

Council Bill/General Ordinance No. 3012-2023

Sponsor: \_\_\_\_\_

AN ORDINANCE

AMENDING Chapter 35, “ZONING AND LAND DEVELOPMENT,” of the Moline Code of Ordinances regarding electric vehicle supply equipment, including amendments to ARTICLE 1, DIVISION 2, Section 35-1203, “DEFINITIONS;” ARTICLE 3, DIVISION 4, Section 35-3401, “REGULATION OF ALLOWED USES;” Table 35-3401.1, “Permitted Land Uses;” Section 35-3408, “PRINCIPAL COMMERCIAL LAND USES;” Section 35-3411, “ACCESSORY RESIDENTIAL LAND USES;” Section 35-3414, “ACCESSORY COMMERCIAL USES;” and ARTICLE 5, DIVISION 1, Section 35-5100, “OFF-STREET PARKING AND TRAFFIC CIRCULATION STANDARDS.”

\_\_\_\_\_  
WHEREAS, the City of Moline (“*City*”) is a home rule municipal corporation organized and operating in accordance with the Constitution and laws of the State of Illinois; and

WHEREAS, pursuant to its home rule power, the City may exercise any power and perform any function relating to its government and affairs; and

WHEREAS, the City continuously analyzes its Zoning and Land Development Code (“*Zoning Code*”) in order to ensure that it is responsive to contemporaneous development trends and affords clarity to existing and prospective property owners and occupants as well as its staff tasked with administering and enforcing its provisions; and

WHEREAS, the City has determined that amendments to the Zoning Code are necessary and desirable to prepare for the expected future demand for electric vehicle charging by:

- a) requiring limited installation of basic electric vehicle supply equipment infrastructure in large multi-family residential and non-residential off-street parking areas; and
- b) allowing electric vehicle charging stations as permitted or accessory uses in designated zoning districts; and

WHEREAS, amendments to the text of the Zoning Code are adopted by the City Council periodically to ensure that the zoning regulations are up-to-date and adequately responsive to community needs, land use trends, and growth patterns within the City; and

WHEREAS, notice of a public hearing on the City’s petition for text amendments to the City of Moline Zoning and Land Development Code, as amended, was published in The Dispatch/Rock Island Argus on February 5, 2023; and

WHEREAS, a public hearing was convened by the Plan Commission on February 22, 2023, on which date the Plan Commission closed the public hearing and, pursuant to the findings of fact attached as *Exhibit A* and, by this reference, made a part of this Ordinance, recommended approval of the proposed text amendment.

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and City Council of the City of Moline, Rock Island County, Illinois as follows:

**Section 1** – The foregoing recitals are hereby incorporated into this Ordinance as though fully set forth in this Section 1.

**Section 2** – Chapter 35, “ZONING AND LAND DEVELOPMENT,” ARTICLE 1, DIVISION 2, Section 35-1203, “DEFINITIONS” of the Moline Code of Ordinances, is hereby amended pursuant to Section 35-2203 of the Moline Code of Ordinances to add the following definitions in the proper alphabetical order and the following subsections renumbered chronologically as follows (additions in **bold and underlined** and deletions in **~~bold and strikethrough~~**):

“SEC. 35-1203. DEFINITIONS.

The following words, terms and phrases, wherever they occur in this Code, shall have the meanings ascribed to them by this section. Definitions shown in italics are unique to this Code and are not included in the Unified Code. Definitions provided by this section include:

[ . . . ]

**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. The charging station delivers electric power to a vehicle’s charging module which converts the AC power to DC power and delivers it to the battery. Voltage is one hundred twenty (120) volts.**
- b. **Level 2: AC medium battery charging. The charging station delivers electric power to a vehicle’s charging module which converts the AC power to DC power and delivers it to the battery. Voltage is between two hundred eight (208) volts for commercial use and two hundred forty (240) volts for residential use.**
- c. **Level 3: DC fast or quick battery charging. Sometimes referred to as “DC fast.” The charging station bypasses a vehicle’s on-board charger to directly deliver electricity to the vehicle’s high voltage battery. Voltage is equal to or greater than four hundred eighty (480) volts.**

**Charging Station.** A location to access electric vehicle supply equipment for the transfer of electric energy by conductive or inductive means to a battery or other rechargeable energy storage system in an electric vehicle. For a charging station(s) as a principal use, see “sales or service in-vehicle.” Sec. 35-3408(e). For a charging station(s) as an accessory use, see “Accessory Residential Land Uses” (Sec. 35-3411) or “Accessory Commercial Land Uses” (Sec. 35-3414).

**Types of charging stations include:**

- a. Private Charging Station:** A charging station that is: 1) privately owned and has restricted access (e.g., single-family home, executive parking, designated employee parking, etc.), or 2) publicly owned and has restricted access (e.g., fleet parking with no access to the general public).
- b. Public Charging Station:** A charging station that is: 1) publicly owned and publicly available (e.g., park and 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.).

**Electric Vehicle.** “Electric Vehicle” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, Sec. 625.2 (2011)): An automotive-type vehicle for on-road use, such as passenger automobiles, buses, truck, vans, neighborhood electric vehicles, electric motorcycles, and the like, primarily powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current. Plug-in hybrid electric vehicles (PHEV) are considered electric vehicles. For the purpose of this chapter, off-road, self-propelled electric vehicles, such as industrial trucks, hoists, lifts transports, golf carts, airline ground support equipment, tractors, boats and the like, are not considered electric vehicles.

**Electric Vehicle Connector.** “Electric Vehicle Connector” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, Sec. 625.2 (2011)): A device that, by insertion into an electric vehicle inlet, establishes an electrical connection to the electric vehicle for the purpose of power transfer and information exchange. This device is part of the electric vehicle coupler.

**Electric Vehicle Coupler.** “Electric Vehicle Coupler” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, Sec. 625.2 (2011)): A mating electric vehicle inlet and electric vehicle connector set.

**Electric Vehicle Inlet.** “**Electric Vehicle Inlet**” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, Sec. 625.2 (2011)): **The device on the electric vehicle into which the electric vehicle connector is inserted for power transfer and information exchange. This device is part of the electric vehicle coupler. For the purposes of this chapter, the electric vehicle inlet is considered to be part of the electric vehicle and not part of the electric vehicle supply equipment.**

**Electric Vehicle Supply Equipment.** “**Electric Vehicle Supply Equipment**” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, Sec. 625.2 (2011)): **The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.**

**Electric Vehicle Supply Equipment Infrastructure.** **The electrical infrastructure necessary to support future installation of electric vehicle supply equipment, including, but not be limited to, the design load placed on electrical panels and service equipment to support the additional electrical demand, the panel capacity to support additional feeder/branch circuits, raceways, and wiring.**

**EV-Ready.** **Having electric vehicle supply equipment infrastructure installed that at least provides conduit for a dedicated branch circuit originating at the service equipment and terminating at a receptacle, junction box, or electric vehicle supply equipment adjacent to the parking space for Level 2 or Level 3 electric vehicle charging.**

**EV-Installed.** **Having all necessary electric vehicle supply equipment infrastructure and electric vehicle supply equipment installed for Level 2 or Level 3 electric vehicle charging.**

**Plug-In Hybrid Electric Vehicle (PHEV).** “**Plug-In Hybrid Electric Vehicle (PHEV)**” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, Sec. 625.2 (2011)): **A type of electric vehicle intended for on-road use with the ability to store and use off-vehicle electrical energy in the rechargeable energy storage system, and having a second source of motive power.**

**Rechargeable Energy Storage System.** “**Rechargeable Energy Storage System**” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, Sec. 625.2 (2011)): **Any power source that has the capability to be charged and discharged.**

**Service Equipment.** “**Service Equipment**” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, art. 100 (2011)): **The necessary equipment, usually consisting of a circuit breaker(s) or switch(es) and fuse(s) and their accessories, connected to the load end of service conductors to a building or other structure, or an otherwise designated area, and intended to constitute the main control and cutoff of the supply.**

[ . . . ]”

**Section 3** – Chapter 35, “ZONING AND LAND DEVELOPMENT,” ARTICLE III, DIVISION 4, Section 35-3401, “REGULATION OF ALLOWED USES” and Table 35-3401.1 are hereby amended pursuant to Section 35-2203 of the Moline Code of Ordinances as set forth in *Exhibit B* (additions in **bold and underlined** and deletions in **~~bold and strikethrough~~**).

**Section 4** – Chapter 35, “ZONING AND LAND DEVELOPMENT,” ARTICLE III, DIVISION 4, Section 35-3408, “PRINCIPAL COMMERCIAL LAND USES” of the Moline Code of Ordinances, is hereby amended pursuant to Section 35-2203 of the Moline Code of Ordinances, as follows (additions in **bold and underlined** and deletions in **~~bold and strikethrough~~**):

“SEC. 35-3408. PRINCIPAL COMMERCIAL LAND USES.

[ . . . ]

(e) SALES AND SERVICE, IN-VEHICLE. Description: In-vehicle sales and service land uses include all land uses which perform sales and/or services to persons in vehicles, or to vehicles which may or may not be occupied at the time of such activity (except vehicle repair and maintenance services (see subsections (l) and (m) below). Such land uses often have traffic volumes which exhibit their highest levels concurrent with peak traffic flows on adjacent roads. Examples of such land uses include drive-in, drive-up, and drive-through facilities, vehicular fuel stations, and all forms of car washes.

(1) Regulations :

- a. Clearly marked pedestrian crosswalks shall be provided for each walk-in customer access to the facility adjacent to the drive-through lane(s).
- b. The drive-through facility shall be designed so as to not impede or impair vehicular and pedestrian traffic movement, or exacerbate the potential for pedestrian/vehicular conflicts.
- c. In no instance shall a drive-through facility be permitted to operate which endangers the public safety, even if such land use has been permitted under the provisions of this Section.

- d. The setback of any overhead canopy or similar structure shall be a minimum of 10 feet from all street rights-of-way lines, a minimum of 20 feet from all residentially-zoned property lines, and shall be a minimum of 10 feet from all other property lines. The total height of any overhead canopy or similar structure shall not exceed 20 feet as measured to highest part of the structure.
- e. All vehicular areas of the facility shall provide a surface paved with concrete or bituminous material which is designed to meet the requirements of a minimum 4 ton axle load.
- f. Facility shall provide a Type D bufferyard along all property borders abutting residentially zoned property (Sec. 35-5207).
- g. Interior curbs shall be used to separate driving areas from exterior fixtures such as fuel pumps, vacuums, menu boards, canopy supports and landscaped islands. Said curbs shall be a minimum of six inches high and be of a non-mountable design. No curb protecting an exterior fixture shall be located closer than 25 feet to all property lines.
- h. Any text or logo larger than one square foot per side on an overhead canopy or other accessory structure shall be considered a freestanding sign subject to regulation under the sign code.
- i. **Charging Stations (Level 2 or Level 3)**
  - i. **Maintenance: Charging station equipment, bollards and parking spaces shall be maintained in all respects. The property owner of the equipment shall be responsible for the maintenance of the charging station and shall provide warranty and service for the charging stations and infrastructure for the duration of their useful life. A phone number or other contact information shall be provided to the user of public charging stations for reporting purposes when the equipment is not functioning or other equipment problems are encountered.**
  - ii. **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 must be located so as not to interfere with accessibility requirements of the Illinois Accessibility Code or other applicable accessibility standards.**
  - iii. **Landscaping, lighting, and screening must be provided where required by Sec. 35-5200, et. seq., Sec. 35-5300, et. seq., and Sec. 35-5502. Public charging stations in parking lots should be located near landscaped areas where possible.**
  - iv. **Charging Station Equipment: Electric vehicle supply equipment must have a cable management system to control and organize unused lengths of cable or cord at charging stations. Equipment must be located as to not impede pedestrian travel or create trip hazards on sidewalks.**

- v. **Charging Station Equipment Protection: Adequate charging station equipment protection, such as barrier curbing, concrete filled steel bollards, or similar must be used for public charging stations.**
- vi. **Usage Fees: An owner of a charging station may collect fees for use of a charging station, in accordance with applicable state and federal regulations.**
- vii. **Notification: Voltage and amperage levels, hours of operation, applicable fees, and safety information must be prominently displayed to the user.**
- viii. **Location: When located within a parking lot, electric vehicle charging station equipment shall be located to avoid vehicle conflicts.**
- ix. **Pavement Marking: Any and all pavement markings shall be in compliance with Article V, Division 1 of this Code. No additional markings will be permitted.**

**Section 5** – Chapter 35, “ZONING AND LAND DEVELOPMENT,” ARTICLE III, DIVISION 4, Section 35-3411, “ACCESSORY RESIDENTIAL LAND USES” of the Moline Code of Ordinances is hereby amended pursuant to Section 35-2203 of the Moline Code of Ordinances, as follows (additions in **bold and underlined** and deletions in ~~**bold and strikethrough**~~):

“SEC. 35-3411. ACCESSORY RESIDENTIAL LAND USES.

Residential accessory uses are those which are incidental and subordinate to, and serving, the principal residential use. The following provide standards for permitted residential accessory uses. Accessory uses not specifically listed herein, but similar to those permitted by right, may be permitted upon site plan review and approval by the zoning administrator or at the time of principal use approval by the appropriate decision making body. Accessory use not listed herein, but similar to those permitted as a special use, may be permitted with a special use permit.

[ . . . ]

**(8) CHARGING STATIONS. Description: Private Level 1, Level 2, or Level 3 Charging Stations**

- a. **Regulations: Accessory use charging stations must comply with the applicable regulations for principal use charging stations. Sec. 35-3408(e)(1)(i).**
- b. **Uses Similar from ILQCUZC:**
  - 1. **n/a.”**

**Section 6** – Chapter 35, “ZONING AND LAND DEVELOPMENT,” ARTICLE III, DIVISION 4, Section 35-3414, “ACCESSORY COMMERCIAL LAND USES” of the Moline Code of Ordinances is hereby amended pursuant to Section 35-2203 of the Moline Code of Ordinances, as follows (additions in **bold and underlined** and deletions in ~~**bold and strikethrough**~~):

“SEC. 35-3414. ACCESSORY COMMERCIAL LAND USES.

Commercial accessory uses are those which are incidental and subordinate to, and serving, the principal commercial use. The following provide standards for permitted commercial accessory uses. Accessory uses not specifically listed herein, but similar to those permitted by right, may be permitted upon site plan review and approval by the zoning administrator or at the time of principal use approval by the decision making body. Accessory use not listed herein, but similar to those permitted as a special use, may be permitted with a special use permit.

[...]

**(11) CHARGING STATIONS. Description: Public or Private Level 1, Level 2, or Level 3 Charging Stations**

**a. Regulations: Accessory use charging stations must comply with the applicable regulations for principal use charging stations. Sec. 35-3408(e)(1)(i).**

**b. Uses Similar from ILQCUZC:**

**1. n/a.”**

**Section 7** – Chapter 35, “ZONING AND LAND DEVELOPMENT,” ARTICLE v, DIVISION 1, Section 35-5100, “OFF-STREET PARKING AND TRAFFIC CIRCULATION” of the Moline Code of Ordinances, is hereby amended pursuant to Section 35-2203 of the Moline Code of Ordinances, as follows (additions in **bold and underlined** and deletions in ~~**bold and strikethrough**~~):

“SEC. 35-5100. OFF-STREET PARKING AND TRAFFIC CIRCULATION STANDARDS.

[...]

(h) CALCULATION OF MINIMUM REQUIRED PARKING SPACES.

[...]



- (3) Minimum Off-Street Parking Requirements for Land Uses.
- a. The off-street parking requirements for each principal land use are listed on Table 35-5100.3. Requirements for accessory uses shall be as indicated in Division 4 of Article III.
  - b. Properties in the B-2 and NC zoning districts shall be exempt from the requirements of Table 35-5100.3. However, parking and circulation areas that are constructed in the B-2 and NC zoning districts shall comply with all other provisions of this section and parking areas constructed within the B-2 zoning district that are in excess of 2,000 square feet shall be considered a group development and shall require the approval of a special use permit per Section 35-3419.

Table 35-5100.3 – Minimum Required Parking Spaces

[ . . . ]

**(4) Electric Vehicle Supply Equipment Infrastructure**

- a. Residential Buildings. Residential buildings containing five or more dwelling units where on-site parking is required must install electric vehicle supply equipment or electric vehicle supply equipment infrastructure so that at least 20 percent of the parking spaces are either EV-Ready or EV-Installed.**
- b. Nonresidential Buildings. Non-residential buildings where 30 or more parking spaces are provided must install electric vehicle supply equipment or electric vehicle supply equipment infrastructure so that at least 20 percent of the parking spaces are either EV-Ready or EV-Installed.**
- c. Accessible EV-Ready or EV-Installed Spaces.**
  - i. Installation of EV-Ready or EV-Installed parking spaces does not increase or reduce the size, number, location, or signage for accessible parking spaces for persons with disabilities required by City, State and Federal regulations. An accessible parking space is not required by this section if no accessible parking spaces are required by Code Sec. 35-5100(g)(6).**
  - ii. If the applicable regulations require accessible parking spaces for persons with disabilities and this section requires the installation of EV-Ready or EV-Installed parking spaces, then**

**the number of accessible parking spaces required that must also be EV-Ready or EV-Installed parking spaces is as follows:**

<b><u>Total EV-Ready or EV-Installed Parking Spaces</u></b>	<b><u>Minimum Number of Accessible EV-Ready or EV-Installed Parking Spaces</u></b>
<b><u>1 to 50</u></b>	<b><u>1</u></b>
<b><u>51 to 75</u></b>	<b><u>2</u></b>
<b><u>76 to 100</u></b>	<b><u>3</u></b>
<b><u>More than 100</u></b>	<b><u>3, plus 1 for every 60 additional EV-Ready or EV-Installed parking spaces</u></b>

**iii. For the first required accessible EV-Ready or EV-Installed parking space, the electric vehicle supply equipment infrastructure may be located so that the electric vehicle supply equipment will be located on an accessible route and may be shared by an accessible parking space and a parking space not required to be accessible. Otherwise, both an accessible parking space and a parking space not required to be accessible must be EV-Ready or EV-Installed.**

**iv. Any accessible EV-Ready or EV-Installed parking space must also be available for use by an automobile that is not an electric vehicle provided such automobile bears an appropriate handicapped parking decal or device.**

**Section 8** – That if any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions hereof.

**Section 9** – That all prior ordinances and resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

**Section 10** – That this ordinance shall be in full force and effect from and after passage, approval, and if required by law, publication in the manner provided for by law.

CITY OF MOLINE, ILLINOIS

DocuSigned by:  
*S. Kayyato*  
\_\_\_\_\_  
1A0D2384B96B47...  
Mayor

\_\_\_\_\_  
April 11, 2023  
Date

Passed: April 11, 2023

Approved: April 18, 2023

Attest: *James A. N. Pann*  
\_\_\_\_\_  
1A0D2384B96B47...  
City Clerk

**EXHIBIT A**

[See Attached]

**In determining whether the proposed Zoning Text Amendment is recommended for approval, Plan Commission makes the following findings of fact:**

**(1) Whether the existing text or zoning designation was in error at the time of adoption.**

The current code has served the development needs of downtown well but with the redevelopment of the former I-74 bridge corridor as well as the Riverfront area, City Council believes that a new code is needed for the downtown.

**(2) Whether there has been a change of character in the area or throughout the city due to installation of public facilities, other zone changes, new growth trends, deterioration, development transitions, etc.**

The establishment of a form-based code for Moline Centre is based primarily on the redevelopment opportunities along the Riverfront and the I-74 bridge area. This code will help to create a more predictable development process while ensuring that new development is compatible with the existing development pattern in the area.

**(3) Whether the proposed rezoning is compatible with the surrounding area and defining characteristics of the proposed zoning district or whether there may be adverse impacts on the capacity or safety of the portion of street network influenced by the rezoning, parking problems, or environmental impacts that the new zone may generate such as excessive storm water runoff, water, air or noise pollution, excessive nighttime lighting, or other nuisances.**

One of the clear statements we heard from the public during the public engagement process was that any new development in Moline Centre should be compatible with the existing design and development pattern of the downtown. The proposed form-based code would require that new development be built with similar materials and a similar site layout as existing downtown development.

**(4) Whether the proposal is in conformance with and in furtherance of the implementation of the goals and policies of the Comprehensive Plan, other adopted plans, and the policies, intents and requirements of this Code, and other City regulations and guidelines.**

The proposed ordinance consistent with the following Goals as indicated in Chapter 7 of the Comprehensive Plan: Goal #6: Creating Quality Places and Goal # 8 Economic Development. The proposed form-based code includes design standards for Moline Centre, a main objective of Goal #6. As the City continues its redevelopment efforts in Moline Centre it is vital that the City's codes are clear for the development community, which will help create a more consistent development process.

**(5) Whether adequate public facilities and services are available or will be made available concurrent with the projected impacts of development in the proposed zone.**

The proposed ordinance does not require any additional public facilities or services. Any new facilities and services would be reviewed during the time of a development application.

**(6) Whether there is an adequate supply of land available in the subject area and the surrounding community to accommodate the zoning and community needs.**

This amendment does not require any additional land, the proposed code amends the existing B-2 zoning designation and regulations.

**(7) Whether there is a need in the community for the proposal and whether there will be benefits derived by the community or area by the proposed text amendment.**

As mentioned above, the redevelopment of the Riverfront and I-74 Bridge corridor will result in major redevelopment opportunities in the next few years. This form-based code will provide a clear and concise ordinance for new and redevelopment opportunities.

**EXHIBIT B**

SEC. 35-3401 REGULATION OF ALLOWED USES and  
Table 35-3401.1.  
Permitted Land Uses

“SEC. 35-3401. REGULATION OF ALLOWED USES.

[ . . . ]

(4) LAND USES PERMITTED AS AN ACCESSORY USE. Accessory uses are land uses which are incidental to the principal activity conducted on the subject property. Only those accessory uses listed with an “P” on Table 35-3401.1. or those indicated in sections of all divisions and referenced in Table 35-3401.1. shall be permitted by right. Those indicated with an “S” shall be permitted only as a special use.

[ . . . ]

[amendments to Table 35-3401.1 continue on following page]”





					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<b>(a) Charging Station (Level 1, Public or Private)</b>
					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<b>(b) Charging Station (Level 2, Public or Private)</b>
					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<b>(c) Charging Station (Level 3, Public or Private)</b>



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# MEMORANDUM

**To:** Mayor and City Council  
**From:** Daniel J. Bolin  
**Subject:** Moline – EV Readiness Ordinance Second Reading (Apr. 11, 2023)  
**Date:** March 30, 2023

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## I. Introduction

On April 11, 2023, the Mayor and City Council will consider a second reading of the enclosed zoning ordinance text amendments to prepare for the expected increased demand for electric vehicle (“EV”) infrastructure in the coming years.

As more fully described in the enclosed memorandum to the Plan Commission, the proposed zoning text amendments will require 20% of off-street parking spaces for large multi-family residential and non-residential buildings to install conduit for electric vehicle supply equipment infrastructure for Level 2 or Level 3 electric vehicle charging. The proposed amendments will also allow electric vehicle charging stations as permitted or accessory uses in designated zoning districts.

On March 21, 2023, alderpersons asked for more detail on where the required conduit for electric vehicle supply equipment infrastructure would be required to originate. The revisions reflecting the requested changes are summarized below.

## II. Summary of Proposed Changes

Based on our conversation with the Building Official and the Electrical Inspector, we revised the definitions in the proposed ordinance to have the required conduit originate at the “service equipment,” as defined by the Moline Electrical Code. The revised definition provides detail for the origination of the required conduit, while offering flexibility in application to the relevant service equipment.

The revised definition also confirms conduit installation is a minimum requirement, acknowledging that electrical permit applicants may install additional electrical infrastructure to support the future installation of electric vehicle supply equipment.

ANCEL GLINK

March 30, 2023

Page 2

The changes in the proposed definitions from the most-recent draft are reflected below (additions in **bold and underline**; deletions in ~~**bold and strikethrough**~~):

“Electric Vehicle Supply Equipment Infrastructure. The electrical infrastructure necessary to support future installation of electric vehicle supply equipment, including, but not be limited to, the design load placed on electrical panels and service equipment to support the additional electrical demand, the panel capacity to support additional feeder/branch circuits, raceways, and wiring.

EV-Ready. Having ~~conduit installed for~~ electric vehicle supply equipment infrastructure **installed that at least provides conduit** for a dedicated branch circuit **originating at the service equipment and terminating at a receptacle, junction box, or electric vehicle supply equipment adjacent to the parking space for Level 2 or Level 3 electric vehicle charging.**

EV-Installed. Having all necessary electric vehicle supply equipment infrastructure and electric vehicle supply equipment installed for Level 2 or Level 3 electric vehicle charging.

[ . . . ]

**Service Equipment. “Service Equipment” as defined by the most-recent version of the Moline Electrical Code (Code Sec. 8-6100), as amended (National Electrical Code, art. 100 (2011)): The necessary equipment, usually consisting of a circuit breaker(s) or switch(es) and fuse(s) and their accessories, connected to the load end of service conductors to a building or other structure, or an otherwise designated area, and intended to constitute the main control and cutoff of the supply.**

### III. Conclusion

In conclusion, the revised definitions for in the proposed ordinance details where the conduit will originate when installation of that electric vehicle supply equipment infrastructure is required. We are available to discuss this memorandum at your convenience.