businesses, property owners, employers, and travelers increasingly expect charging to be a part of modern site readiness. Clear permitting workflows reduce uncertainty for private investment and help localities compete for new projects.
- **Fiscal responsibility:** Administrative improvements such as checklists, permit webpages, and defined timelines reduce rework and staff time without requiring major capital spending.
- **Customer service and public trust:** Residents and contractors are more likely to view local government as responsive when requirements are posted online in plain language and reviewers issue one consolidated deficiency notice instead of multiple rounds of comments.
- **Safety and code compliance:** Standard submittal requirements and clear inspection expectations help applicants address accessibility, electrical, fire, and traffic considerations early rather than after installation work has begun.
- **Utility coordination:** For higher-powered charging and fleet sites, utility timelines can determine project schedules. Early coordination prevents late-stage redesigns and avoids unrealistic opening dates.

4. QuickStart Checklist for Local Governments[1]

1. Complete a documented EV readiness review using the Charging Smart self-assessment and zoning review tools.
2. Create separate pathways for simple home charging and more complex multifamily, commercial, fleet, or DC fast charging projects.
3. Clarify when EV charging is allowed as an accessory use by right and when a standalone charging facility is treated as a primary use.
4. Adopt an administrative or minor site review path for lower-impact retrofits in existing parking lots when feasible.
5. Publish a public EVCS permit page that lists required permits, application links, checklists, fees, review timelines, inspection information, and contact emails. Explain ADA requirements for EVCS parking.
6. Issue one consolidated deficiency notice whenever possible and publish target review timelines.
7. Accept online applications and electronic signatures and make pre-application meetings available for complex projects.
8. Post residential and nonresidential submittal checklists and sample plan expectations so applicants can submit complete packages the first time.
9. Apply Virginia accessibility requirements consistently and point applicants to U.S. Access Board EV charging guidance.
10. Name one staff point of contact or EV ombudsperson who can troubleshoot across departments and with the electric utility.

Examples of public-facing permit pages and guides: Fairfax County EVCS permits; Fairfax County HOA guide; Fredericksburg Charging at Home

[1] Based on regulatory actions that generate points under the Charging Smart program.

5. Virginia Legal and Code Context

- **Uniform Statewide Building Code (USBC):** Virginia adopted the 2021 code cycle, including 2020 NEC Article 625 for EV power transfer systems. Local guidance, plan review templates, and staff training should align with the current state code cycle.
- **Accessibility requirements:** Under the Virginia Construction Code, at least 5 percent of vehicle spaces served by EVCS, and at least one space for each type of charger must be accessible. Local plan reviewers should also direct applicants to U.S. Access Board EV charging design recommendations for routes, controls, payment interfaces, and cable reach.
- **Dillon's Rule and local authority:** Virginia local governments must act within authority granted by the Commonwealth. In practice, this means EV-ready requirements, standalone charging facility definitions, and right-of-way policies should be reviewed with local counsel to ensure the ordinance text matches state authority.
- **Why counties may experience more friction than cities:** The practical issue is often not that counties cannot streamline EVCS permitting, but that their zoning ordinances may rely more heavily on generic accessory-use provisions, which can be awkward for third-party-owned chargers or standalone charging sites. Cities may already have more detailed parking, urban design, and right-of-way tools that can be adapted more quickly. Counties can still adopt best practices, but they may need more explicit ordinance language and legal review.
- **HOA and condominium charging:** Virginia "right-to-charge" statutes set guardrails for Homeowner Associations and condominiums. Localities should provide straightforward guidance, so residents, boards, and installers understand permit expectations and documentation needs.
- **Public right-of-way and VDOT coordination:** Any project within state-maintained right-of-way requires coordination with the roadway authority. Local curbside or sidewalk-crossing programs also need clear pedestrian safety standards, revocation authority, and maintenance expectations.

Key references: DHCD USBC; Code change training; VCC §1107.2.1 accessibility; U.S. Access Board EV charging guidance; VDOT land use permits

6. Model Zoning and Permitting Practices

A. Zoning practices

- Allow EVCS as an accessory use by right in all districts where parking is already permitted, subject to clear design and safety standards.
- Create a separate primary-use category for standalone EV charging facilities so they are not automatically treated as motor fuel stations.
- Count EV charging spaces toward minimum parking requirements and clarify when accessible EV charging spaces may satisfy both accessibility and parking calculations.
- Address equipment height, lighting, wayfinding, screening, bollards, cable management, and sight-distance protection in one section of the ordinance.
- Review accessory-use ownership language to avoid unintentionally excluding third-party charging providers.

B. Permit workflow

- Residential Level 1 / Level 2 home charging should usually follow the simplest path possible, commonly an electrical permit when a new circuit or hardwired equipment is involved.
- Multifamily and nonresidential retrofits should use an administrative or minor site review path when work occurs in an existing lot and does not trigger major redevelopment review.
- Standalone charging facilities should have a clearly labeled path that identifies required zoning, site, building, electrical, and signage approvals.
- Publish review timelines and strive to issue one consolidated set of comments for each review cycle.
- Offer pre-application meetings for projects involving utility upgrades, accessibility questions, historic districts, or public works review.

C. Utility coordination

- Encourage applicants to contact the serving electric utility or rural electric cooperative early, especially for DCFC, multifamily retrofits, fleet depots, and projects requiring new transformers or service upgrades.
- Post links to utility service requirements, work request portals, and capacity-mapping tools when available.
- Ask applicants to include utility correspondence or evidence of early utility coordination when substantial service changes may be required.

D. Transparent customer information

- A permit page should function as a one-stop location for applicants. It should include permit triggers, downloadable checklists, fees, review timelines, inspection steps, and named staff contacts.
- Sample site plans, FAQs, and plain-language homeowner guidance reduce incomplete applications and repetitive staff emails.
- Regularly update website content when code cycles, permit contacts, or utility requirements change.

E. Special permitting contexts

- Historic districts and design review areas benefit from clear written guidance on charger placement, conduit treatment, visibility, and any review authority.
- Curbside charging or sidewalk-crossing programs should specify location eligibility, acceptable cord protection, insurance requirements, duration of the permit, and revocation authority.
- HOA and condominium projects should explain what the locality expects from the property owner, association, installer, and permit applicant.

7. Recommended EVCS Submittal Checklist

The following list can be copied to a locality website or permit handout for nonresidential and multifamily EVCS projects.

- **Cover sheet:** Project summary, charger quantities and types, phasing, owner and applicant contacts.
- **Site plan:** Equipment locations, charging spaces, accessible aisles and routes, bollards or guards, lighting, signage, and cable management.
- **Electrical package:** One-line diagram, panel schedule, load information, overcurrent protection, grounding, and utility service notes.
- **Accessibility worksheet:** How the project meets VCC accessibility scoping and route requirements.
- **Utility coordination:** Utility work request status, correspondence, service requirements, or capacity review if upgrades may be needed.
- **Traffic and fire review:** Confirmation that drive aisles, turning movements, fire lanes, and sight distance are protected.
- **Ownership / authorization:** Property owner consent and any association approvals when applicable.

8. Virginia Case Examples

City of Alexandria: strategic readiness paired with public tools

- Alexandria used its EV Charging Infrastructure Readiness Strategy to organize actions across planning, zoning, permitting, and implementation.
- The City created public-facing permitting and program information so applicants could identify the right entry point and understand local expectations before applying.
- Alexandria's example shows the value of connecting long-range strategy to day-to-day administration. A strategy document alone is not enough; it works best when paired with permit tools, defined staff roles, and cross-department procedures.
- Useful local reference: Alexandria's EV Charging Infrastructure Readiness Strategy.

Alexandria EV Charging Infrastructure Readiness Strategy

City of Fredericksburg: a practical curbside charging model

- Fredericksburg showed that a locality can make meaningful progress with a small but well-defined package of actions: a standard permit process, public-facing guidance, and a targeted solution for residents who park on the street.
- Its "Charging at Home" pilot established a revocable permit process for eligible single-family residences without off-street parking, allowing a cord to cross the sidewalk to a vehicle parked at the curb under defined safety conditions.
- A notable feature of the pilot is its practical implementation detail: the City publicly identified example ADA-compliant cord cover ramps, making it easier for applicants to understand what an acceptable safety treatment looks like.
- This model is especially relevant for older neighborhoods and small cities where historic development patterns limit driveway access.

Fredericksburg Charging at Home page | Fredericksburg Curbside EV Charging Pilot Program

City of Richmond: public guidance for urban residential contexts

- Richmond's work underscores the value of plain-language guidance for residents in rowhouse and other urban contexts where off-street parking may not exist.
- Even when broader zoning updates are still in progress, targeted public guidance can reduce confusion, improve consistency, and help staff answer recurring questions more efficiently.

9. Mapping This Guide to Charging Smart Criteria

Best practice in this guide	Related Charging Smart criteria
Accessory use by right; separate primary-use EV charging facility definition	R1.1 / R1.2
Administrative or minor site plan path for lower-impact retrofits	R1.3
Public permit page with timelines, checklists, and permit triggers	R1.4 / R1.5 / R3.4
Online application, e-signatures, and pre-application meetings	R3.2 / R3.5
Track and publish approval or inspection timelines	R3.6
Named EV ombudsperson or staff point of contact	R3.8
Parking-counting rules and accessibility guidance	R2.9 plus VCC accessibility standards
Safety, lighting, and signage standards	R2.17
Early utility coordination and public utility links	U2.1 / U2.2

10. Example Language for Localities to Adapt

Note: The following text is a template for localities to reference, edit, and fit into their own ordinances, administrative policies, and permit webpages in consultation with local counsel and staff.

A. Accessory use zoning language (template)

"Electric vehicle charging stations, equipment, and associated parking spaces are permitted as an accessory use to any principal use where off-street parking is permitted, subject to the standards of this section. EV charging facilities that are not accessory to a principal use shall be classified as 'Electric Vehicle Charging Facility' and may be permitted as a primary use in the districts identified by this ordinance."

B. Permit timeline language (template)

"The Reviewing Authority shall issue a completeness determination within five business days of submittal. Applications that meet the EVCS expedited checklist shall receive an administrative decision within 20 days for smaller projects and within 40 days for larger projects, unless additional information is required. When feasible, the Reviewing Authority will issue one consolidated deficiency notice identifying all items needed for resubmittal."

C. Generic utility coordination language (template)

"Applicants shall coordinate early with the serving electric utility or rural electric cooperative to confirm available capacity, service requirements, meter location, and any needed upgrades for the proposed EV charging installation. When service upgrades may be required, applicants should include available utility correspondence, load information, and service drawings with the permit submittal."

D. Accessibility note (template)

"Provide accessible EV charging spaces and access aisles in accordance with the Virginia Construction Code, including the requirement that at least 5 percent of vehicle spaces served by EV charging stations, and at least one space for each charger type, be accessible. Design the user interface, route, and operable parts using current U.S. Access Board EV charging recommendations."

11. Final Takeaway

The strongest local EVCS permitting programs do not depend on a single ordinance change. They combine clear zoning treatment, simple public instructions, consistent review practices, early utility coordination, and one staff leader. Virginia localities do not need to start from scratch; they can adapt the practical examples, template language, and web content in this guide to build a permitting process that is faster, clearer, and easier for both staff and applicants to navigate.

12. Resources and Reference Links

Charging Smart overview

Charging Smart Program Guide

Virginia Clean Cities Charging Smart page

DHCD – Virginia Uniform Statewide Building Code

DHCD – Code change training

Virginia Construction Code accessibility chapter

U.S. Access Board – Accessible EV charging

VDOT land use permits

Virginia right-to-charge statute – POAs

Virginia right-to-charge statute – condominiums

Fairfax County EVCS permits page

Fairfax County HOA EVCS guide

Alexandria EV Charging Infrastructure Readiness Strategy

Fredericksburg Charging at Home page

Fredericksburg Curbside EV Charging Pilot Program



Attachment 1: Case Study of City of Alexandria

Case Study: Alexandria's Participation in the Charging Smart Program

The City of Alexandria, Virginia, is a dense, urban locality in Northern Virginia that has taken a proactive approach to transportation electrification through long-range planning, EV readiness policies, and implementation partnerships. Through the Charging Smart Program, Alexandria has used the designation framework to organize, document, and strengthen local actions that support electric vehicle (EV) adoption and electric vehicle supply equipment (EVSE) deployment. Alexandria pursued and attained a Gold designation, with strong progress in planning, regulation, education and incentives, utility engagement, government operations, and shared mobility.

Alexandria's EV and EVSE deployment efforts are shaped by several common barriers that many local governments face. These include slow permitting timelines, zoning ambiguity, electrical interconnection coordination challenges, unclear inspection processes, limited charging access for multifamily residents, and equity gaps for households without off-street parking. These barriers are especially important in Alexandria because of the city's urban form, historic districts, high share of multifamily housing, and need to serve residents, fleets, workplaces, and visitors within a compact geography.

To address these barriers, Alexandria has taken a series of coordinated actions. First, the city created a stronger planning and policy foundation through its Electric Vehicle Charging Infrastructure Readiness Strategy and broader environmental and mobility plans. These documents define a community EV vision, identify future charging needs, describe priority charging locations, and connect EVSE deployment to climate, public health, and mobility goals. Alexandria has also tied EVSE work to measurable city goals, including fleet electrification and expansion of charging opportunities.

Second, Alexandria has focused heavily on regulatory reform. The City clarified that EV chargers are allowed as accessory use in parking areas and completed a formal review of zoning provisions that could unintentionally restrict EV infrastructure. It also adopted EV-ready development requirements for new construction and major renovation projects, helping ensure that future buildings are better prepared to support charging. These actions reduce uncertainty for developers, property owners, and charging providers while lowering the long-term cost of installing EVSE.

Third, Alexandria has made progress in streamlining permitting and inspections. The city developed a public EV charging permit checklist, established standard review timelines, enabled online permit submission, and provided opportunities for pre-application meetings. It also documented staff training related to EV chargers and related electrical systems. Together, these steps help address one of the most common local government barriers: the soft costs caused by unclear, inconsistent, or time-consuming approval processes.

A particularly important challenge for Alexandria is multifamily charging access. Because many residents live in apartments and condominiums, the city recognized early that home charging would not be straightforward for large segments of the population. Alexandria responded by launching Plug-In Alexandria, which offers technical assistance and financial support for multifamily properties installing chargers. The city also incorporated Dominion Energy's EVSE incentive information into project support for participating properties. This is one of Alexandria's strongest examples of translating a Charging Smart barrier into a practical, targeted local solution.

Alexandria has also worked to improve utility coordination and public charging deployment. The city documented regular coordination with Dominion Energy, incorporated utility



Pictured above: 2026 Virginia Clean Cities Rally InCharge EV Charger



Pictured above: 2023 EV Fall Festival

service connection information and hosting-capacity considerations into public charging planning, and advanced a public charging franchise process for chargers on city property. At the time of designation, several public charging installation milestones were still in progress, but the city had already completed the needed planning, procurement groundwork, and policy support to move those projects forward.

The city's work on equity and public access is also notable. Alexandria's EVSE planning emphasizes the importance of serving residents who do not have garages or driveways, including those in multifamily housing and underserved communities. Efforts such as curbside and right-of-way charging planning, mobility hub strategies, public education events, and accessible city webpages all help broaden those who can benefit from electrified transportation.

Overall, Alexandria's participation in Charging Smart shows how a local government can use the program as more than a recognition tool—it can serve as a practical framework for identifying barriers, organizing cross-departmental action, and building momentum toward implementation. Alexandria's results are strongest in policy, planning, permitting, zoning reform, multifamily support, and fleet electrification, while public charger installation remains an important implementation phase still underway. The case demonstrates that successful EV readiness depends not on one single policy, but on a coordinated package of actions that make charging easier, faster, more equitable, and more practical over time.



Attachment 2: Case Study of City of Fredericksburg

Case Study: Fredericksburg Participation in the Charging Smart Program

Working Toward Charging Smart Bronze Designation

The City of Fredericksburg has built a strong foundation for electric vehicle (EV) readiness by pairing practical permitting improvements with public-facing education and innovative curbside charging solutions. In working toward Charging Smart Bronze designation, the City focused on removing barriers, clarifying processes, and making EV charging more accessible for residents, businesses, and city staff.



Pictured above: Blue Bird Electric school bus battery

A Practical Path to Bronze

Fredericksburg's approach to Charging Smart began with the program's core readiness steps: completing the required self-assessment, submitting a commitment letter, and working through implementation with technical assistance support. These early actions helped the City identify where it already had momentum and where additional documentation or process improvements were needed.

To demonstrate municipal leadership, Fredericksburg also documented an internal fleet electrification preference policy, helping satisfy the Bronze planning threshold while signaling that transportation electrification is part of the City's own operations, not just a service for residents.



Pictured above: Electric school bus at Fredericksburg Alternative Fuel Workshop by Virginia Clean Cities

Identifying and Addressing Regulatory Barriers

One of the City's most important Bronze actions was to prepare a zoning review memo to identify local code provisions that may unintentionally slow EV charging deployment. This review highlighted how EV chargers can be complicated by accessory use language that may require the charger to be owned or operated by the same entity as the principal, creating challenges for third-party charging providers.

By documenting these issues, Fredericksburg not only met a key Charging Smart requirement, but also created a roadmap for future policy updates. Rather than waiting for barriers to emerge project by project, the City took a proactive step to understand where local regulations may need refinement.

A Standout Innovation: "Charging at Home" Curbside Permitting

Fredericksburg's most notable EV readiness action is its "Charging at Home" curbside charging permit program, which provides a pathway for residents without driveways or garages to charge an EV from their home while safely crossing the public right-of-way.

This is especially significant in a historic, walkable city where many residents rely on on-street parking. Without a curbside charging option, home charging—and in many cases EV ownership—can remain out of reach for households without off-street parking. Fredericksburg's program addresses that gap directly by creating a structured, publicly accessible process for residents to apply.

The City supported this effort with a dedicated public webpage explaining the process, turning what is often an informal or unclear issue into a transparent municipal program.

This curbside charging model is both practical and replicable, offering a strong example for other small and mid-sized localities facing similar barriers.

Making Permitting Easier to Navigate

Fredericksburg also strengthened its EV readiness by improving the clarity of its permitting process. The City published standardized EV charging permit guidance online and developed checklists to help applicants understand submittal requirements before applying.

These materials reduce confusion, improve application quality, and help streamline review. Rather than requiring residents or contractors to piece together requirements from multiple departments, the City created a more predictable and user-friendly approach.

Strengthening Public Information and Visibility

To support broader EV adoption, Fredericksburg created a set of public-facing web resources, including an Electric Vehicles landing page, an EV charging information page, and a Green Incentives & Rebates page. Together, these resources help residents find charging information, understand incentives, and navigate local permitting requirements.

The City also documented visible charging deployment through its “Charging Downtown” webpage, highlighting public charging infrastructure already in place. This matters because it shows Fredericksburg is not only planning for EVs but actively supporting deployment on the ground.

Why Fredericksburg’s Approach Matters

Fredericksburg’s work toward Charging Smart Bronze demonstrates that EV readiness does not require a large, complex program to begin making progress. By combining barrier identification, public-facing permitting guidance, an innovative curbside charging pathway, and visible charging deployment, the City assembled a practical, replicable foundation for transportation electrification.

For communities looking to get started, Fredericksburg offers a clear example of how targeted process improvements and accessible public information can make EV charging easier to understand, easier to permit, and easier to use.

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