



# *Electric Vehicle Charging*

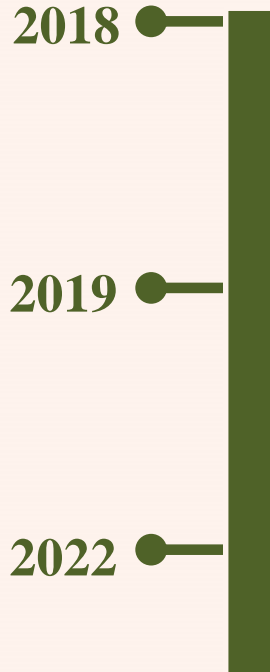
## ZONING CODE TEXT AMENDMENT

CITY COMMISSION  
JUNE 28, 2022



# ELECTRIC VEHICLE REQUIREMENTS ZONING CODE

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- A vertical timeline graphic with a dark green bar on the left. Three horizontal lines extend from the bar to the right, each corresponding to a year and an ordinance. The years are 2018, 2019, and 2022. Each year is preceded by a solid black circle. The ordinance descriptions are to the right of each line.
- 2018** ● — **Ord. No. 2018-01** – Establish electric vehicle charging requirements of 2% of required off-street parking 20 or more
  - 2019** ● — **Ord. No. 2019-19** – Clarify EV-ready requirements to be 3% and EV-capable to be 15% of required off-street parking 20 or more
  - 2022** ● — **Ord. No. 2022-XX** – Increase requirements for EV charging, EV-Ready parking, increase EV-capable, and lower threshold to 10 or more

# CURRENT EV NETWORK

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## City EV Infrastructure

- Current “EV Installed”: 26 charging stations and 41 charging points (includes EVGo at City Hall)
- Future (Garages and Surface Parking Lots): 26 stations and 52 charging points

### **Mobility Hub:**

- 2nd floor- EV Installed: 45 stations: 74 charging points
- 3rd floor- EV Capable: 48 stations: 79 charging points

**Total: 145 charging stations: 246 charging points**

**Current Statistics- ChargePoint-City Stations (30 ports)**

**24 of 30 stations considered heavy to moderate usage  
(remaining 6 newer stations-Lot 20)**

# CORAL GABLES CURRENT REQUIREMENTS



## New Developments: 20 or more off-street spaces:

- 2%: “EV Installed “: Parking with charging stations.
- 3%: “EV Ready”: Infrastructure installed except EV Station.
- 15%: “EV Capable”: Conduit run with capacity in electrical panels.

**EV-Ready** - *Refers to a parking space that includes the following components: listed raceway (conduit), sufficient electrical panel service capacity, overcurrent protection devices, wire, and suitable termination points such as a junction box with a service loop or directly landed within an EVSE (i.e. Full Circuit).*

**EV Capable** - *Refers to parking spaces that have listed raceway (conduit) and electrical capacity (breaker space) allocated in a local subpanel to accommodate future EVSE installations.*

# PROPOSED CHANGES TO EV REQUIREMENTS



1. Lower threshold for requirements from 20 off-street parking spaces to 10 spaces
2. Increase reserved EV charging stations from 2% of required parking spaces to 5%
3. Increase EV infrastructure readiness from 3% of required parking spaces to 15%
4. Increase EV capable from 15% of required parking spaces to 20%
5. Require remaining 60% of parking to be sleeved

# EV REQUIREMENTS COMPARISON



MUNICIPALITY	EV CHARGING	EV-READY	EV-CAPABLE
<b>CURRENT CORAL GABLES</b>	2%	3%	15%
<b>PROPOSED CORAL GABLES</b>	5%	15%	20% (REMAINING 60% SLEEVE)
<b>MIAMI-DADE</b>	-	BEFORE 2022: 10% AFTER 2022: 20% *	-
<b>MIAMI</b>	-	-	20%
<b>MIAMI BEACH</b>	2%	-	-
<b>ORLANDO</b>	2%	-	10% NON-RESIDENTIAL 20% RESIDENTIAL

\* MDC Definition: *EVSE-Ready Space shall mean a parking space with full circuitry installed in accordance with the Florida Building Code and ready for the charger to be connected.*

# EV COSTS AND POTENTIAL SAVINGS



\*Source: City of Orlando

SOURCE: DENVER	EV CHARGING	EV-READY	EV-CAPABLE
NEW CONSTRUCTION		\$1,300 PER SPACE	\$300 PER SPACE
RETROFIT		\$6,300 PER SPACE	\$2,500 PER SPACE
SAVINGS	SAVINGS OF \$2,040 - \$4,635	SAVINGS OF \$5,000 PER SPACE	SAVINGS OF \$2,200 PER SPACE

# REVIEW TIMELINE

<b>1</b>	<b>PLANNING AND ZONING BOARD: 05.11.22</b>
<b>2</b>	<b>CITY COMMISSION – 1<sup>ST</sup> READING: 06.28.22</b>
<b>3</b>	<b>CITY COMMISSION – 2<sup>ND</sup> READING: TBD</b>





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