

**Focus Group on EV-Ready Development Standards
April 22, 2022, TEAMS meeting via City of Oklahoma City**

Staff Present:

Marilyn Lamensdorf, City of OKC Planning, Code Update
T.O. Bowman, City of OKC Planning, Office of Sustainability

Participants:

Eric Pollard, Association of Central Oklahoma Governments
Jason Vandever, South-Central Partnership for Energy Efficiency as a Resource (SPEER)
Noah Oaks, South-Central Partnership for Energy Efficiency as a Resource (SPEER)
Justin Ackley, Chargepoint
Stuart Campbell, HNTB
Victoria Tran, Oklahoma Office of Secretary of Energy and Environment
Kyle McLaughlin, Olsson Associates, working on EMBARK zero emission transition plan
Mike Ballard, OG&E, Strategic Planning Group
Paul Langel, Francis Energy, Director of Sales

Notes:

Introductions (T.O.)

Presentation (T.O. & Marilyn)

- Explained the proposed Code Update approach revolving around planokc land use plan of Land Use Typology Areas (LUTAs)
- Chapter 59 can't implement planokc because regulations are the same throughout the City, e.g. setbacks, landscaping, parking all the same whether you are near the Core or out in the rural areas, no context for the regulations
- Provided overview of proposed districts in new code
- Provided data showing national and statewide growth of EV registrations and projections of needed public charging capacity;
- Provided data detailing the cost savings associated with planning for EV charging at new construction vs retrofit.
- Provided overview of terminology associated with EV considerations in the code (Level I, II, DCFC, EV-capable, EV-ready, etc.)
- Outlined research into other cities EV parking regulations.

Question on timeline – when is too late for comments?

- Marilyn explained that drafting has commenced on proposed new base zones; parking will be addressed in a proposed section called Development Standards which will be drafted in the coming months.
- Comments are welcome anytime and this focus group will help consultants understand issues about EV spaces and options.

Discussion:

Attendees expressed appreciation for this stakeholder outreach. They mentioned that stakeholders in other cities, including the development community, objected to retrofit requirements for EV-Ready spaces due to the disproportionate cost compared to new construction. A better approach, according to this industry focus group, is to require EV-ready/capable with new construction; and particularly focusing on multifamily and commercial.

Marilyn asked the group about different rules for retrofits vs. new construction and the group agreed that the best compromise for requirements related to retrofitting is crafting any requirement with lead time before implementation so that projects can be completed and/or until actual demand is there to warrant the retrofit. The City of San Antonio was mentioned as an example of a city that is in the process of adding EV regulations.

Marilyn asked the group how much it costs to charge an EV on average. The group referenced OG&E's new Time-of-Use (TOU) tariff that would encourage charging in off-peak and SUPER off-peak times – as low as \$0.06 per kilowatt-hour (kWh) when electricity is readily available and the lowest in cost. An average, according to OG&E, is about \$0.10 per kWh and driving monthly on average would cost about \$34. It was noted that commercial accounts will have a different rate structure and will have access to TOU rates. Software from charger manufacturers and other companies can help a commercial customer manage the peaks and valleys for a larger commercial fleet.

Some in the group did express caution about the costs quoted above because new taxes may be put in place that could raise costs. Participants pointed to the EV registration fee as part of the DRIVE Act adopted by the State of Oklahoma in April of 2021 that will levy a tax on the energy used to charge electric vehicles; like the gas tax used to fund roads currently.

OG&E offered to share data that could be helpful for infrastructure planning. OG&E has started building a database with map layers with available power capability that covers the entire state.

The group posed a question for other stakeholders about EV-Ready requirements in building codes and how they would relate to these zoning regulations. Some expressed exasperation with the state building commission's lack of including energy provisions over time and that we would be unlikely to make progress at the state-level for anything energy efficiency or EV-related. The 2012, 2015, and 2018 building codes had EV-Ready and Solar-Ready language in appendices, but that language was not included in the updated Oklahoma state code.

The group asked if there were plans for brainstorm meetings or working group sessions with developers or homebuilders. Marilyn explained that more focus groups are planned with developers and this discussion could be included as parking requirements are discussed.

The group briefly discussed workplace charging and OG&E mentioned they have some educational programs for businesses that could help those interested in retrofitting parking.