



City of Coral Gables Planning and Zoning Staff Report

Applicant: City of Coral Gables
Application: Zoning Code Text Amendment – Electric Vehicle Charging
Public Hearing: Planning and Zoning Board
Date & Time: **November 8, 2017; 6:00 – 9:00 p.m.**
Location: City Commission Chambers, City Hall,
405 Biltmore Way, Coral Gables, Florida 33134

1. APPLICATION REQUEST

The City of Coral Gables is requesting review and consideration of the following:

An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 5, "Development Standards," Section 5-1409, "Amount of Required Parking," to establish provisions for charging stations of electric vehicles; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.

2. BACKGROUND INFORMATION

To further the goals and objectives of the Comprehensive Plan to reduce greenhouse gas emissions within the City's borders, Staff has prepared Zoning Code text amendments to establish provisions for electric vehicles (EV) in new development.

EVs benefit the City by improving air quality, promoting quieter and more livable streets, and decreasing dependency on fossil fuels. Readily available charging stations would have significant environmental benefits and enhance the quality of life in Coral Gables.

Projects are eligible to earn a Leadership in Energy and Environmental Design (LEED) credit for incorporating EV charging stations and bicycle storage into their design. This credit is awarded when projects install EV supply equipment in 2% of all parking spaces used by the project. These parking spots would be clearly identified and reserved solely for plug-in electric vehicles.

Municipalities around the country, such as Palo Alto, Hartford, Denver, State of California, Surfside, Miami Beach and others are encouraging the installation charging stations or expansion of electrical infrastructure in their EV-ready building and zoning codes.

Staff researched that Palo Alto, California, adopted an ordinance in 2014 that requires all new multi-family developments, office buildings, and hotels built in the city to install circuitry to support Level 2 charging stations. This ordinance is included as Attachment A.

The Town of Surfside adopted a similar ordinance that requires all new multifamily or hotel development with 20 or more units to provide access to 220 volt capability throughout the garage to offer charging opportunities to residents and guests. This does not require the installation of stations, only the installation of the required electrical infrastructure throughout the entire garage, which will allow properties to connect EV charging in the future. This ordinance is included as Attachment B.

The City of Miami Beach recently adopted an ordinance to require access to electrical power supply in all large multi-family off-street facilities. The ordinance also incorporates the LEED recommendations of 2% of all parking spaces to include EV supply equipment. This ordinance is included as Attachment C.

3. PROPOSED ZONING CODE TEXT AMENDMENT

The proposed Zoning Code text amendment is provided below in ~~striketrough~~/underline format.

ARTICLE 5 – Development Standards

Division 14. Parking, Loading, and Driveway Requirements

Section 5-1409. Amount of required parking.

F. Electric Vehicle Charging. Except single-family residences, duplexes, and townhouses, electric vehicle charging stations are required for new construction as provided below.

1. Residential and non-residential parking. When twenty (20) or more off-street parking spaces are required, a minimum of two percent (2%) of the required off-street parking spaces shall be reserved for electrical vehicle parking, and provide an electrical charging station for each space, with a minimum of one (1) space reserved for electrical vehicle parking, subject to the following:
 - a. The electric vehicle charging station shall have a minimum charging level of AC Level 2.
 - b. All components of the electric vehicle charging station shall be located entirely within the confines of the building and not visible from outside any portion of the structure.
 - c. All components shall be located above the minimum flood elevation.
 - d. The charging station shall contain a retraction device, coiled cord, or a place to hang cords and connectors above the ground surface.
 - e. Signage shall be posted at the charging station stating “Charging Station.” Signs shall have no greater length than eighteen (18) inches.
 - f. All new multi-family, mixed-use, or hotel development with twenty (20) or more units shall also provide access to 240 volt capability throughout the garage to offer charging opportunities to residents and guests.
 - g. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.

ARTICLE 8 - DEFINITIONS

Electric Vehicle Charging Level is the standardized indicators of electrical force, or voltage, at which an electric vehicles' battery is recharged which include the following specifications:

- (1) Level 1 requires a 15 or 20 amp breaker on a 120-volt AC circuit and standard outlet;
- (2) Level 2 requires 40 to 100-amp break on a 240-volt AC circuit; or
- (3) Level 3 requires a 60-amp or higher dedicated breaker on a 480-volt and higher three-phase circuit with special grounding equipment. A Level 3 charging shall use an off-board charger to provide the AC to DC conversion, delivering DC directly to the car battery.

Electric Vehicle Charging Station is a parking space that is served by electric vehicle 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 source device in an electric vehicle.

4. FINDINGS OF FACT

In accordance with Section 3-1405 of the Zoning Code, the Planning and Zoning Board shall not recommend adoption of, and the City Commission shall not adopt, text amendments to these land Zoning Code unless the text amendment:

- A. Promotes the public health, safety, and welfare.
- B. Does not permit uses the Comprehensive Plan prohibits in the area affected by the district boundary change or text amendment.
- C. Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use categories of the affected property.
- D. Will not cause a decline in the level of service for public infrastructure which is the subject of a concurrency requirement to a level of service which is less the minimum requirements of the Comprehensive Plan.
- E. Does not directly conflict with an objective or policy of the Comprehensive Plan.

Staff finds that all five of these criteria are satisfied.

5. COMPREHENSIVE PLAN CONSISTENCY

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In accordance with Section 3-1407 of the Zoning Code, the Planning and Zoning Board shall determine whether the Zoning Code text amendment is consistent with the Comprehensive Plan. Staff finds that the proposed text amendment is consistent with the Comprehensive Plan.

6. PUBLIC NOTIFICATION

The following has been completed to provide notice of the request:

Type	Date
Legal advertisement – October PZB	09.28.17
Posted October agenda on City web page/City Hall	09.29.17
Posted October Staff report on City web page	10.06.17
Legal advertisement – November PZB	10.30.17
Posted November agenda on City web page/City Hall	10.27.17
Posted November Staff report on City web page	11.03.17

7. STAFF RECOMMENDATION

The Planning and Zoning Division recommends approval.

8. ATTACHMENTS

- A. City of Palo Alto Ordinance No. 5263.
- B. Town of Surfside Ordinance No. 14-1617.
- C. City of Miami Beach Ordinance No. 2016-3988.
- D. 11.08.17 PowerPoint Presentation.
- E. 10.30.17 Legal advertisement published.

Please visit the City’s webpage at www.coralgables.com to view all Application plans and materials, notices, applicable public comments, minutes, etc. The complete Application and all background information also is on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida 33134.

Respectfully submitted,

Ramon Trias
 Assistant Director of Development Services
 for Planning and Zoning
 City of Coral Gables, Florida

Ordinance No. 5263

Ordinance of the Council of the City of Palo Alto Adopting Section 16.14.380 of the Palo Alto Municipal Code to Adopt Local Amendments to the California Green Building Standards Code and Related Findings

The Council of the City of Palo Alto does ORDAIN as follows:

SECTION 1. Findings and Declarations.

The adoption and amendment of Section A4.106.8 of the California Green Building Standards Code is justified on the basis of local topographical and geographical conditions. Failure to address and significantly reduce greenhouse gas emissions could result in rises to sea level, including in San Francisco Bay, that could put at risk Palo Alto homes and businesses, public facilities, and Highway 101 (Bayshore Freeway), particularly the mapped Flood Hazard areas of the City. The aforementioned conditions create hazardous conditions for which departure from California Green Building Standards Code is required.

SECTION 2. Section 16.14.370 of the Palo Alto Municipal Code is amended to read as follows:

16.14.370 Section A4.106.8 Electric Vehicle (EV) Charging.

Section A4.106.8 of the California Green Building Standards Code is added and amended to read:

A4.106.8 Electric Vehicle (EV) Charging for Residential Structures. Newly constructed single family and multifamily residential structures, including residential structures constructed as part of a mixed use development, shall comply with the following requirements for electric vehicle supply equipment (EVSE). All parking space calculations under this section shall be rounded up to the next full space.

A4.106.8.1 Definitions. For the purposes of this section, the following definitions shall apply:

- (a) Level 2 EVSE. "Level 2 EVSE" shall mean an EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC. An EVSE capable of simultaneously charging at 30 amperes for each of two vehicles shall be counted as two Level 2 EVSE.
- (b) Conduit Only. "Conduit Only" shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install a 208/240V, 50 amperes grounded AC outlet; and (2) raceway or wiring with capacity to accommodate a 100 ampere circuit; terminating in (3) a listed cabinet, box, enclosure, or NEMA receptacle. The raceway shall be installed

so that minimal removal of materials is necessary to complete the final installation.

- (c) EVSE-Ready Outlet. "EVSE-Ready Outlet" shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install a 208/240V, 50 amperes grounded AC outlet; (2) a two-pole circuit breaker; (3) raceway with capacity to accommodate 100-ampere circuit; (4) 50 ampere wiring; terminating in (5) a 50 ampere NEMA receptacle in a covered outlet box.
- (d) EVSE Installed. "EVSE Installed" shall mean an installed Level 2 EVSE.

A4.106.8.2 Single Family Residences. The following standards apply to newly constructed detached and attached single family residences.

- (a) In general. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for each residence.
- (b) Location. The proposed location of a charging station may be internal or external to the dwelling, and shall be in close proximity to an on-site parking space consistent with City guidelines, rules, and regulations.

A4.106.8.3 Multi-Family Residential Structures. The following standards apply to newly constructed residences in a multi-family residential structure, except as provided in section A4.106.8.4.

- (a) Resident parking. The property owner shall provide at least one EVSE-Ready Outlet or EVSE Installed for each residential unit in the structure.
- (b) Guest parking. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed, for at least 25% of guest parking spaces, among which at least 5% (and no fewer than one) shall be EVSE Installed.
- (c) Accessible spaces. The percentage calculations and substantive requirements imposed by this section shall be applied separately to accessible parking spaces. Parking at accessible spaces where an EVSE is installed shall not be limited to electric vehicles.
- (d) Minimum total circuit capacity. The property owner shall ensure sufficient circuit capacity, as determined by the Chief Building Official, to support a Level 2 EVSE in every location where Circuit Only, EVSE-Ready Outlet or EVSE Installed is required.
- (e) Location. The EVSE, receptacles, and/or raceway required by this section shall be placed in locations allowing convenient installation of and access to EVSE. In addition, if parking is deed-restricted to individual residential units,

the EVSE or receptacles required by subsection (a) shall be located such that each unit has access to its own EVSE or receptacle. Location of EVSE or receptacles shall be consistent with all City guidelines, rules, and regulations.

A4.106.8.4 Exception – Multi-Family Residential Structures with Individual, Attached Parking. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for each newly constructed residence in a multi-family residential structure featuring: (1) a parking space attached to the residence; and (2) a shared electrical panel between the residence and parking space (e.g., a multi-family structure with tuck-under garages).

SECTION 3. Section 16.14.380 of the Palo Alto Municipal Code is amended to read as follows:

16.14.380 Section A5.106.5.3 Electric Vehicle (EV) Charging for Non-Residential Structures.

Section A5.106.5.3 of the California Green Building Standards Code is added and amended to read:

A5.106.5.3 Electric Vehicle (EV) Charging for Non-Residential Structures. New non-residential structures shall comply with the following requirements for electric vehicle supply equipment (EVSE). All parking space calculations under this section shall be rounded up to the next full space.

A5.106.5.3.1 Definitions. For the purposes of this section, the following definitions shall apply:

- (a) Level 2 EVSE. “Level 2 EVSE” shall mean an EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC. An EVSE capable of simultaneously charging at 30 amperes for each of two vehicles shall be counted as two Level 2 EVSE.
- (b) Conduit Only. “Conduit Only” shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install at least a 208/240V, 50 amperes grounded AC outlet; and (2) raceway or wiring with capacity to accommodate a 100 ampere circuit; terminating in (3) a listed cabinet, box, enclosure, or NEMA receptacle. The raceway shall be installed so that minimal removal of materials is necessary to complete the final installation.
- (c) EVSE-Ready Outlet. “EVSE-Ready Outlet” shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install at least a 208/240V, 50 amperes grounded AC outlet; (2) a two-pole circuit breaker; (3) raceway with capacity to accommodate a 100-ampere

circuit; (4) 50 ampere wiring; terminating in (5) a 50 ampere NEMA receptacle in a covered outlet box.

(d) EVSE Installed. "EVSE Installed" shall mean an installed Level 2 EVSE.

A5.106.5.3.2 Non-Residential Structures Other than Hotels. The following standards apply newly constructed non-residential structures other than hotels.

(a) In general. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for at least 25% of parking spaces, among which at least 5% (and no fewer than one) shall be EVSE Installed.

(b) Accessible spaces. The percentage calculations and substantive requirements imposed by this section shall be applied separately to accessible parking spaces. Parking at accessible spaces where an EVSE is installed shall not be limited to electric vehicles.

(c) Minimum total circuit capacity. The property owner shall ensure sufficient circuit capacity, as determined by the Chief Building Official, to support a Level 2 EVSE in every location where Circuit Only, EVSE-Ready Outlet or EVSE Installed is required.

(d) Location. The EVSE, receptacles, and/or raceway required by this section shall be placed in locations allowing convenient installation of and access to EVSE. Location of EVSE or receptacles shall be consistent with all City guidelines, rules, and regulations.

A5.106.5.3.3 Hotels. The following standards apply newly constructed hotels.

(a) In general. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for at least 30% of parking spaces, among which at least 10% (and no fewer than one) shall be EVSE Installed.

(b) Accessible spaces. The percentage calculations and substantive requirements imposed by this section shall be applied separately to accessible parking spaces. Parking at accessible spaces where an EVSE is installed shall not be limited to electric vehicles.

(c) Minimum total circuit capacity. The property owner shall ensure sufficient circuit capacity, as determined by the Chief Building Official, to support a Level 2 EVSE in every location where Circuit Only, EVSE-Ready Outlet or EVSE Installed is required.

(d) Location. The EVSE, receptacles, and/or raceway required by this section shall be placed in locations allowing convenient installation of and access to

EVSE. Location of EVSE or receptacles shall be consistent with all City guidelines, rules, and regulations.

SECTION 4. If any section, subsection, clause or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion or sections of the Ordinance. The Council hereby declares that it should have adopted the Ordinance and each section, subsection, sentence, clause or phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 5. The Council finds that this project is exempt from the provisions of the California Environmental Quality Act ("CEQA"), pursuant to Section 15061 of the CEQA Guidelines, because it can be seen with certainty that there is no possibility that the ordinance will have a significant effect on the environment.

SECTION 6. This ordinance shall be effective on the thirty-first day after the date of its adoption.

INTRODUCED: June 16, 2014

PASSED: August 4, 2014

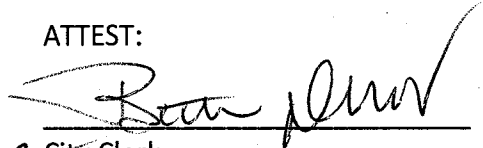
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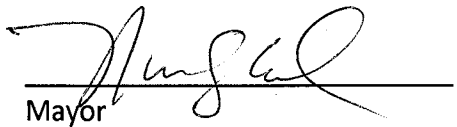
ABSENT:

ABSTENTIONS:

ATTEST:

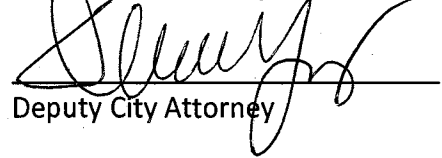


for City Clerk



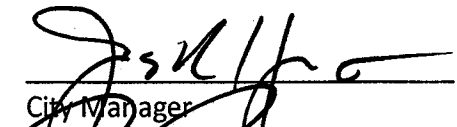
Mayor

APPROVED AS TO FORM:



Deputy City Attorney

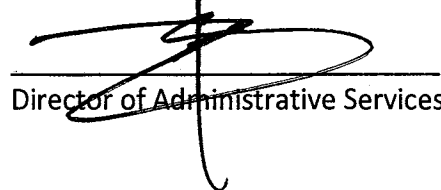
APPROVED:



City Manager



Director of Development Services



Director of Administrative Services

ORDINANCE NO. 14-1617

AN ORDINANCE OF THE TOWN COMMISSION OF THE TOWN OF SURFSIDE, FLORIDA AMENDING CHAPTER 90 "ZONING", AND SPECIFICALLY AMENDING SECTION 90.2 "DEFINITIONS"; SECTION 90-41 "REGULATED USES"; SECTION 90-71.2 "H30C, H40, MU AND H120 DISTRICTS"; AND SECTION 90-77 "OFF-STREET PARKING REQUIREMENTS"; TO ALLOW FOR THE INSTALLATION OF ELECTRIC VEHICLE CAR CHARGING STATIONS; PROVIDING FOR INCLUSION IN THE CODE; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Surfside ("Town") supports green policies; and

WHEREAS, the Town Commission and Planning and Zoning Board held its joint meeting on September 30, 2013 and discussed and recommended installation of an electric vehicle car charging station within a municipal lot; and

WHEREAS, the Town Code does not address an electric vehicle car charging station relating to the type, level and specification of the charging station; and

WHEREAS, there are three levels of electric vehicle car charging stations; and

WHEREAS, Level 1 is a low voltage level of charging that is typical for single family charging stations due to the length of time it may take for charging; and

WHEREAS, Level 2 and 3 are higher voltage, resulting in quicker vehicle charging; and

WHEREAS, the Planning and Zoning Board, as the local planning agency for the Town, has recommended that the Town's electric vehicle charging stations should be limited to Electric Vehicle Charging Level 2 or Level 3 only; and

WHEREAS, the Town Commission held its first public reading on February 11, 2014 and recommended approval of the proposed amendments to the Code of Ordinances having complied with the notice requirements by the Florida Statutes; and

WHEREAS, the Planning and Zoning Board at the public hearing on February 27, 2014 recommended approval of the proposed amendments to the Code of Ordinances and also found the proposed Code amendments to be consistent with the Comprehensive Plan; and

WHEREAS, the Town Commission shall have conducted a second duly noticed public hearing on this proposed ordinance as required by law on March 11, 2014.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COMMISSION OF THE TOWN OF SURFSIDE, FLORIDA AS FOLLOWS:

Section 1. Recitals. The foregoing “WHEREAS” clauses are ratified and confirmed as being true and correct and are made a specific part of this Ordinance.

Section 2. Code Amendment. The code of the Town of Surfside, Florida is hereby amended as follows:

Sec. 90.2. Definitions.

* * *

Electric Vehicle Charging Level: The standardized indicators of electrical force, or voltage, at which an electric vehicle’s battery is recharged which include the following specifications:

(1) Level 1 requires a 15 or 20-amp breaker on a 120-volt AC circuit and standard outlet;

(2) Level 2 requires 40 to 100-amp breaker on a 240-volt AC circuit; or

(3) Level 3 requires a 60-amp or higher dedicated breaker on a 480-volt and higher three- phase circuit with special grounding equipment. A Level 3 charging shall use an off-board charger to provide the AC to DC conversion, delivering DC directly to the car battery.

Electric Vehicle Charging Station: A parking space that is served by electric vehicle 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 source device in an electric vehicle.

* * *

Sec. 90-41. Regulated uses.

Accessory uses	H30A	H30B	H30C	H40	H120	SD-B40
<u>Electric Vehicle Charging Station</u>	<u>P(26)</u>	<u>P(26)</u>	<u>P(27)</u>	<u>P(27)</u>	<u>P(27)</u>	<u>P(28)</u>
Uses	Municipal		Community Facilities			
<u>Electric Vehicle Charging Station</u>	<u>P (28)</u>		<u>(P28)</u>			

(26) Electric Vehicle Charging Stations shall be limited to personal use and shall not be used for purposes of wholesale or retail sales. All components of the Electric Vehicle Charging Station shall be wall mounted and completely

concealed from view. The station shall be elevated or designed so that all electrical components are 12 inches above the 100 year flood plain.

(27) Electric Vehicle Charging Stations shall contain a retraction device, coiled cord, or a place to hang cords and connectors above the ground surface. The station shall be elevated or designed so that all electrical components are 12 inches above the 100 year flood plain.

(28) Electric Vehicle Charging Stations shall be limited to Electric Vehicle Charging Level 2 or Level 3 Electric Vehicle Charging Stations only and contain a retraction device, coiled cord, or a place to hang cords and connectors above the ground surface. The station shall include the following: (a) voltage and amperage levels; (b) usage fees, if any; (c) safety information; and (d) contact information to report issues relating to the operation of the equipment. The station shall be elevated or designed so that all electrical components are 12 inches above the 100 year flood plain.

* * *

90-71.2—H30C, H40, MU and H120 districts.

A sign shall be posted at the Electric Vehicle Charging Station stating “Electric Vehicle Charging Station.” Signs shall be no greater than 24 inches wide by 18 inches high. Color and letter size specifications shall meet the Manual on Uniform Traffic Control Devices (MUTCD) requirements for sign designation (Electric Vehicle charging).

* * *

Sec. 90-77. Off-street parking requirements.

(h) Electric Vehicle Charging Capability. All new multifamily or hotel development with 20 or more units shall provide access to 220 volt capability throughout the garage to offer charging opportunities to residents and guests as needed.

* * *

Section 3. Severability. If any section, subsection, clause or provision of this Ordinance is declared invalid or unconstitutional by a court of competent jurisdiction, the remainder shall not be affected by such invalidity.

Section 4. Conflict. All sections or parts of sections of the Town of Surfside Code of Ordinances in conflict herewith are intended to be repealed to the extent of such conflict.

Section 5. Inclusion in the Code of Ordinances. It is the intention of the Town Commission, and it is hereby ordained that the provisions of this Ordinance shall become and made a part of the Town of Surfside Code of Ordinances, that the sections of this Ordinance may be renumbered or re-lettered to accomplish such intentions; and the word "Ordinance" may be changed to "Section" or other appropriate word.

Section 6. Effective Date. This Ordinance shall be effective ten (10) days after adoption on second reading.

PASSED and ADOPTED on first reading this 11th day of February 2014.

PASSED and ADOPTED on second reading this 11th day of March, 2014.



Daniel Dietch, Mayor

ATTEST:



Sandra Novoa, CMC
Town Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:



Linda Miller, Town Attorney

On Final Reading Moved by: Commissioner Kligman

On Final Reading Seconded by: Commissioner Olchyk

Vote:

Mayor Daniel Dietch	yes	<input checked="" type="checkbox"/>	no	_____
Vice Mayor Michael Karukin	yes	<input checked="" type="checkbox"/>	no	_____
Commissioner Graubart	yes	<input checked="" type="checkbox"/>	no	_____
Commissioner Kligman	yes	<input checked="" type="checkbox"/>	no	_____
Commissioner Olchyk	yes	<input checked="" type="checkbox"/>	no	_____

Electric Vehicle Parking

ORDINANCE NO. 2016-3988

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE LAND DEVELOPMENT REGULATIONS OF THE CITY CODE, BY AMENDING CHAPTER 130, "OFF-STREET PARKING," ARTICLE II, "DISTRICTS; REQUIREMENTS," BY CREATING SECTION 130-39, ENTITLED "ELECTRIC VEHICLE PARKING REQUIREMENTS," TO PROVIDE MINIMUM REQUIREMENTS FOR ELECTRIC VEHICLE PARKING SPACES AND CHARGING STATIONS; AMENDING ARTICLE III, "DESIGN STANDARDS," BY CREATING SECTION 130-72, ENTITLED "ELECTRIC VEHICLE PARKING SPACE STANDARDS," TO ESTABLISH DESIGN STANDARDS FOR ELECTRIC VEHICLE PARKING SPACES; AND AMENDING ARTICLE V, "FEE IN LIEU OF PARKING PROGRAM," SECTION 130-132, ENTITLED "FEE CALCULATION," TO ESTABLISH AN ADDITIONAL FEE IN LIEU OF PARKING FOR ELECTRIC VEHICLE PARKING SPACES, AND AMENDING SECTION 130-134, "DEPOSIT OF FUNDS; ACCOUNT," TO PROVIDE THAT FUNDS GENERATED BY THE ADDITIONAL FEE IN LIEU OF PARKING FOR ELECTRIC VEHICLE PARKING SPACES SHALL BE DEPOSITED IN THE CITY'S SUSTAINABILITY AND RESILIENCY FUND; PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the City of Miami Beach ("City") declares that it is in the interest of the public health, safety, and welfare of its residents and visitors to reduce pollutants in the air, on the lands, and in the waters of the City; and

WHEREAS, greenhouse gas ("GHG") emissions from gasoline and diesel powered vehicles trap heat in the atmosphere and contribute to the warming of the Earth; and

WHEREAS, greenhouse gas emissions also contribute to sea level rise, which is a growing and imminent threat to the health, safety, and welfare of residents, visitors, and businesses in Miami Beach; and

WHEREAS, the City has endorsed the pledge in the Compact of Mayors to reduce GHG emissions at the City-level, track progress, and enhance resilience to climate change, in a manner that is consistent with and complimentary to national level climate protection efforts; and

WHEREAS, to meet the requirements of the pledge in the Compact of Mayors, the City shall build and complete a community-wide GHG inventory with a breakdown of emissions for buildings and transport sectors, set a target to reduce its GHG emissions, and conduct a climate change vulnerability assessment; and

WHEREAS, electric vehicles generate reduced greenhouse gas emissions as compared to gasoline and diesel powered vehicles; and

WHEREAS, Chapter 130, entitled "Off-Street Parking," at Article II, "Districts; Requirements," sets forth the minimum requirements for off-street parking spaces; and

WHEREAS, Chapter 130, entitled “Off-Street Parking,” at Article V, “Fee in Lieu of Parking Program,” requires developers, property owners, and/or operators to pay a fee when new developments or uses are not able to provide required off-street parking; and

WHEREAS, the Mayor and City Commission desire to encourage electric vehicle use, in order to reduce greenhouse gas emissions, by requiring off-street parking facilities to provide electric vehicle parking spaces and charging stations; and

WHEREAS, where it is not feasible to provide electric vehicle parking spaces, the Mayor and City Commission desire to require a fee in lieu of electric vehicle parking of \$8,000 per space, in addition to the existing fee in lieu of parking, which is currently set at \$40,000 per space; and

WHEREAS, funds generated from the fee in lieu of electric vehicle parking shall be deposited in the City’s Sustainability and Resiliency Fund, which funds shall be used to provide public improvements that increase the sustainability and resiliency of the City; and

WHEREAS, the amendment set forth below is necessary to accomplish the objectives identified above.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA

SECTION 1. The City of Miami Beach Land Development Regulations, at Chapter 130, “Off-Street Parking,” Article II, “Districts; Requirements,” are hereby amended as follows:

**CHAPTER 130
OFF-STREET PARKING**

* * *

ARTICLE II. – DISTRICTS; REQUIREMENTS

* * *

Sec. 130-39. – Electric vehicle parking.

(a) Definitions.

- (1) Electric vehicle means any motor vehicle registered to operate on public roadways that operates either partially or exclusively on electric energy. Electric vehicles include (1) battery-powered electric vehicles; (2) plug-in hybrid electric vehicles; (3) electric motorcycles; and (4) a fuel cell vehicle.
- (2) Electric vehicle charging level means the standardized indicator of electrical force, or voltage, at which the battery of an electric vehicle is recharged.
 - a. Level 1 transfers 120 volts (1.4–1.9 kW) of electricity to an electric vehicle battery.

- b. Level 2 transfers 240 volts (up to 19.2 kW) of electricity to an electric vehicle battery.
 - c. DC fast charging transfers a high voltage (typically 400-500 volts or 32–100 kW, depending on the electrical current) of direct current to vehicle batteries.
- (3) Electric vehicle parking space means an off-street parking space that is equipped with an electric vehicle charging station.
 - (4) Electric vehicle charging station means battery charging 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 in an electric vehicle.
- (b) Except in single-family residential districts, wherever off-street parking is required pursuant to the land development regulations, a minimum of two percent (2%) of the required off-street parking spaces, with a minimum of one (1) parking space, shall contain electric vehicle parking spaces, in accordance with the following standards:
- (1) In commercial zoning districts, where 20 or more off-street parking spaces are required by the land development regulations, all electric vehicle parking spaces shall be reserved for the exclusive use of electric vehicles.
 - (2) In commercial and residential multifamily zoning districts, electric vehicle parking spaces shall, at a minimum, be equipped with an electric vehicle charging station rated at electric vehicle charging level 2.
 - (3) For residential uses, electric vehicle charging stations shall be limited to the use of building residents and their invited guests.
- (c) Any residential multifamily or hotel development with 20 or more units shall install and provide access to electrical power supply rated at 240 volts or greater, in all off-street parking facilities, to allow for the installation of additional electric vehicle parking spaces in the future for the exclusive use of residents, guests, invitees, and employees.

SECTION 2. The City of Miami Beach Land Development Regulations, at Chapter 130, "Off-Street Parking," Article III, entitled "Design Standards," are hereby amended as follows:

ARTICLE III. - DESIGN STANDARDS

* * *

Sec. 130-72. - Electric vehicle parking space standards.

Electric vehicle parking spaces and charging stations required pursuant to section 130-39 shall meet the following design standards, in addition to all other design standards set forth in this article:

- (1) Electric vehicle parking spaces shall be painted green, or shall be marked by green painted lines or curbs.
- (2) Each electric vehicle parking space shall be marked by a sign designating the parking space as an electric vehicle parking space, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) of the Federal Highway Administration.
- (3) Each electric vehicle charging station shall be equipped with a sign that includes the following information: (i) voltage and amperage levels, (ii) any applicable usage fees, (iii) safety information, and (iv) contact information for the owner of the charging station, to allow a consumer to report issues relating to the charging station.
- (4) Electric vehicle charging stations shall contain a retraction device, coiled cord, or a fixture to hang cords and connectors above the ground surface.
- (5) Electric vehicle charging stations shall be screened from view from the right of way, with the exception of alleys.
- (6) Electric vehicle charging stations shall be maintained in good condition, appearance, and repair.

SECTION 3. The City of Miami Beach Land Development Regulations, at Chapter 130, "Off-Street Parking," Article V, "Fee in Lieu of Parking Program," are hereby amended as follows:

ARTICLE V. - FEE IN LIEU OF PARKING PROGRAM

* * *

Sec. 130-132. - Fee calculation.

- (a) New construction. The fee in lieu of providing parking for new construction shall be satisfied by a one-time payment at the time of issuance of a building permit of \$40,000.00 per parking space. In addition to the fee in lieu of parking, a fee in lieu of electric vehicle parking of \$8,000 shall apply to each required electric vehicle parking space not provided. The amount of such fee may be changed in accordance with subsection (d) of this section.

* * *

- (b) *Annual evaluation.* The amount determined to be the city's total average cost for land acquisition and construction of one parking space, and the purchase and installation of an electric vehicle parking station, shall be evaluated yearly each May by the planning director based upon the Consumer Price Index (CPI). If determined appropriate, the city commission may amend the fee structure in this section by resolution.

* * *

Sec. 130-134. - Deposit of funds; account.

(a) Funds generated by the fee-in-lieu program pursuant to subsections 130-132(a) and (b) above, collected prior to March 20, 2010, shall be deposited in a city account (divided into three districts, for north, middle and south) specifically established to provide parking and related improvements in the vicinity (within the north, middle or south district, as applicable) of the subject property. Funds generated by the fee in lieu of electric vehicle parking shall be deposited into the Sustainability and Resiliency Fund established in chapter 133 of the land development regulations. Expenditures from these funds shall require city commission approval.

SECTION 4. CODIFICATION.

It is the intention of the Mayor and City Commission of the City of Miami Beach, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article", or other appropriate word.

SECTION 5. REPEALER.

All ordinances or part of ordinances in conflict herewith are hereby repealed.

SECTION 6. SEVERABILITY.

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

SECTION 7. EFFECTIVE DATE.

This Ordinance shall take effect on April 1, 2016 following adoption.

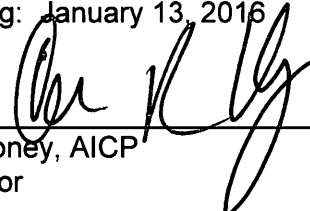
PASSED and ADOPTED this 13 day of January, 2016.

ATTEST:



Rafael E. Granado, City Clerk

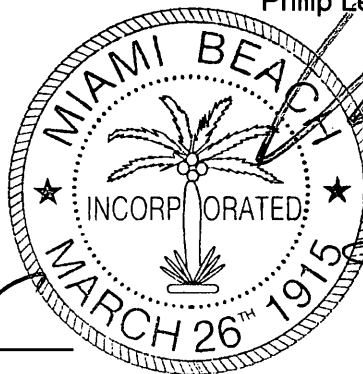
First Reading: December 9, 2015
Second Reading: January 13, 2016



Thomas R. Mooney, AICP
Planning Director



Philip Levine, Mayor



**APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION**



City Attorney

12/29/15

Date

Underscore denotes new language
Strikethrough denotes deleted language

(Sponsored by Commissioner Micky Steinberg)

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COMMISSION ITEM SUMMARY

Condensed Title:

An Ordinance amending Chapter 130 of the Land Development Regulations of the City Code to provide minimum standards and requirements for electric vehicle charging stations.

Key Intended Outcome Supported:

Increase satisfaction with neighborhood character. Increase satisfaction with development and growth management across the City.

Supporting Data (Surveys, Environmental Scan, etc 48% of residential respondents and 55% of businesses rate the effort put forth by the City to regulate development is "about the right amount."

Item Summary/Recommendation:

SECOND READING – PUBLIC HEARING
 The subject Ordinance would add standards, procedures and requirements for electric vehicle charging stations.

On July 29, 2015, the Land Use and Development Committee recommended in favor of the ordinance and that the City Commission refer the attached Ordinance Amendment to the Planning Board. On September 2, 2015, the City Commission referred the item to the Planning Board (Item C4D).


On December 9, 2015, the City Commission: 1) accepted the recommendation of the Land Use and Development Committee via separate motion; 2) approved the attached Ordinance at First Reading; and 3) scheduled a Second Reading Public Hearing for January 13, 2016.

The Administration recommends that the City Commission adopt the attached Ordinance.

Advisory Board Recommendation:

On November 24, 2015, the Planning Board reviewed the proposed Ordinance and transmitted it to the City Commission with a favorable recommendation (Vote of 6-0).

Financial Information:

Source of Funds:		Amount	Account
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	2		
	3		
	Total		

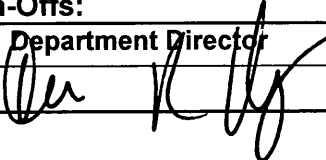
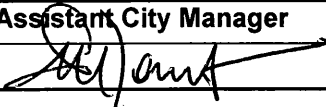

Financial Impact Summary:

In accordance with Charter section 5.02, which requires that the "City of Miami Beach shall consider the long-term economic impact (at least 5 years) of proposed legislative actions," this shall confirm that the City Administration evaluated the long-term economic impact (at least 5 years) of this proposed legislative action, and determined that there will be no measurable impact on the City's budget.

City Clerk's Office Legislative Tracking:

Thomas Mooney

Sign-Offs:

Department Director	Assistant City Manager	City Manager
		

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MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

COMMISSION MEMORANDUM

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: January 13, 2016

SUBJECT: Ordinance Amendment – Electric Vehicle Parking

SECOND READING – PUBLIC HEARING

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE LAND DEVELOPMENT REGULATIONS OF THE CITY CODE, BY AMENDING CHAPTER 130, "OFF-STREET PARKING," ARTICLE II, "DISTRICTS; REQUIREMENTS," BY CREATING SECTION 130-39, ENTITLED "ELECTRIC VEHICLE PARKING REQUIREMENTS," TO PROVIDE MINIMUM REQUIREMENTS FOR ELECTRIC VEHICLE PARKING SPACES AND CHARGING STATIONS; AMENDING ARTICLE III, "DESIGN STANDARDS," BY CREATING SECTION 130-72, ENTITLED "ELECTRIC VEHICLE PARKING SPACE STANDARDS," TO ESTABLISH DESIGN STANDARDS FOR ELECTRIC VEHICLE PARKING SPACES; AND AMENDING ARTICLE V, "FEE IN LIEU OF PARKING PROGRAM," SECTION 130-132, ENTITLED "FEE CALCULATION," TO ESTABLISH AN ADDITIONAL FEE IN LIEU OF PARKING FOR ELECTRIC VEHICLE PARKING SPACES, AND SECTION 130-134, ENTITLED "DEPOSIT OF FUNDS; ACCOUNT," TO PROVIDE THAT FUNDS GENERATED BY THE ADDITIONAL FEE IN LIEU OF PARKING FOR ELECTRIC VEHICLE PARKING SPACES SHALL BE DEPOSITED IN THE CITY'S SUSTAINABILITY AND RESILIENCY FUND; PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY AND AN EFFECTIVE DATE.

ADMINISTRATION RECOMMENDATION

The Administration recommends that the City Commission adopt the attached Ordinance.

BACKGROUND

On January 14, 2015, at the request of Commissioner Micky Steinberg, the City Commission referred the item for discussion to the Land Use and Development Committee (Item C4I). On March 3, 2015 the Land Use and Development Committee recommended that the City Commission refer an Ordinance to the Planning Board to amend the City Code to establish electric vehicle parking requirements for new development.

On July 8, 2015, while discussing an item to approve a Request for Proposals extending the City's Electric Vehicle Charging Station Network (Item C2B), at the request of Commissioner Micky Steinberg, the City Commission referred the attached Ordinance to the Sustainability and Resiliency Committee and the Land Use and Development Committee.

On July 22, 2015, the Sustainability and Resiliency Committee discussed the item. On July 29, 2015, the Land Use and Development Committee discussed the item and recommended that the City Commission refer the attached Ordinance Amendment to the Planning Board, with a modification to establish a minimum applicability requirement.

On September 2, 2015, the City Commission referred the item to the Planning Board (Item C4D).

ANALYSIS

The availability of strategically placed charging stations throughout the City promotes the use of electric vehicles by making them convenient and readily available. Benefits to the City from increased electric vehicle (EV) use include improved air quality, quieter and more livable streets, and decreased dependency on fossil fuels. However, one of the inherent challenges for this technology to gain mainstream acceptance is analogous to the "chicken or the egg" conundrum. If EV charging stations are not readily available, the driving public is hesitant to invest in an EV due to "range anxiety" resulting in trips that are in close proximity to only known EV charging stations points. The expansion of EV charging stations is necessary in order to establish a network of stations that will allow this technology to flourish.

The City Commission asked staff to provide research for the discussion regarding EV stations in future development projects for residential and commercial properties. The analysis below describes programs that include incentivizing existing commercial and residential properties to add EV stations, and requiring new developments to provide EV stations.

Electric Vehicle Program

New Developments

Per the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) rating system, projects are eligible to earn a LEED credit for incorporating EV charging stations into their design. This credit is awarded when projects install EV supply equipment in 2% of all parking spaces used by the project. These parking spots would be clearly identified and reserved for the sole use of plug-in electric vehicles. It is suggested that the City use the LEED credit requisites as a baseline for requiring new development to provide EV parking spaces. To implement this requirement, the City must amend the off-street parking section of the Land Development Regulations to include these provisions.

The proposed Ordinance requires new non-single family development to provide 2% of the required parking, with a minimum of one space for EV parking. However, since small business and residential buildings may have difficulties in providing sufficient parking for customers and residents, the proposed Ordinance only requires that those spaces be set aside in commercial districts for the exclusive use of electric vehicles when 20 or more parking spaces are required pursuant to the Land Development Regulations.

When a development is not providing parking as a result of participation in the "fee in lieu of providing required parking program", an additional \$8,000 will be charged for those spaces that were required to provide EV charging stations. This fee is based on the average cost of an EV

charging station. The revenue is proposed to be deposited into the “Sustainability and Resiliency Fund” that is being established in a separate Ordinance amendment.

In 2014, the Town of Surfside passed an ordinance that requires all new multifamily or hotel development with 20 or more units shall provide access to 240 volt capability throughout the garage to offer charging opportunities to residents and guests. Their ordinance does not require the installation of stations only the installation of the required electrical infrastructure throughout the entire garage, which will allow properties to connect EV charging in the future. The proposed ordinance includes similar requirements. This will allow for electric vehicle charging stations to be installed throughout the parking area as the demand increases.

The Commission awarded an RFP on October 14, 2015 to place EV charging stations in City lots and garages. Currently the City is on a month to month contract with the same service provider (only one proposal was submitted).

Existing Commercial and Residential Properties

There are a number of existing properties in Miami Beach that provide EV stations for their customers such as the Fontainebleau Hotel, Miami Beach Marina, and Whole Foods Market. These properties benefit from attracting individuals with EVs and generating a small amount of revenue associated with EV station use. The City could further incentivize existing commercial and residential properties to add EV parking by reducing their off-street parking requirements. To move forward, the City must amend the off-street parking section of the Land Development Regulations to reflect this change. Should the City Commission wish to consider such incentives, a separate referral would be required.

PLANNING BOARD REVIEW

On November 24, 2015, the Planning Board transmitted the proposed ordinance amendment to the City Commission with a favorable recommendation.

FISCAL IMPACT

In accordance with Charter Section 5.02, which requires that the “City of Miami Beach shall consider the long term economic impact (at least 5 years) of proposed legislative actions,” this shall confirm that the City Administration City Administration evaluated the long term economic impact (at least 5 years) of this proposed legislative action. The proposed Ordinance is not expected to have a negative fiscal impact upon the City.

UPDATE

On December 9, 2015, the City Commission approved the subject ordinance at First Reading. In order to further incentive providing electric vehicle spaces, the City Commission modified the ordinance by increasing the fee in lieu of electric vehicle parking from \$2,000 to \$8,000 for each parking space not provided. This modification has been included in the revised text of the attached ordinance.

CONCLUSION

The Administration recommends that the City Commission adopt the attached Ordinance.

JLM/SMT/TRM/ESW/FCT/RAM

MIAMI BEACH

CITY OF MIAMI BEACH NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY given that the following public hearing will be held by the Mayor and City Commissioners of the City of Miami Beach, Florida, in the Commission Chambers, Third Floor, City Hall, 1700 Convention Center Drive, Miami Beach, Florida, on **January 13, 2016**, at the times listed, or as soon thereafter as the matter can be heard:

10:00 a.m.

An Ordinance Amending The City Code, By Amending Chapter 82, "Public Property," Article VII, "Art In Public Places," Division 4, "Procedures," At Section 82-612, "Selection Of Artists And Works Of Art," In Order To Amend The Procedures For Selecting Artists; Providing For Codification; Repealer; Severability, And An Effective Date. *Inquiries may be directed to the Tourism, Culture & Economic Development Department at 305.673.7577.*

10:05 a.m.

An Ordinance Amending The Land Development Regulations Of The City Code, By Amending Chapter 118, "Administration And Review Procedures," Article VI, "Design Review Procedures," At Section 118-253, By Including Application Requirements For Design Review Board Applications, To Include Threshold Requirements For The Submission Of Traffic Studies, And By Amending Chapter 118, "Administration And Review Procedures," Article X, "Historic Preservation," Division 3, "Issuance Of Certificate Of Appropriateness To Dig/Certificate Of Appropriateness For Demolition," At Section 118-562, By Including Threshold Requirements For The Submission Of Traffic Studies For Historic Preservation Board Applications; Providing For Codification; Repealer; Severability; And An Effective Date. *Inquiries may be directed to the Planning Department at 305.673.7550.*

10:10 a.m.

An Ordinance Amending The Land Development Regulations Of The Code Of The City Of Miami Beach, Florida, By Amending Chapter 142, "Zoning Districts And Regulations," Division 2, "RS-1, RS-2, RS-3, RS-4 Single-Family Residential Districts," At Sections 142-105, 142-106, And 142-108, By Modifying, Simplifying, And Clarifying How Lot Coverage, Unit Size, Roof Deck, Height, Setback, And Courtyard Requirements Are Applied In The Single Family Residential Districts; Eliminating Certain Design Review Waivers For Second Floor Volume And Side Elevation Requirements; Providing Codification; Repealer; Severability; And An Effective Date. *Inquiries may be directed to the Planning Department at 305.673.7550.*

10:15 a.m.

An Ordinance Amending The Land Development Regulations Of The City Code, By Amending Chapter 130, "Off-Street Parking," Article II, "Districts; Requirements," By Creating Section 130-39, Entitled "Electric Vehicle Parking Requirements;" To Provide Minimum Requirements For Electric Vehicle Parking Spaces And Charging Stations; Amending Article III, "Design Standards," By Creating Section 130-72, Entitled "Electric Vehicle Parking Space Standards;" To Establish Design Standards For Electric Vehicle Parking Spaces; And Amending Article V, "Fee In Lieu Of Parking Program," Section 130-132, Entitled "Fee Calculation," To Establish An Additional Fee In Lieu Of Parking For Electric Vehicle Parking Spaces, And Section 130-134, Entitled "Deposit Of Funds; Account;" To Provide That Funds Generated By The Additional Fee In Lieu Of Parking For Electric Vehicle Parking Spaces Shall Be Deposited In The City's Sustainability And Resiliency Fund; Providing For Codification, Repealer, Severability And An Effective Date. *Inquiries may be directed to the Planning Department at 305.673.7550.*

10:20 a.m.

An Ordinance Granting To Peoples Gas System, A Division Of Tampa Electric Company, Its Successors And Assigns, A Non-Exclusive Natural Gas Franchise Agreement To Use The Public Rights-Of-Way Of The City Of Miami Beach, Florida, And Prescribing The Provisions And Conditions Under Which Said Franchise Shall Be Exercised; Providing For Monthly Payments To The City; Providing An Effective Date; And Repealing Prior Ordinance. *Inquiries may be directed to the Public Works Department at 305.673.7080.*

10:25 a.m.

An Ordinance Amending Chapter 2 Of The Code Of The City Of Miami Beach, Entitled "Administration;" By Amending Article VI, Entitled "Procurement;" By Amending Division 3, Entitled "Contract Procedures;" By Amending Section 2-375, To Be Entitled "Non-Discrimination;" Contract Requirements; Waiver;" To Provide That The City Shall Not Procure Goods Or Services From, Or Otherwise Contract With, A Business Which Engages In The Boycott Of A Nation Or Country, Or A Business Which Blacklists Or Otherwise Refuses To Deal With A Person Or Entity Based On Race, Color, National Origin, Religion, Sex, Intersexuality, Gender Identity, Sexual Orientation, Marital Or Familial Status, Age, Or Disability, And Providing Definitions, Requirements For City Contracts, And Waiver Provisions; Providing For Repealer, Codification, Severability, And An Effective Date. *Inquiries may be directed to the Office of the City Attorney at 305.673.7470.*

INTERESTED PARTIES are invited to appear at this meeting, or to express their views in writing addressed to the City Commission, c/o the City Clerk, 1700 Convention Center Drive, 1st Floor, City Hall, Miami Beach, Florida 33139. A copy of this item is available for public inspection during normal business hours in the Office of the City Clerk, 1700 Convention Center Drive, 1st Floor, City Hall, Miami Beach, Florida 33139. This meeting, or any item herein, may be continued, and under such circumstances, additional legal notice need not be provided.

Pursuant to Section 286.0105, Fla. Stat., the City hereby advises the public that if a person decides to appeal any decision made by the City Commission with respect to any matter considered at its meeting or its hearing, such person must ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the City for the introduction or admission of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

To request this material in alternate format, sign language interpreter (five-day notice required), information on access for persons with disabilities, and/or any accommodation to view any document or participate in any City-sponsored proceedings, call 305.604.2489 and select 1 for English or 2 for Spanish, then option 6; TTY users may call via 711 (Florida Relay Service).

Rafael E. Granado, City Clerk
City of Miami Beach



Electric Vehicle Charging

ZONING CODE TEXT
AMENDMENT

PLANNING AND ZONING BOARD
NOVEMBER 8, 2017

ELECTRIC VEHICLE CHARGING

Proposed Zoning Code Text Amendments:

- Require a percentage of off-street parking to be equipped with charging stations
- Require all large, new multi-family, mixed-use, and hotels to be equipped with 240 volt capability throughout garage
- Provide general standards and definitions

ARTICLE 5 – DEVELOPMENT STANDARDS:

Division 14. Parking, Loading, and Driveway Requirements

Section 5-1409. Amount of required parking.

E. Electric Vehicle Charging. Electric vehicle charging stations are required for all new construction except single-family residences, duplexes, and townhouses.

1. Residential and non-residential parking. When twenty (20) or more off-street parking spaces are required, a minimum of two percent (2%) of the required off-street parking, with a minimum of one (1) space, shall be reserved for electric vehicle parking and provide an electric vehicle charging station, subject to the following:

- a. The electric vehicle charging station shall have a minimum charging level of AC Level 2.
- b. All components of the electric vehicle charging station shall be located entirely within the confines of the building and not visible from outside any portion of the structure.
- c. All components shall be located above the minimum flood elevation.
- d. The charging station shall contain a retraction device, coiled cord, or a place to hang cords and connectors above the ground surface.
- e. Signage shall be posted at the charging station stating "Charging Station." Signs shall have no greater length than eighteen (18) inches.
- f. All new multi-family, mixed-use, or hotel development with twenty (20) or more units shall also provide access to 240 volt capability throughout the garage to offer charging opportunities to residents and guests.
- g. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.

ARTICLE 8 – DEFINITIONS:

Electric Vehicle Charging Level is the standardized indicators of electrical force, or voltage, at which an electric vehicles' battery is recharged which include the following specifications:

- (1) Level 1 requires a 15 or 20 amp breaker on a 120-volt AC circuit and standard outlet;
- (2) Level 2 requires 40 to 100-amp break on a 240-volt AC circuit; or
- (3) Level 3 requires a 60-amp or higher dedicated breaker on a 480-volt and higher three-phase circuit with special grounding equipment. A Level 3 charging shall use an off-board charger to provide the AC to DC conversion, delivering DC directly to the car battery.

Electric Vehicle Charging Station is a parking space that is served by electric vehicle 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 source device in an electric vehicle.

STAFF RECOMMENDATION:

BASED UPON THE COMPLETE FINDINGS OF FACT, STAFF RECOMMENDS APPROVAL OF THE ZONING CODE TEXT AMENDMENT.



*Electric Vehicle
Charging*

ZONING CODE TEXT
AMENDMENT

PLANNING AND ZONING BOARD
NOVEMBER 8, 2017

MIAMI DAILY BUSINESS REVIEW

Published Daily except Saturday, Sunday and
Legal Holidays
Miami, Miami-Dade County, Florida

STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared MARIA MESA, who on oath says that he or she is the LEGAL CLERK, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, a daily (except Saturday, Sunday and Legal Holidays) newspaper, published at Miami in Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NOTICE OF PUBLIC HEARING
CITY OF CORAL GABLES - LOCAL PLANNING AGENCY /
PLANNING AND ZONING BOARD - NOV 8, 2017

in the XXXX Court,
was published in said newspaper in the issues of

10/30/2017

Affiant further says that the said Miami Daily Business Review is a newspaper published at Miami, in said Miami-Dade County, Florida and that the said newspaper has heretofore been continuously published in said Miami-Dade County, Florida each day (except Saturday, Sunday and Legal Holidays) and has been entered as second class mail matter at the post office in Miami in said Miami-Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this
30 day of OCTOBER, A.D 2017

Diana Herrera

(SEAL)
MARIA MESA personally known to me



**CITY OF CORAL GABLES, FLORIDA
NOTICE OF PUBLIC HEARING**

City Public Hearing Local Planning Agency / Planning and Zoning Board
Dates/Times Wednesday, November 8, 2017, 6:00 - 9:00 p.m.
Location City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Local Planning Agency (LPA)/ Planning and Zoning Board (PZB) will conduct Public Hearings on the following:

1. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 4, "Zoning Districts," adding Section 4-207, "Giralda Plaza Overlay" to modify and supplement the existing Commercial District standards and criteria to allow appropriate infill and redevelopment that enhances the character of Restaurant Row; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.
2. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 4, "Zoning Districts," Section 4-201, "Mixed Use District (MXD);" Article 5, "Development Standards," Section 5-604, "Coral Gables Mediterranean Style Design Standards," and Section 5-1105, "Landscape Requirements;" and Article 8, "Definitions;" to clarify what constitutes open space; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.
3. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 5, "Development Standards," Section 5-1409, "Amount of Required Parking," to establish provisions for charging stations of electric vehicles; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.
4. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 4, "Development Standards," Section 4-201, "Mixed Use District (MXD);" Article 5, "Development Standards," Section 5-604, "Coral Gables Mediterranean Style Design Standards," and "Parking, Loading, and Driveway Standards," Section 5-1409, "Amount of Required Parking" to increase the requirements for bicycle parking; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.

5. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review", Division 15, "Comprehensive Plan Text and Map Amendments", and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Residential Single-Family Low Density" to "Conservation Areas" for the property legally described as all of Track 3, Avocado Land Company Subdivision, Coral Gables, Florida; and, providing for severability, repealer and an effective date.
6. An Ordinance of the City Commission of Coral Gables, Florida requesting a change of zoning pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", from Single-Family Residential District (SFR) to Preservation (P) for the property legally described as all of Track 3, Avocado Land Company Subdivision, Coral Gables, Florida; and providing for severability, repealer and an effective date.

All interested parties are invited to attend and participate. Upon recommendation by the Board, the applications will be scheduled for City Commission consideration. Please visit the City webpage at www.coralgables.com to view information concerning the applications. The complete applications are on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments can be directed to the Planning and Zoning Division at planning@coralgables.com (FAX: 305.460.5327) or 305.460.5211.

Ramon Trias
Director of Planning and Zoning
Planning & Zoning Division
City of Coral Gables, Florida

Any person, who acts as a lobbyist pursuant to the City of Coral Gables Ordinance No. 2006-11, as amended, must register with the City Clerk prior to engaging in lobbying activities before City Staff, Boards, Committees or City Commission. A copy of the Ordinance is available in the Office of the City Clerk, City Hall. If a person decides to appeal any decision made by a Board, Committee or City Commission with respect to any matter considered at a meeting or hearing, that person will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (F.S. 286.0105). Any meeting may be opened and continued and, under certain circumstances, additional legal notice will not be provided. Any person requiring special accommodations in order to attend or participate in the meeting should contact the City's ADA Coordinator, Raquel Elejabarieta (Email: relejabarieta@coralgables.com), Telephone: 305-722-8686, TTY/TDD: 305-442-1600, at least three (3) working days prior to the meeting. All meetings are telecast live on Coral Gables TV Channel 77.

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