

Kane Electric Car Ordinance Called National Model

Kane County's electric vehicle infrastructure (EVI) ordinance has been singled out in a recent Illinois Council report as a "national model". The final report of the Electric Vehicle Advisory Council, sent to Gov. Pat Quinn and the Illinois General Assembly Dec 30, said Kane's recent ordinance, along with similar initiatives in the Bloomington-Normal area "serve as models for local EV initiatives throughout the nation."

The Kane County Board endorsed the measure at the County Board meeting on February 14, 2012. A working group of the county board's Energy and Environmental Committee's EVI Task Force met three times in recent months to complete the draft, which is patterned on laws in the Puget Sound region of Washington state and Auburn Hills, MI.

Chaired by Kane County Board member Michael Donohue, the task force was formed last fall when it was concluded that some forward thinking on the issue would:

- Help attract EV dealers and related businesses to Kane County.
- Encourage EV purchases and charging station installations.
- Boost the comfort level of county residents with adoption of an ordinance and help reduce the "range anxiety" that can afflict EV owners.
- Remove disincentives and obstacles resulting from the lack of consistent standards that could lead to local zoning code conflicts.
- Serve as a consistent EVI framework for the region.

"It is reasonable to expect that electric vehicles are coming to Kane County beginning this year," said Donahue. "Kane County has the ingredients for a climate in which electric vehicles will be commonplace and it is important for the County Board to send the message that Kane County is electric vehicle-friendly," he said.

On the recommendation of the Kane County States Attorney's office, the draft ordinance is split into two measures, one dealing solely with the regulation of parking at or near future EV charging stations.

In addition to the county board's Energy and Environment, Development and Transportation Committees and their associated staff members, drew input for the draft ordinance from citizen advocates, legislative attorneys, mayors and municipal planners, utility companies, electrical contractors, research and development, as well as EV vendors and dealers.

The state report concluded that initiatives like Kane County's "provide a strong foundation from which Illinois can pursue the full spectrum of opportunities that EVs offer: the consumer

advantages of electricity as a relatively low-cost “fuel” and EVs’ less frequent maintenance requirements, environmental benefits from reduced emissions, economic development and job creation from the growth of EV-related technologies and services, decreased reliance on imported petroleum, and opportunities to integrate and leverage renewable energy resources and smart grid deployment.”

Among the statewide objectives set by the Illinois EVAC is to “meet or exceed an ambitious goal of having 100,000 EVs on the state roads by 2015.”

The ordinance is attached.

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STATE OF ILLINOIS

COUNTY OF KANE

ORDINANCE NO. 12-31

**AN ORDINANCE CREATING A NEW APPENDIX E OF THE KANE COUNTY CODE,
ELECTRIC VEHICLE INFRASTRUCTURE ORDINANCE**

WHEREAS, the Kane County Board has strived to provide leadership and guidance on emerging topics important to the people of Kane County; and

WHEREAS, the Kane County Board recognizes the importance of supporting the use of alternative fuel vehicles in the interest of air quality and reducing dependence on foreign oil; and

WHEREAS, the Kane County Board anticipates a growing trend in the use of electric vehicles and the need for supporting electric vehicle infrastructure (hereinafter "EVI"); and

WHEREAS, a model ordinance for EVI can attract EVI businesses and installations to Kane County, and encourage the purchase of a electric vehicles; and

WHEREAS, a model ordinance for EVI addresses potential zoning conflicts, offers consistent standards and provides a framework for regionally consistent EVI; and

WHEREAS, the Kane County Board appointed an EVI Model Ordinance Task Force (hereinafter "Task Force") comprised of industry experts, municipal and county representatives, and special interest groups to assist in the development of model ordinances that provide development and zoning regulations for electric vehicle infrastructure and charging station regulations; and

WHEREAS, the Task Force has submitted model ordinances to the Kane County Board for consideration; and

WHEREAS, the model ordinances provide development and zoning regulations and guidance for EVI and charging station regulations; and

WHEREAS, the December 30, 2011 Illinois Electric Vehicle Advisory Council Final Report to Pat Quinn, Governor of Illinois, and the Illinois General Assembly recognizes the passing of an EVI ordinance by the Kane County Board as a model for local electric vehicle initiatives throughout the nation; and

NOW, THEREFORE, BE IT ORDAINED by the Kane County Board that the Kane County Board hereby amends the Kane County Code as follows:

Appendix E. Electric Vehicle Infrastructure

Article I. Development/Zoning Regulations and Guide

1.1 Definitions

1.1.01: AC: alternating current (*electricity*).

1.1.02: Battery: (pl. batteries) a cell or cells onboard an electric vehicle which is used for storing and furnishing electrical energy for the purpose of propelling the vehicle.

1.1.03: Battery electric vehicle (BEV): an electric vehicle with an onboard battery that operates exclusively on electrical energy from the battery which battery is charged from an electrical power source (charging station) not onboard the vehicle.

1.1.04: Charging level: the standardized indicators of electrical force, or voltage at which an electric vehicle's battery is recharged. Typical electric vehicle charging levels and specifications are:

- a) Level 1 - AC slow battery charging. Voltage is 120 volts.
- b) Level 2 - AC medium battery charging. Voltage is between 120 volts and 240 volts.
- c) Level 3 – DC fast or quick battery charging. Voltage is greater than 240 volts. Sometimes referred to as “DC Fast”.

1.1.05: Charging station: equipment that has as its primary purpose the transfer of electric energy by conductive or inductive means to a battery or other energy storage device located onboard an electric vehicle. Various types of charging stations include:

- a) **Accessible charging station:** a charging station incorporated into or immediately adjacent to a handicapped parking space as “handicapped parking space” is defined by the Illinois Vehicle Code.
- b) **Level 3 charging station:** (sometimes: DC Fast charging station) a charging station that provides any single-phase voltage or current rating higher than that of Level 2, or any three-phase supply voltage configuration.
- c) **Private charging station:** a charging station that is (1) privately owned and restricted access (e.g., single-family home, executive parking, designated employee parking, etc.) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).
- d) **Public charging station:** a charging station that is (1) publicly owned and publicly available (e.g., park & ride, public parking lots, on-street parking, etc.) or (2) privately owned and publicly available (e.g., shopping center parking, non-reserved parking in multi-family parking lots, etc.).

1.1.06: Charging station equipment: the conductors, including ungrounded and grounded, and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, charging stations or apparatus installed specifically for the purpose of delivering electrical energy from the charging station to the electric vehicle.

1.1.07: Charging station space: a dedicated, marked space that identifies the use thereof as exclusively for the charging of electric vehicles.

1.1.08: DC: direct current (*electricity*).

1.1.09: Electric scooters and/or motorcycles: a 2-wheel or 3-wheel electric vehicle that operates exclusively on electrical energy stored in the vehicle's batteries.

1.1.10: Electric vehicle: a vehicle that operates, either partially or exclusively, on electrical energy from a charging station or other electrical energy source that is stored in the vehicle's battery for propulsion purposes. “Electric vehicle” includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; and (4) electric scooters or motorcycles.

1.1.11: Neighborhood electric vehicle: an electric vehicle with four (4) wheels that conforms to federal regulations under Title 49 C.F.R. Part 571.500 which can from a stand still attain a speed of 20 miles per hour (mph) within one(1) mile but cannot exceed a speed of more than 25 mph.

1.1.12: Non-electric vehicle: a vehicle that does not meet the definition of “electric vehicle” as provided herein.

1.1.13: Plug-in hybrid electric vehicle (PHEV): an electric vehicle that (1) contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor, and; (2) charges its battery primarily by connecting to a charging station or other electrical source not on board the vehicle; (3) may additionally be able to sustain a battery charge using an on-board internal-combustion-driven generator; and (4) has the ability to be propelled through the use of electricity.

1.1.14: Vehicle: has the same meaning as provided in the Illinois Vehicle Code 625 ILCS *et seq.*

1.2: Permitted Locations

1.2.01: Level-1 and Level-2 charging stations are permitted in every zoning district, when accessory to the primary permitted use of said district. Charging stations located at single-family, multiple-family, and mobile home park dwellings shall be designated as private use only. Installation of level-2 charging stations shall be subject to building permit approval.

1.2.02: Level-3 (DC Fast) charging stations are permitted in the RB, B-1, B-2, B-3 and B-4, LI, I, PUD, and A2 when accessory to the primary permitted use. Installation thereof shall be subject to building permit approval.

1.2.03: If the primary use of a parcel is the retail charging of electric vehicle batteries, then the use shall be considered a gasoline service station for zoning purposes. Installation of charging stations shall be subject to Special Land Use approval and located in zoning districts which permit gasoline service stations.

1.3: Station Requirements and Design Criteria

1.3.01: General Charging Station Requirements for Multi-Family Residential, Non-Residential Development, and Public Rights-of-Way.

A. Charging Station Space Requirements.

1. **Minimum requirements.** A charging station space may be included in the calculation for minimum parking spaces that are required pursuant to other County and State regulations.
2. **Number.** No minimum number of charging station spaces is required.

B. Charging Station Space Location and Design Criteria.

1. Where provided, spaces for charging station purposes are required to include the following:
 - a. **Signage.** Each charging station space shall be posted with signage indicating the charging station space is only for use by electric vehicles for charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
 - b. **Maintenance.** Charging station equipment shall be maintained in all respects. A phone number or other contact information shall be provided on the charging station equipment for

reporting purposes when the equipment is not functioning or other equipment problems are encountered.

- c. **Accessibility.** Where charging station equipment is provided within a pedestrian circulation area, such as a sidewalk or other accessible route to a building entrance, the charging station equipment shall be located so as not to interfere with accessibility requirements of the Illinois Accessibility Code or other applicable accessibility standards.
- d. **Lighting.** Where charging station equipment is installed, adequate site lighting shall be provided in accordance with County of Kane ordinances and regulations.
- e. **Charging Station Equipment.** Charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the ground or pavement surface where mounted, and shall contain a retraction device and/or a place to hang permanent cords and connectors a sufficient and safe distance above the ground or pavement surface. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designated and located as to not impede pedestrian travel or create trip hazards on sidewalks.
- f. **Charging Station Equipment Protection.** Adequate charging station equipment protection, such as concrete-filled steel bollards, shall be used. Non-mountable curbing may be used in lieu of bollards, if the charging station is setback a minimum of 24 inches from the face of the curb.
- g. **Usage Fees.** An owner of a charging station is not prohibited from collecting a fee for the use of a charging station, in accordance with applicable State and Federal regulations. Fees shall be prominently displayed on the charging station.

2. Those providing charging station spaces should consider the following:

- a. **Notification.** Information on the charging station, identifying voltage and amperage levels and time of use, fees, or safety information.
- b. **Signage.** Installation of directional signs at appropriate decision points to effectively guide motorists to the charging station space(s).
- c. **Location (Specific to On-Street Parking).** Placement of a single charging station is preferred at the beginning or end stall on a block face.

C. **Data Collection.** To allow for maintenance and notification, the County of Kane shall require the owners of public charging stations to provide information on the charging station's geographic location, date of installation, equipment type and model, and owner contact information.

Figure: Electric Vehicle Charging Station — On Street

On-street charging near end of block.

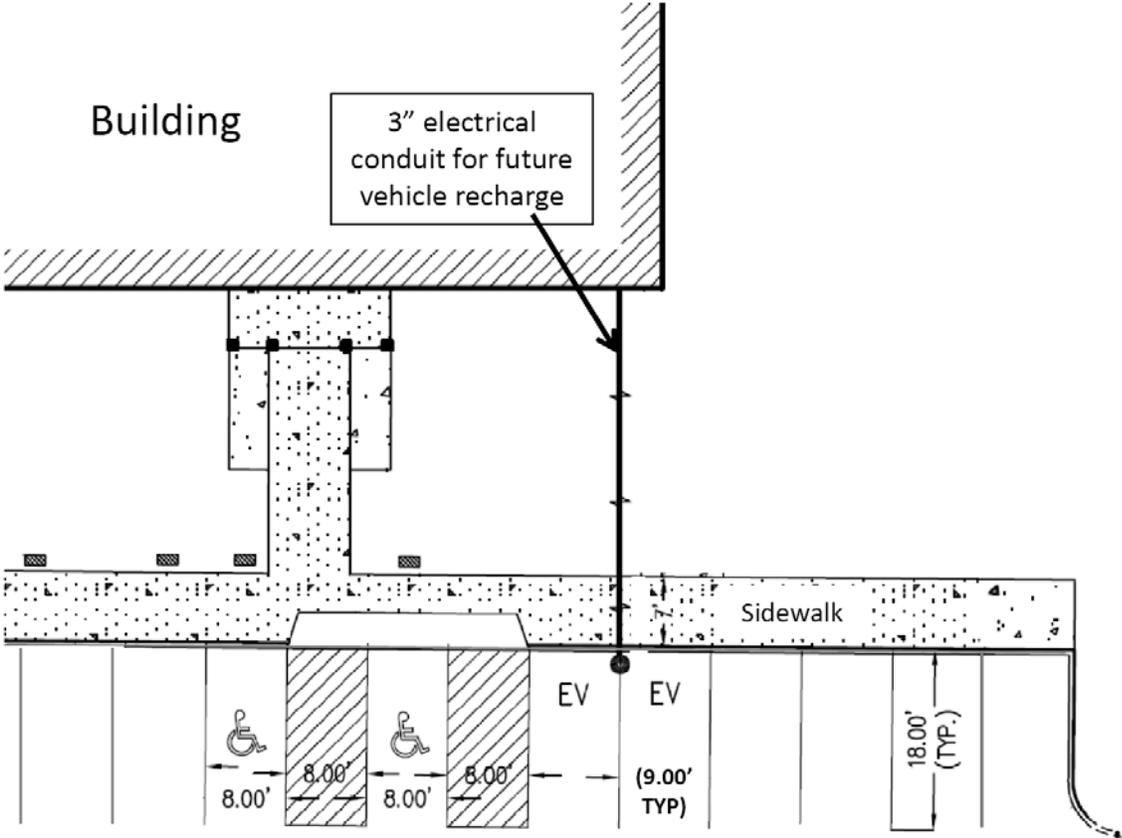
Comment: On-street charging stations should first be installed at either end of a row of regular on-street parking spaces. Subsequent charging stations should be installed adjacent to existing charging stations. Several factors that suggest an end-stall as the preferred location include, but are not limited to: proximity to electrical service, adjacency to existing no-parking zone, better accessibility for all users, higher lighting levels and less clearance and obstruction issues with existing parking spaces. The charging station equipment should be installed in a well-lit area, on a hard surface, near the front of the designated space, and have adequate clearance from the face of curb (36") and leave a barrier-free sidewalk clearance (36" or other applicable distance). Signage shall be at or near the charging station. All regulatory signs shall comply with visibility, legibility, size, shape, color and reflectivity requirements contained within the Federal Manual on Uniform Traffic Control Devices.

B. Guidance

1.4: Quantity and Location

1.4.01: Quantity and Location

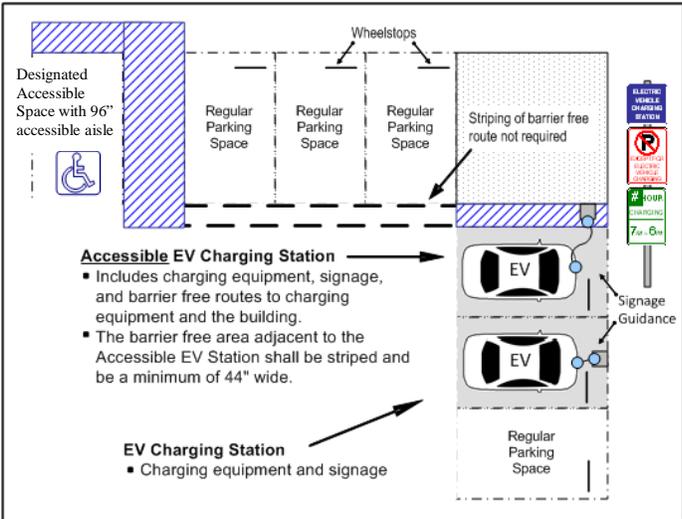
- A. **Residential.** In order to proactively plan for and accommodate the anticipated growth in market demand for electric vehicles, it is strongly encouraged, but not required, that all new one-family and Multiple-family homes with garages be constructed to provide a 220-240-volt/40 amp outlet on a dedicated circuit in close proximity to designated vehicle parking to accommodate the potential future hardwire installation of a Level-2 charging station.
- B. **Non-Residential.** In order to proactively plan for and accommodate the anticipated future growth in market demand for electric vehicles, it is strongly encouraged, but not required, that all new and expanded non-residential development parking areas provide the electrical capacity necessary to accommodate the future hardwire installation of Level-2 charging stations. It is recommended that a typical parking lot (e.g. 1,000 or less parking spaces) have a minimum ratio of 2% of the total parking spaces prepared for such stations.



Example Site Plan – “Rough-In” of Electric Vehicle Charging Stations

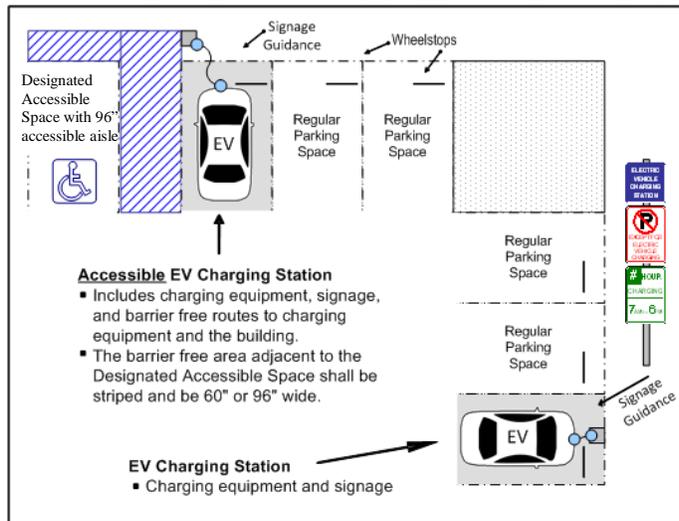
C. **Accessible Charging Stations.** It is strongly encouraged, but not required, that a minimum of one (1) accessible charging station be provided. Accessible charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel to and from the building or facility. It is not necessary to designate the accessible charging station exclusively for the use of disabled persons. Below are two options for providing for accessible electric vehicle charging stations.

OFF-STREET ACCESSIBLE CHARGING STATION EXAMPLE - OPTION 1



Puget Sound area parking garage. Photo by ECOTality North America.

OFF-STREET ACCESSIBLE CHARGING STATION EXAMPLE - OPTION 2



Fashion Island Shopping Mall, Newport Beach, CA.
Photo by LightMoves.

Comment: The illustrations and photos above show two options for providing accessible charging stations. Option 1 is a likely scenario for installation in existing parking lots. By using an existing wider end parking stall or restriping, an accessible charging station may be more cost effectively installed. Where feasible, a wider clear area around the equipment (60") is preferable. Additionally, this location away from the near building prime parking has a better likelihood of being available for disabled persons, since the accessible charging station is not exclusively reserved for disabled persons. Option 2 provides a location that has a shorter travel distance for disabled persons and can be easily installed in a new parking lot. This option may allow the installer to provide a wider, more fully-compliant aisle.

While other options, depending on the specific layout of the new or reconfigured parking area, are likely, at a minimum, an accessible charging station must be located within accessible reach of the barrier-free access aisle (minimum 44-inch width) and the electric vehicle and connect to a barrier-free route of travel. However, because the charging station facility is not a parking facility, the accessible charging station does not need to be located immediately adjacent to the building entrances or reserved exclusively for the use of disabled persons.

1.5: Signage

1.5.01: Directional — Off-Street Parking Lot or Parking Garage



12" x 12"

12" x 6"

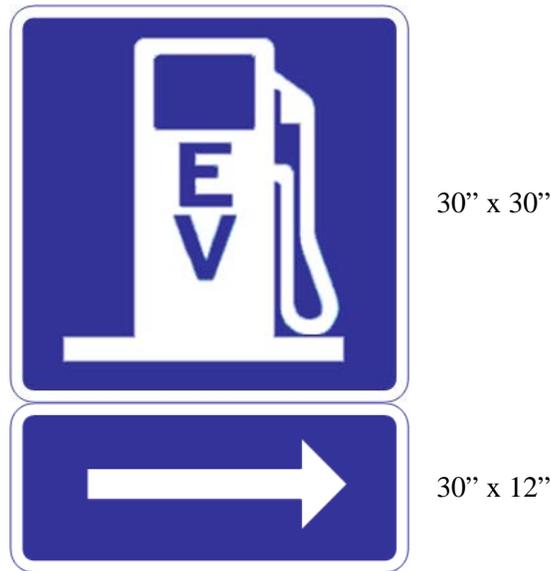
Comment: The directional sign for an on-site parking lot or parking garage should be used in the parking facility with a directional arrow at all decision points. These signs are compliant with the Manual Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration (FHWA).

1.5.02: Off-Street Charging Station Space Signage



Comment: Combination sign identifying space as a charging station, prohibiting non-electric vehicles, with charging time limits. The use of time limits is optional. The blue/white and red/black signs define that only an electric vehicle that is charging can use the spaces. The green sign defines time limits for how long an electric vehicle can be in the space during the specified hours. Outside of the specified hours, electric vehicles can charge for an indefinite period of time. These signs are compliant with the MUTCD.

1.5.03: Directional Signage - Highways and Freeways



Comment: The directional sign (MUTCD D9-11b) for highways and freeways should be installed at a suitable distance in advance of the turn-off point or intersecting highway. If used at an intersection or turn-off point, it shall be accompanied by a directional arrow. As the symbol on the sign at right appears to be a gasoline pump, this sign may also be supplemented with the sign below (MUTCD D9-11bP) to avoid confusion with liquid fuel stations for early EV drivers. These signs are compliant with the MUTCD.



Figure: Proposed Electric Vehicle Signs



Comment: To address some of the limitations of the existing approved sign, and to provide for clearer direction to electric vehicle drivers, WSDOT and the City of Seattle are considering Federal Highway Administration experimentation²⁵ of a new International iconic white/blue sign. Oregon is already undergoing a sign experimentation process as well and, as these experiments move forward, efforts will be made to

coordinate such that consistent signage is provided (see signs above). These signs are currently not compliant with the MUTCD.

The long-term objective of the revised iconic sign is to have a consistent symbol from the federal highway, to state highways, to local streets, and finally at the charging station. Use of one federal symbol is the simplest way to accomplish this end. A current federal study of a symbol for charging stations should have preliminary results in September. Recognizing that the experimentation process may result in revisions to the signs shown below, the currently approved federal iconic signage shown on the previous page should be utilized by local government and installers during the experimentation period. One potential revision that may be proposed from Washington State is that the sign include information on the charging level (i.e., Level 1, Level 2, and Level -3 [DC Fast] provided at the charging station.

1.5.04: Directional — Local Street



24" x 24"

24" x 9"

Comment: The directional sign for local streets should be installed at a suitable distance in advance of the intersection or charging station facility. If used at an intersection or parking lot entrance, it shall be accompanied by a directional arrow. As the symbol on the sign at right appears to be a gasoline pump, this sign may also be supplemented with the sign below (MUTCD D9-11bP) to avoid confusion with liquid fuel stations for early electric vehicle drivers. These signs are compliant with the MUTCD.



24" x 18"

1.5.05: On-Street Parking Space with Charging Station



Comment: Combination sign identifying space as a charging station with charging time limits, prohibiting non-electric vehicles. The use of time limits is optional and is included to allow the charging equipment to be available for more than one use during the day. For example, a jurisdiction may want to utilize time limits in areas where the on-street charging station spaces would turn over consistent with whatever time limits might otherwise be posted on a block (e.g., 2-hour time limits). The design of the time limit charging sign is modeled after the existing R7-108 sign in the federal MUTCD. If time limits are used, suggested enforcement regulations are provided in Chapter 2: Vehicles and Traffic. If the jurisdictions wishes to allow dual use of the space (i.e., the spaces is for electric vehicles only during a certain period of time, but then allow all vehicles to park after specified hours), the time limits would need to be added to the red/black/white sign rather than the green sign. These signs are compliant with the MUTCD.

1.6: Battery Recycling and Handling Provisions

Lithium-ion Battery. Batteries in electric vehicles differ from batteries used with internal combustion engine (ICE) vehicles. ICE vehicles utilize a battery (normally 12V) to provide cranking power to start the engine as well as to deliver low voltage to accessories such as the lights and ignition. The ICE battery is recharged with the aid of an alternator when the engine is running. The much more powerful battery in an electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV) serves as the source of power and propulsion for the vehicle. Lithium-ion batteries are currently the accepted next-generation of energy storage for EVs and PHEVs. They are lighter, more compact and more energy dense than nickel-metal hydride and other batteries currently available. Batteries used in EVs and PHEVs discharge energy during vehicle use and are primarily recharged by connecting to an off-board electrical source, and in some cases are able to sustain a charge using an on-board internal-combustion-driven generator. Because an electric motor powered by a battery pack is about three times as energy efficient as an internal combustion engine, an EV can travel much farther than a conventional gas-powered car on the energy equivalent of one gallon of gasoline. Lithium-ion batteries also provide the benefit of multiple reuse options and high recyclability.

Battery Chemical Composition. The lithium-ion cells in new electric vehicles meet the requirements set forth by the Directive on the Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment 2002/95/EC (commonly referred to as the Restriction of Hazardous Substances Directive or RoHS). In contrast to lead acid batteries used in ICE vehicles, lithium-ion batteries do not contain lead, mercury, cadmium, or heavy metals or federally defined toxic materials. However, as potentially dangerous waste, businesses seeking to dispose of batteries must go through the EPA designation process before they may be safe for landfill disposal.

Battery Recycling. The parts, chemicals and components of lithium-ion batteries are highly recyclable. Given the toxicity of lead acid batteries, state law (415 ILCS 5/22.23) tightly regulates the recycling and disposal of lead acid batteries. These laws and regulations do not apply to lithium-ion batteries. Once a lithium-ion battery reaches its ultimate end of life, it can be processed at a commercial facility by being shredded and separated into its recyclable components. Metals and other compounds can be sold and the lithium may either be recycled back to battery manufacturers or disposed of as a nonhazardous material. Efforts are underway by industry groups and the federal government to develop increased capabilities for recycling lithium from EV batteries.

Battery Re-use. When an electric vehicle battery reaches the end of life in its primary application, it may be possible to use it for a time in other purposes. These include standby power and utility load leveling where battery performance is not as demanding as a vehicle application. As such, opportunities for the reuse of lithium-ion batteries after the end of their normal vehicle life are expected to be widely established in the future. Automobile manufacturers will determine when a battery is no longer able to carry a sufficient charge to be used in the vehicle. It is anticipated that, at that point, lithium-ion batteries will still retain 70-80% of their residual capacity and could be reused for energy storage. Additionally, the electric vehicle industry is looking to reduce the cost of electric vehicles by giving the lithium-ion batteries a second life through re-use, resale, re-fabrication and recycling.

Battery Handling and Storage. Electric vehicle batteries shall be properly managed in accordance with local, state and federal law. After an EV has been involved in an accident, or the battery has sustained damage, and where the EV is being stored or disposed of, its battery systems must first be properly de-energized according to manufacturer specifications.

Article II. Charging Station/Parking Regulations

2.1 Definitions

2.1.01: Battery: (pl. batteries) a cell or cells onboard an electric vehicle which is used for storing and furnishing electrical energy for the purpose of propelling the vehicle.

2.1.02: Battery electric vehicle: an electric vehicle with an onboard battery that operates exclusively on electrical energy from the battery, which battery is charged from an external source such as a charging station.

2.1.03: Charging station: apparatus that has as its primary purpose the transfer of electric energy by conductive or inductive means to a battery or other energy storage device located onboard an electric vehicle.

2.1.04: Charging station equipment: the conductors, including ungrounded and grounded, equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, charging stations or apparatus installed specifically for the purpose of delivering electric energy from the charging station to the electric vehicle.

2.1.05: Charging station space: a dedicated, marked parking space that identifies the use thereof to be exclusively for the charging of an electric vehicle.

2.1.06: Electric scooters and/or motorcycles: a 2-wheel or 3-wheel electric vehicle that operates exclusively on electrical energy that is stored in the vehicle's battery.

2.1.07: Electric vehicle: a vehicle that operates, either partially or exclusively, on electrical energy from a charging station or other source that is stored in the vehicle's battery for propulsion purposes. "Electric vehicle" includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; and (4) electric scooters or motorcycles.

2.1.08: Neighborhood electric vehicle: an electric vehicle with four (4) wheels that conforms to federal regulations under Title 49 C.F.R. Part 571.500 which can from a stand still attain a speed of 20 miles per hour (mph) within one(1) mile but cannot exceed a speed of more than 25 mph.

2.1.09: Non-electric vehicle: a vehicle that does not meet the definition of "electric vehicle" as provided herein.

2.1.10: Plug-in hybrid electric vehicle: an electric vehicle that (1) contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor, and; (2) charges its battery primarily by connecting to a charging station or other off-board electrical source; (3) may additionally be able to sustain battery charge using an on-board internal-combustion-driven generator; and (4) has the ability to be propelled through the use of electricity.

2.1.11: Vehicle: has the same meaning as provided in the Illinois Vehicle Code 625 ILCS *et seq.*

2.2. Electric Vehicle Charging Station Regulations

Regulations

Section 2.2.1: Charging Stations Spaces — Generally

2.2.1.01: Charging stations spaces are reserved for use by electric vehicles only.

2.2.1.02: Electric vehicles may park in any parking space otherwise designated for parking, subject to the restrictions that would apply to any other vehicle generally.

Section 2.2.2: Prohibitions

2.2.2.01: Pursuant to Section 2.4, when a sign authorized under Section 2.3 provides notice of a designated charging station space, no person shall park or stand a non-electric vehicle therein. Any non-electric vehicle parked or standing in a charging station space is subject to fine and/or impoundment of the offending vehicle.

Section 2.2.3: Notice of Electric Vehicle Charging Station

2.2.3.01: Upon adoption of an ordinance by the County of Kane, establishing a charging station space(s), the Kane County Engineer shall cause appropriate signs and markings to be placed in and around the designated charging station space(s), indicating prominently thereon the parking regulations therefor. The signs shall define time limits and hours of operation, as applicable, and shall state that the parking space is reserved for the charging of electric vehicles only. Charging station space regulation violators are subject to fine and/or impoundment of the offending vehicle.

Section 2.2.4: Violations-Penalties

2.2.4.01: Violations of any provision of this chapter shall be punishable as an ordinance violation. Punishment shall be by a fine not to exceed the fine prescribed in accordance with Article II Sections 21-11 and 21-14 of the Kane County Code. Each hour such violation continues shall constitute a separate offense and shall be punishable as such.

Passed by the Kane County Board on February 14, 2012.

John A. Cunningham
Clerk, County Board
Kane County, Illinois

Karen McConnaughay
Chairman, County Board
Kane County, Illinois

Vote:
Yes _____
No _____
Voice _____
Abstentions _____