



CHITTENDEN COUNTY RPC

Communities Planning Together

Planning Advisory Committee Agenda

Wednesday, June 9, 2021

2:30pm to 4:00pm

Remote Access Meeting Only via Zoom

Please join the meeting by clicking: <https://us02web.zoom.us/j/83404164833>

For those who would prefer to join by phone or those without a microphone on your computer, please dial in using your phone. (For supported devices, tap a one-touch number below to join instantly.)

Dial: +1 646 876 9923; Meeting ID: 834 0416 4833

For supported devices, tap a one-touch number join instantly: +16468769923,,83404164833

Agenda

2:30 Welcome and Introductions, Joss Besse

2:35 Approval of May 12, 2021 Minutes*

2:40 Town of Underhill Plan Update*, Taylor Newton

Please see the attached memo with a status update since this Plan was last reviewed by the PAC in April 2020. The draft Plan can be found [here](#).

3:00 FY22 Funding & Programming, Regina Mahony

There are a number of funded programs, likely coming our way, that I'd like to review with the PAC and gauge interest in these programs. These include housing bylaw modernization, energy implementation and ARPA project prioritization.

3:20 Members Items Open Forum, Members

If anyone has anything they'd like to bring up with the group, please do so.

3:50 Regional Act 250/Section 248 Projects on the Horizon - Please email Regina and Taylor with projects on the horizon.

3:55 Other Business

- a. CCRPC is working with three other regions (Addison, Rutland and Central VT) on a combined Comprehensive Economic Development Strategy (CEDS) currently called the West Central Vermont CEDS. While Chittenden County already has a CEDS this will help us update that component of the ECOS Plan (in 2023); and set us up for the possibility of becoming an [Economic Development District](#), which could provide a more consistent amount of EDA funding in the region. **You should have received an invitation for the first public engagement event on June 17th. We hope you can join us.**
- b. State Comprehensive Energy Plan – Chittenden County input meeting. Save the Date – June 28th 6 to 8pm.

4:00 Adjourn

* = Attachment

NEXT MEETING: September 8, 2021

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC will ensure public meeting sites are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested accommodations, should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext *21 or evaughn@ccrpcvt.org, no later than 3 business days prior to the meeting for which services are requested.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
PLANNING ADVISORY COMMITTEE - MINUTES

DATE: Wednesday, May 12, 2021
TIME: 2:30 p.m. to 4:00 p.m.
PLACE: Virtual Meeting via Zoom with link as published on the agenda

Members Present:

Ravi Venkataraman, Richmond
Cymone Haiju, Milton
Paul Conner, So. Burlington
Darren Schibler, Essex
Matt Boulanger, Williston
Larry Lewack, Charlotte
Katherine Sonnick, Jericho

Zachary Maia, Colchester
David White, Burlington
Owiso Makuku, Essex

Staff:

Regina Mahony, Planning Program Manager
Melanie Needle, Senior Planner
Taylor Newton, Senior Planner

1. Welcome and Introductions

Paul Conner called the meeting to order at 2:36 p.m.

2. Approval of March 10, 2021 Minutes

Ravi Venkataraman made a motion, seconded by Darren Schibler, to approve the March 10, 2021 minutes. No further discussion. MOTION PASSED.

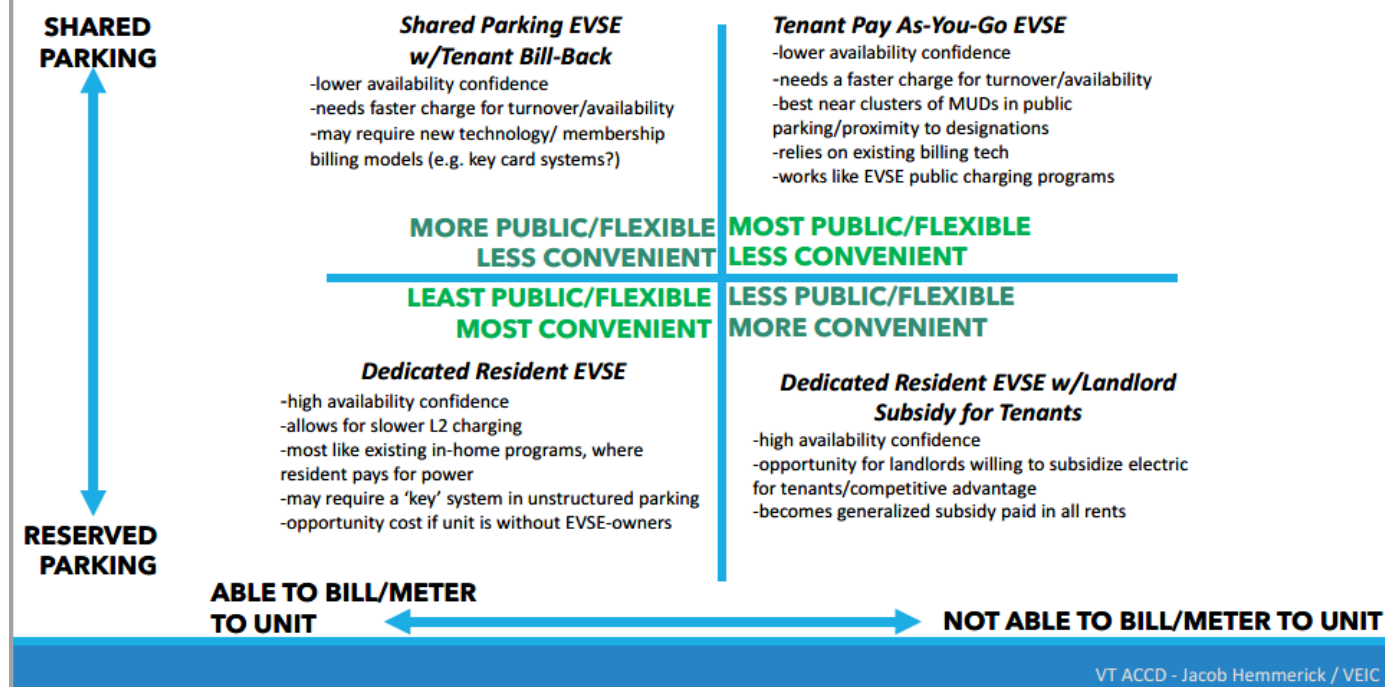
3. Multifamily Housing EV Charging VEIC Report

Vermont Energy Investment Corporation's Drive Electric Vermont conducted a study and produced a report on electric vehicle charging in multifamily homes. Dave Roberts, VEIC, provided a presentation on this topic. **The presentation is attached to these minutes.**

Dave Roberts first provided an overview of electric vehicle incentives and resources on the [Drive Electric Vermont website](#). Dave Roberts also provided an overview of the types of chargers, and plans to add fast charging throughout the state.

Dave Roberts provided information, challenges and potential solutions from the multi-family residential EV charging study. Multi-family units make up about 40% of the housing stock in Chittenden County and most of the residents are renters. Challenges in establishing EV charging in multi-family buildings include: renter willingness/ability to invest; dedicated parking v. shared access; metering/usage fees; potential service upgrades required for existing structures; and condo/HOA agreements (they haven't heard many of these issues but it could be an issue). In the survey conducted last year of multi-family developers, VEIC heard that funding was the main challenge. The graph below describes some of these challenges/solutions (EVSE = Electric Vehicle Supply Equipment).

Multifamily EV Charging Options



Other opportunities include:

- Vermont ACCD has developed [EVSE friendly development regulations](#).
- Requiring EVSE in multi-family structures in the development review process.
- Education/outreach.
- Curbside charging programs are something that Montreal is looking at, may be an option especially if installing within the multi-family housing is too difficult.
- Funding - there is a \$1 million multi-family EVSE pilot in the draft Transportation Bill for nonprofit/affordable housing.

Questions/comments from the PAC:

1. Should we be encouraging development of Level 2 charging since Level 1 is not much more than a regular home outlet. Dave Roberts stated that Level 1 is an affordable option; and may be a decent option for retrofitting an older building with limited capacity. Level 1 is better than nothing. Dave suggested that you could steer toward Level 2 unless cost or power supply issues are a challenge.
2. How common is a power supply challenge? Dave Roberts stated that if you are putting in a bunch of level 2 in one building it could be tricky. One level 2 is typically the highest load a household would be using; so it is necessary to have the capacity. Utilities are pushing the smart level 2 chargers so they can control the load if need be. Dave Roberts added that from a grid perspective there won't be much of a challenge anytime soon.
3. Any multifamily buildings in the area tackled these issues? Flynn and Pine – level 2 charger put in as a BED pilot. BED has worked with other properties in the City. CHT is also getting some bids in for some of their properties.

4. Draft Future Vision for Taft Corners

Town of Williston and CCRPC staff presented the **draft** future vision for Taft Corners. This is stage 1 of the [Williston form based code project](#). A [Mentimeter](#) demonstration was also provided in the presentation.

Regina Mahony explained that the 10 day public engagement charette was just completed on May 3rd. The consultant team conducted the charette virtually. They started by gaining input from the public and ended by presenting some concepts for the future vision. The plan is to make Taft Corners a much more walkable, vibrant, downtown type

1 destination than it is today. Regina Mahony presented some of the visuals that can be found in the [May 3rd](#)
2 [presentation](#).

3
4 The PAC provided generally positive feedback on the draft vision via a Mentimeter interactive question. There was a
5 discussion about mentimeter as a presentation/engagement tool.
6

7 **5. Broadband Legislation**

8 CCRPC has been following H.360 and is waiting to see how the Legislature will decide to deploy broadband connectivity
9 funds. Regina Mahony explained that the latest legislation that passed the Senate allows for deployment of funds to
10 Communication Utility Districts (CUDs) as well as small service providers. Small service providers are defined as those
11 that serve less than 3 counties. CCRPC will continue to monitor the legislation and once the final decisions are made
12 CCRPC will reach out with options for serving the 2,000+ households in Chittenden County that are underserved.
13

14 **6. Members Items Open Forum**

15 Paul Conner asked if any members had any items to discuss with each other.
16

17 Paul Conner stated that they've been receiving requests for greater accessibility to online meetings including closed
18 captioning and access to meeting recordings after the fact. PAC members provided the following: Zoom has a great
19 closed captioning feature included; WebEx can do closed captioning in 105 languages. Other municipalities indicated
20 that they've had their recordings done through Town Meeting TV and the meetings are accessible on their platform
21 (via youtube).
22

23 Paul Conner asked if folks are thinking about hybrid meetings in the future? Most respondents indicated that they are
24 going to try to do hybrid considering the increased level of participation in virtual public meetings. Darren Schibler
25 followed up with a question on what technology folks are planning to use? PAC members provided the following:
26 Williston is going to try out a hybrid through Town Meeting TVs technology (at least for the meetings in the room
27 they can mic up and for the meetings they cover). Burlington is learning about some technology that the airport has
28 been using. Richmond has heard about a conference type phone/microphone system that another community has been
29 using even pre-COVID. The cost is in the \$2-2,500 range. CCRPC got an owl and has tested it (just for a staff
30 meeting so far) with some success.
31

32 **7. Regional Act 250/Section 248 Projects on the Horizon.**

33 Paul Conner asked the PAC to email Regina and Taylor any Act 250/Section 248 updates.
34

35 **8. Other Business**

36 a. Congrats to the 2021 VPA Planning Award Winners in Chittenden County:

- 37 • Mark Blucher Professional Planner of the Year: **Meagan Tuttle, AICP**, Principal Planner for
38 Comprehensive Planning, City of Burlington
- 39 • Career Achievement Award for Excellence in Planning: **Dean Pierce, AICP**, Director of Planning and
40 Zoning, Town of Shelburne. This is a discretionary award that recognizes individuals who make unique
41 and lasting contributions to Vermont planning throughout their career.

42 b. CCRPC is working with three other regions (Addison, Rutland and Central VT) on a combined Comprehensive
43 Economic Development Strategy (CEDS) currently called the West Central Vermont CEDS. While Chittenden
44 County already has a CEDS this will help us update that component of the ECOS Plan (in 2023); and set us up
45 for the possibility of becoming an [Economic Development District](#), which could provide a more consistent
46 amount of EDA funding in the region. **Save the date for the first public engagement meeting on the evening
47 of June 17th.**

48 c. **Summit on the Future of Vermont: May 26 & 27, 1-5pm.** Join the Vermont Council on Rural Development to
49 consider transformational goals and actions for the future of our economy, environment, communities, and
50 people at the Summit on the Future of Vermont. Share your voice and shape action for Vermont's future. [Learn
51 More & Register »](#).

- 52 d. The [2020 ECOS Annual Report: The State of Chittenden County](#) was released at the end of March.
- 53 e. Next meeting potentially in June, and may take July and August off. But it might depend on Underhill's
54 Town Plan.

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2
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6

9. Adjourn

Meeting adjourned at 4:01pm.

Respectfully submitted, Regina Mahony

DRAFT

Multifamily Electric Vehicle Charging Update

CCRPC PAC MEETING
MAY 12, 2021

Drive---
Electric
Vermont

About Drive Electric Vermont

- Drive Electric Vermont is a public-private partnership established in 2012 by VEIC and the State of Vermont
- Working to advance transportation electrification through:
 - Stakeholder coordination
 - Policy engagement
 - Consumer education & outreach
 - Infrastructure development



<https://www.driveelectricvt.com/>

Why Go Electric?

- Reduce emissions
- Great performance
- Quiet
- Convenient charging at home
- Savings

**It's time for
a better drive.**




Website EV Model Explorer

Plug-in Cars Available in Vermont

Vehicle Type: Electric Range[†]: All Wheel Drive: Base MSRP: Number of Seats: Vermont Incentive:

Filters for vehicle characteristics


Audi e-tron



All Electric (SUV)
Electric Range: 204 miles

+


Chevrolet Bolt



All Electric (Crossover)
Electric Range: 259 miles
Vermont Incentive Eligible

+


Hyundai Kona Electric



All Electric (Crossover)
Electric Range: 258 miles
Vermont Incentive Eligible

+

Hyundai Kona Electric




All Electric (Crossover)
Electric Range: 258 miles
Vermont Incentive Eligible

Total Range: 258 miles
Battery Size: 64
Seats: 5
Cargo: 19.2 ft³
Base MSRP: \$36,950
Federal Tax Credit Amount: \$7,500
Standard Monthly Lease: \$329
Lease Down Payment: \$3,899
Manufacturer Website

-


Jaguar I-Pace



All Electric (SUV)
Electric Range: 234 miles

+


Kia Niro EV



All Electric (Crossover)
Electric Range: 239 miles
Vermont Incentive Eligible

+

Nissan Leaf Plus



All Electric (Hatchback)
Electric Range: 226 miles
Vermont Incentive Eligible

+

www.DriveElectricVT.com

Combined Incentive Example

	New Nissan LEAF 150 Mile Range		Nissan Sentra
	Standard Incentive	< \$50k Income Incentive	
Starting Price	\$31,600	\$31,600	\$19,310
Federal Tax Credit	-\$7,500	-\$7,500	--
State Incentive	-\$2,500	-\$4,000	--
Automaker Discount	-\$7,500	-\$7,500	--
Utility Incentive	-\$1,500	-\$2,500	--
Price after Incentives	\$12,600	\$10,100	\$19,310

Drive Electric VT Incentive Calculator

Electric Vehicle Incentive Calculator

This tool estimates potential incentives for electric vehicle purchases or leases, including those from electric utilities, the State of Vermont and Federal incentives. Not all eligibility factors are accounted for. See the information below and check with incentive sources to confirm your eligibility prior to purchase.

***This tool is in beta.** This information in this tool is based on the latest information available to Drive Electric Vermont, but actual incentive amounts may vary based on eligibility criteria. Please **let us know** if you encounter any issues using this tool.*

Your Utility	<input type="text" value="Green Mountain Power"/>
Vehicle Type	<input type="text" value="All-Electric (new)"/>
Car Make	<input type="text" value="Nissan"/>
Tax Filing Status	<input type="text" value="Individual filing as single or"/>
Adjusted Gross Income [†]	<input type="text" value="0 - \$50,000"/>

[†] Adjusted Gross Income can be found on your tax return

Estimated Utility Incentive: **\$1,500 - 2,500 ***

** Bonus of **\$1000** available to income-qualified purchasers. Check your **utility's website** to see if you are eligible.*

Estimated State Incentive: **\$4,000**

Estimated Federal Incentive: **\$7,500**

Estimated Total Incentive: **\$13,000 - 14,000**

*Additional **automaker or dealership incentives** may be available. Check with your dealership to learn more.*

State incentive funds are running low, but likely to receive more funds

Charging Equipment

Level 1 Charging

120V

5 miles range / hr



Level 2 Charging

240V

10-20 miles / hr



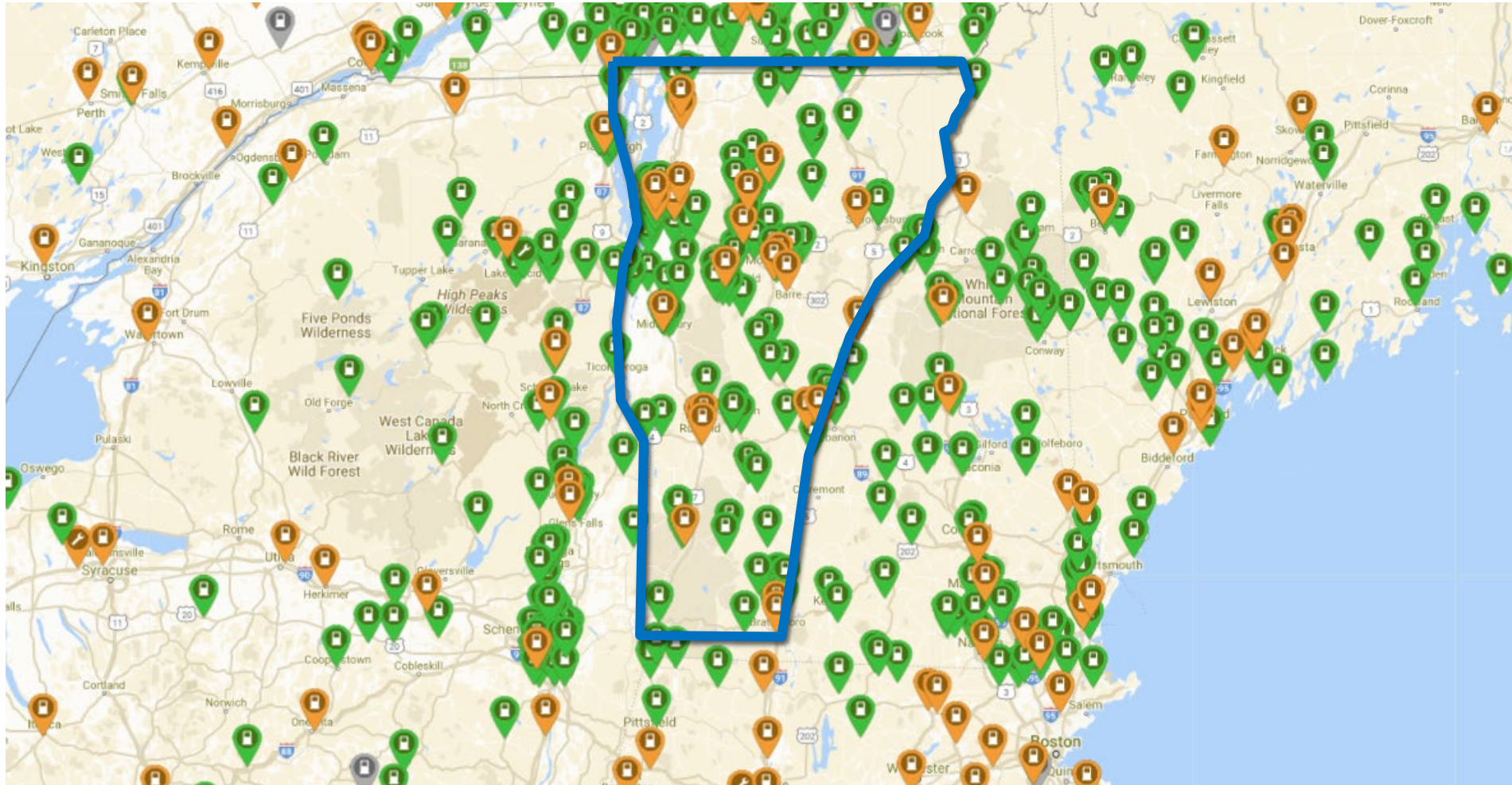
DC Fast Charging

480V

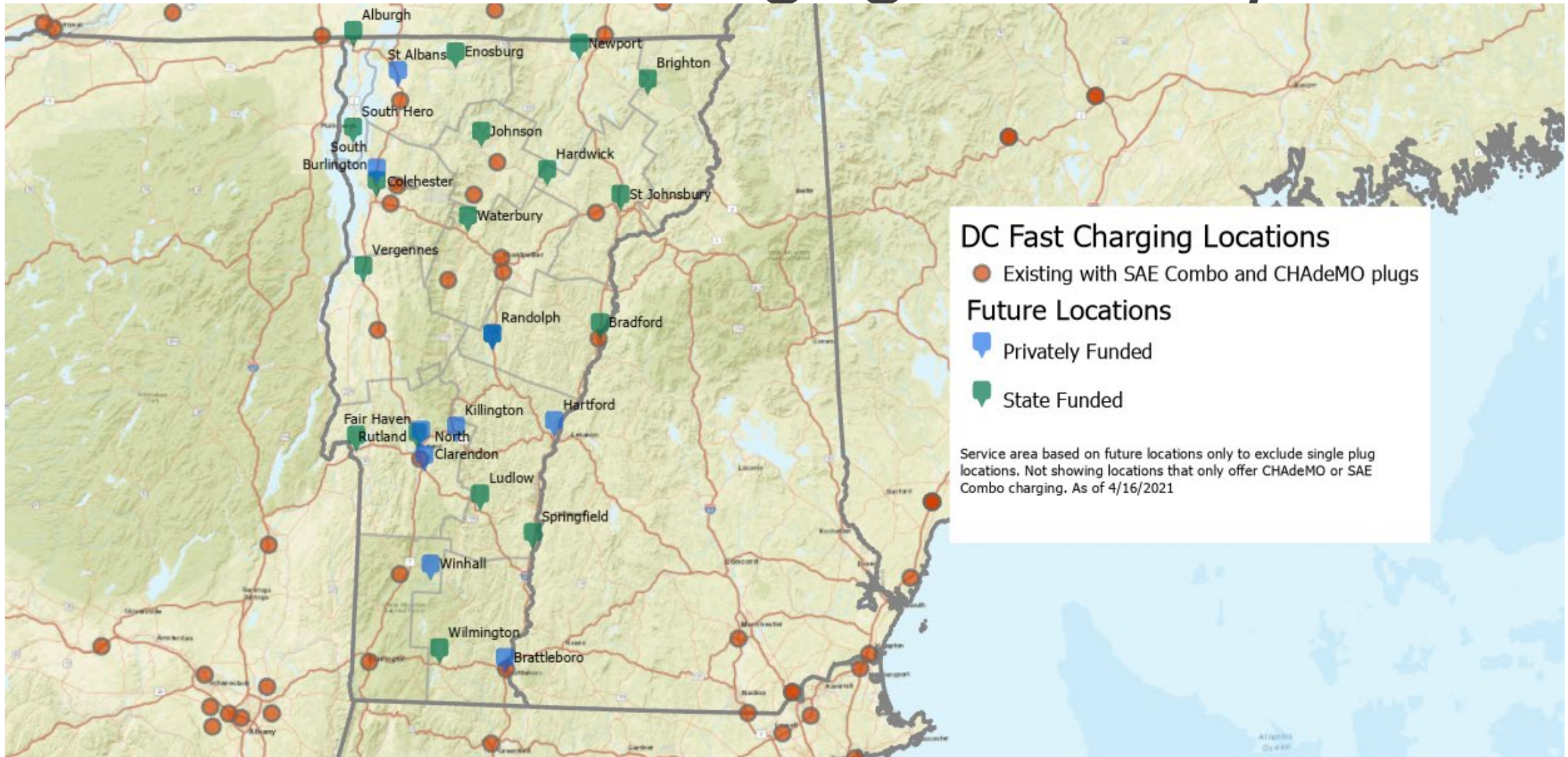
150-1,000 miles / hr



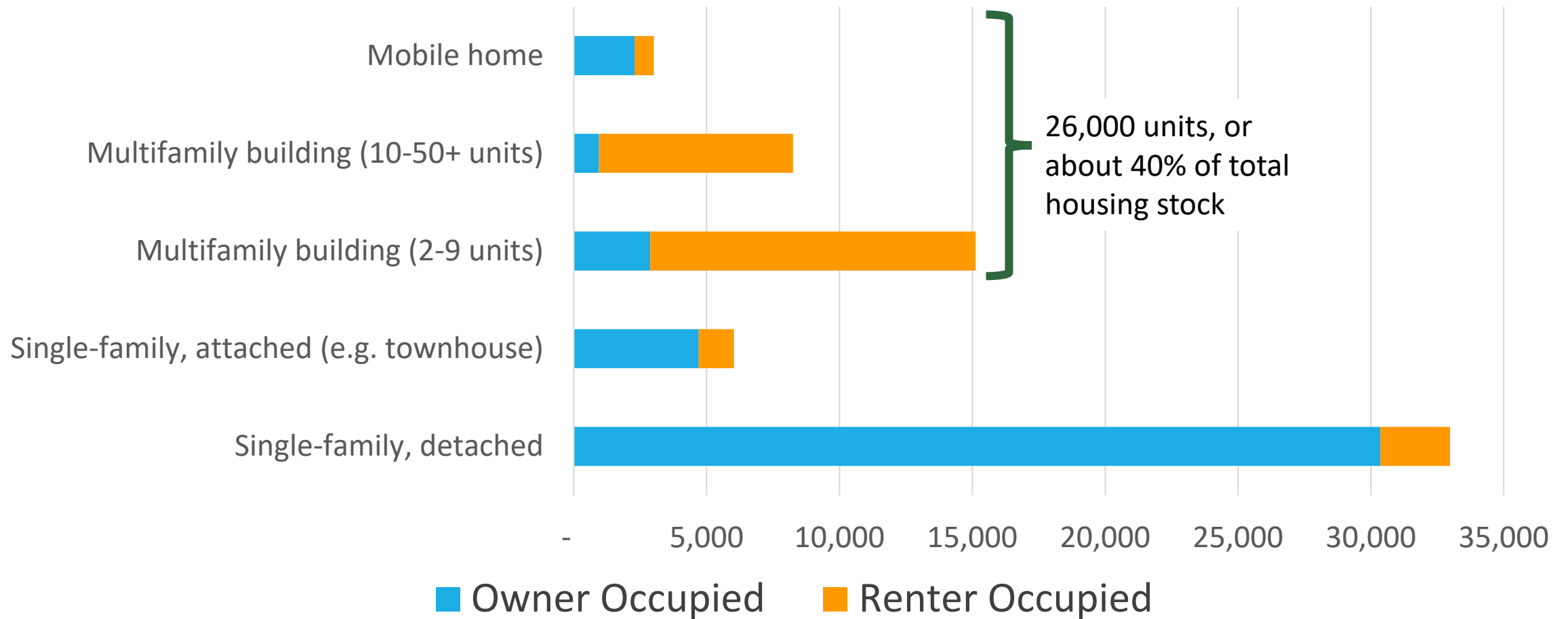
Public EV Charging Availability



Vermont DC Fast Charging Availability



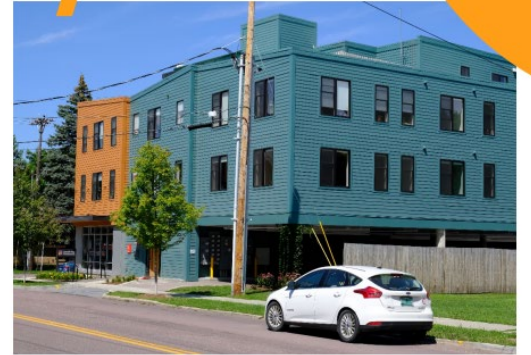
Chittenden County Residential Building Types



Multifamily EV Charging Challenges

- Renter willingness / ability to invest
- Dedicated parking vs Shared access
- Metering / usage fees
- Potential service upgrades required for existing structures
- Condo/HOA agreements

veic



Multi-Unit Dwelling Electric Vehicle Charging

Overview, Developer Survey & Program Recommendations

Prepared for: Chittenden County Regional Planning Commission
110 West Canal St, Suite 202

August 2020 Partner Review Draft

Multifamily EV Charging Options

**SHARED
PARKING**

Shared Parking EVSE w/Tenant Bill-Back

- lower availability confidence
- needs faster charge for turnover/availability
- may require new technology/ membership billing models (e.g. key card systems?)

Tenant Pay As-You-Go EVSE

- lower availability confidence
- needs a faster charge for turnover/availability
- best near clusters of MUDs in public parking/proximity to designations
- relies on existing billing tech
- works like EVSE public charging programs

**MORE PUBLIC/FLEXIBLE
LESS CONVENIENT**

**MOST PUBLIC/FLEXIBLE
LESS CONVENIENT**

**LEAST PUBLIC/FLEXIBLE
MOST CONVENIENT**

**LESS PUBLIC/FLEXIBLE
MORE CONVENIENT**

Dedicated Resident EVSE

- high availability confidence
- allows for slower L2 charging
- most like existing in-home programs, where resident pays for power
- may require a 'key' system in unstructured parking
- opportunity cost if unit is without EVSE-owners

Dedicated Resident EVSE w/Landlord Subsidy for Tenants

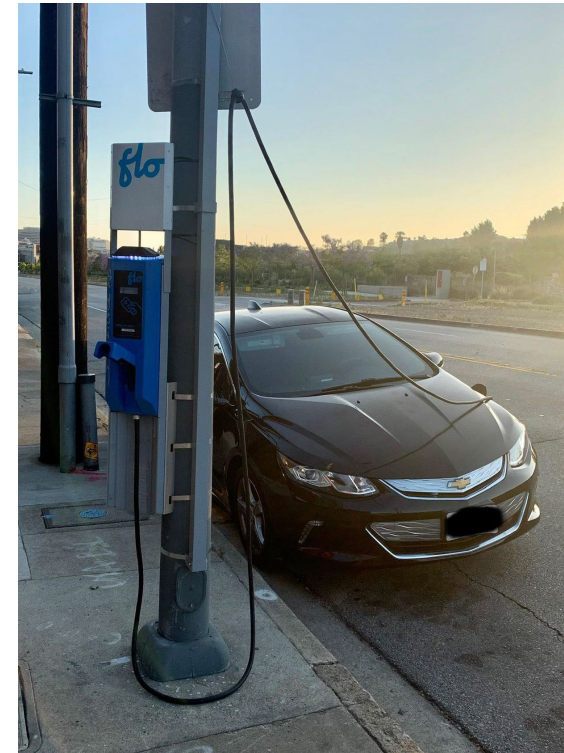
- high availability confidence
- opportunity for landlords willing to subsidize electric for tenants/competitive advantage
- becomes generalized subsidy paid in all rents

**ABLE TO BILL/METER
TO UNIT**

NOT ABLE TO BILL/METER TO UNIT

Charging Infrastructure Opportunities

- Adoption of EVSE-friendly development regulations
 - [Vermont ACCD Guidance](#)
- Multifamily Focused
 - Municipal adoption of “stretch” building energy code
 - Discussing options in the development review process
 - Sharing information on available support and funding options
 - Curbside charging programs
 - Public / Private partnerships for charging infrastructure
 - \$1 million MF EVSE pilot in draft T-Bill for nonprofit / affordable housing



Discussion



Contacts

David Roberts, DEV Coordinator

droberts@veic.org



The Chittenden County Regional Planning Commission (CCRPC) Planning Advisory Committee (PAC) held a public hearing and reviewed the 2020 Underhill Town Plan on April 8, 2020 to determine if CCRPC should: (1) regionally approve the 2020 Underhill Town Plan; (2) confirm Underhill's planning process; and (3) issue an affirmative determination of compliance with the enhanced energy standards set forth in 24 V.S.A. §4352. At that time, the PAC recommended that the CCRPC Board grant the aforementioned approvals provided the Town of Underhill make three edits (listed at the end of this memo for reference).

- **Edits as required by the PAC in April 2020 have been incorporated**
- Incorporated social equity concepts
- Edits to the Historic and Cultural Resources Chapter after receiving feedback from the Historical Society
- Established more realistic timeframes within the implementation section
- Some edits to bring consistency between the natural resources and energy chapters, and refinement of the energy goals, policies and strategies
- Formatting, copyediting, etc. throughout

2. The Town Plan does not include a goal “to broaden access to educational and vocational training opportunities” for all Vermonters. This State goal should be added to the Plan before passage.
3. The 2020 Underhill Town Plan must include a strategy that more clearly promotes energy efficient buildings (Standard 6.b). CCRPC staff suggests that the Town of Underhill include the following strategy under Energy Policy 1 (pg. 54):
 8. Promote the use of the residential building energy standards (RBES) and commercial building energy standards (CBES) by distributing code information to permit applicants.