



**Bill number:** 241064

**Introduced by:** Ahmad

**Cosponsor(s):** Phillips, Squilla

**Assigned committee:** Rules

**Date introduced:** 11/14/2024

## Fiscal Note

### Overview

This bill would address zoning and planning provisions related to electric vehicle (EV) parking and electrical supply requirements. The City does not anticipate a fiscal impact resulting from the enactment of this legislation.

### Legislative Summary

This bill would create EV parking space requirements and set signage standards for EV supply equipment. These requirements would impact any development with 10 or more parking spaces. Developers may choose any of the three options below to comply with the bill:


	Minimum Number of EV Parking Spaces, Ready <sup>1</sup>	Minimum Number of EV Parking Spaces, Installed <sup>2</sup>
Option A	40% of the total parking spaces provided	10% of the total parking spaces provided
Option B	N/A	20% of the total parking spaces provided
Option C	N/A	5% of the total parking spaces provided. Must be Level 3/Direct Current Fast Charging (DCFC) EV Chargers. 75% of the provided EV installed spaces must be available for public use.


<sup>1</sup> **Ready:** A designated parking space which is provided with a dedicated branch circuit that is not less than 40-ampere and 208/240-volt assigned for EV supply equipment terminating in a receptacle or junction box located in close proximity to the proposed location of the EV parking space.

<sup>2</sup> **Installed:** A designated parking space which is provided with at least an installed EV Supply Equipment operating on a 40-to-50-ampere breaker on a single-phase 208/240-volt AC circuit and including a SAE J1772 EV plug, regardless of whether motor vehicles in the space may be parked or kept for a charge, fee, or other consideration.

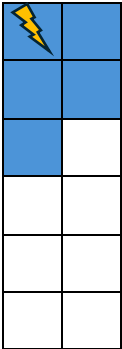
**Option A: 40% EV Ready, 10% EV Installed**

Below displays example visualizations of Option A with different sized lots.

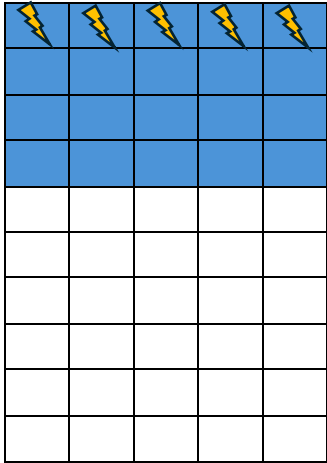
 = EV Ready (Level 2+)

 = EV Ready and Installed (Level 2+)

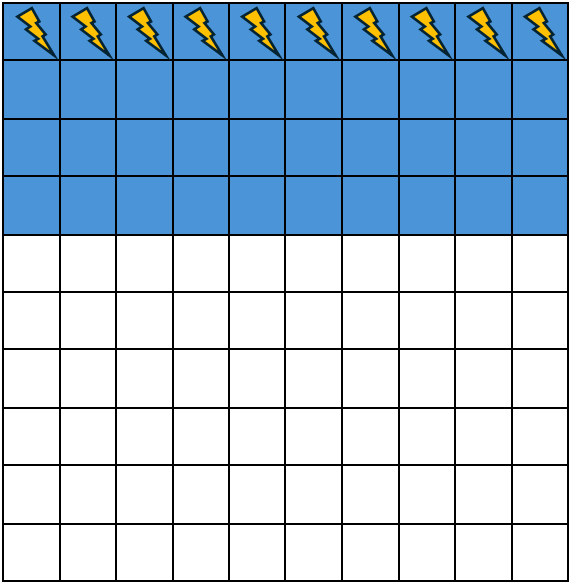
12 Space Lot



50 Space Lot





100 Space Lot



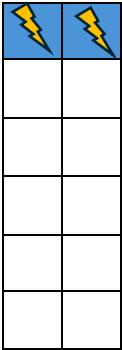
**Option B: 20% EV Installed**

Below displays example visualizations of Option B with different sized lots.

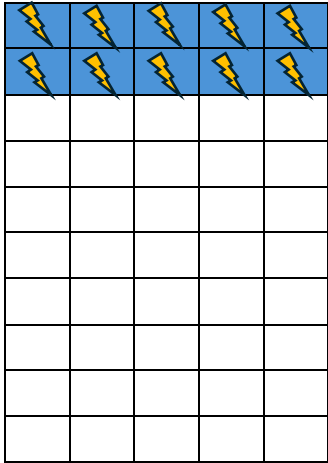
 = EV Ready (Level 2+)

 = EV Ready and Installed (Level 2+)

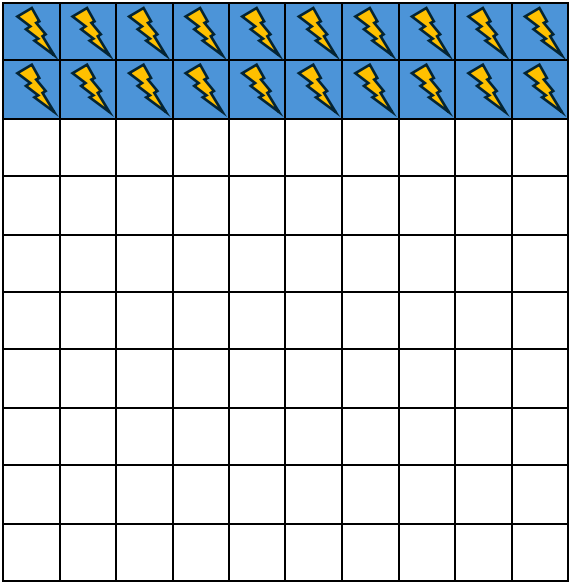
12 Space Lot



50 Space Lot





100 Space Lot

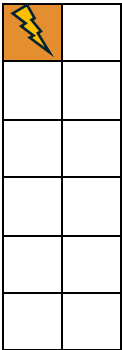


**Option C: 5% EV Installed Level 3, 75% Publicly Accessible**

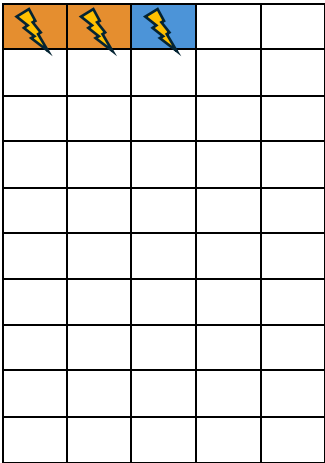
Below displays example visualizations of Option C with different sized lots.

-  = EV Ready and Installed (Level 3)
-  = EV Ready, Installed, & Open to Public Use (Level 3)

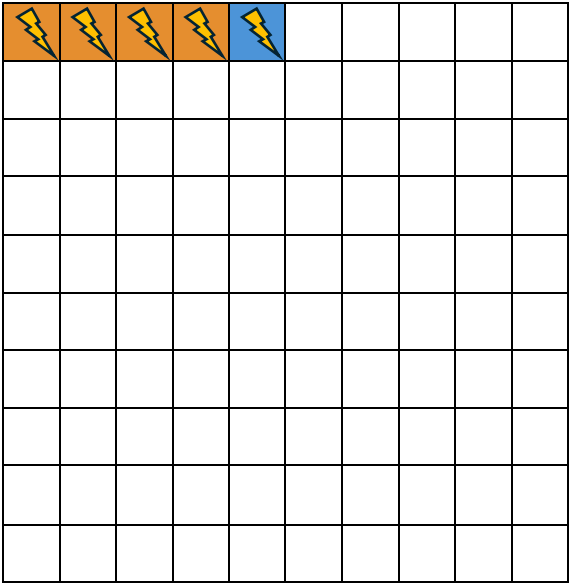
**12 Space Lot**



**50 Space Lot**



**100 Space Lot**



**Proposed Effective Date**

This legislation would take effect six months after being adopted into law.

**Fiscal Impact Analysis**

The City does not anticipate a fiscal impact resulting from the enactment of this legislation. If this legislation is enacted, the Department of Licenses and Inspections would ensure that this zoning change is incorporated into their routine permit review and approval process. This legislation would not require the Department to modify their online license and certificate system, eCLIPSE.

**Legislative History**

This bill builds upon and amends previous legislation, bill no. 150814, signed into law by the Mayor on December 23, 2015. This legislation established similar EV parking and supply equipment requirements. However, the previous legislation only impacted residential use development with 20 or more parking spaces and had less EV parking standards.

**Prepared by:** Policy and Fiscal Analyst Unit, Mayor’s Office of Legislative Affairs

**Date:** 09/29/2025

This document is a summary of proposed legislation as introduced and is prepared by the Mayor's Office of Legislative Affairs for general information only. It does not represent the official legal position of the City. Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.