

**SUMMARY OF**  
**MOAB CITY**  
**ORDINANCE NO. 2025-13**

On August 26, 2025, the Moab City Council enacted Ordinance No. 2025-13, An Ordinance Amending the Text of the Moab Municipal Code (MMC), to Include Additional Regulations Required for Electric Vehicle Readiness of Multi-Household Developments.

  
By: Joette Langianese, Mayor

ATTEST

  
Sommar Johnson, Recorder

Voting:

Council Member Wojciechowski voting ABSENT  
Council Member Topper voting AYE  
Council Member Knuteson-Boyd voting AYE  
Council Member Myers voting NAY  
Council Member Taylor voting AYE

A complete copy of Ordinance No. 2025-13 is available in the Moab City offices located at 217 E. Center Street, Moab, UT 84532.

**CITY OF MOAB ORDINANCE #2025-13**

**AN ORDINANCE AMENDING THE TEXT OF THE MOAB MUNICIPAL CODE (MMC),  
TO INCLUDE ADDITIONAL REGULATIONS REQUIRED FOR ELECTRIC VEHICLE  
READINESS OF MULTI-HOUSEHOLD DEVELOPMENTS.**

**WHEREAS**, from time to time the City undertakes revisions in its zoning ordinances to improve the quality of land development and align the Code with state law and contemporary planning concepts; and

**WHEREAS**, the City desires to encourage the reduction of greenhouse gas emissions; and

**WHEREAS**, increasing access to electric vehicle infrastructure is an important component for reducing transportation emissions; and

**WHEREAS**, it is in the interest of the City that it establish EV readiness standards, requirements, and processes that are substantially consistent throughout the Moab Municipal Code; and

**WHEREAS**, the City finds that this ordinance updating the Moab Municipal Code is necessary and appropriate for executing clear and consistent development regulations, as well as furthering the Moab City Council's goal to reduce greenhouse gas emissions by 80% by 2040; and

**WHEREAS**, the ordinance will update the Moab Municipal Code, sections 17.09.350; and

**WHEREAS**, The City of Moab has the authority to adopt this ordinance pursuant to Utah Code Annotated (2010) § 10-3-702, and hereby exercises its legislative powers in doing so.

**NOW, THEREFORE BE IT ORDAINED** that the Moab City Council hereby approve Moab City Ordinance #2025-13, approving amendments to the Moab Municipal Code as follows:

**PASSED AND APPROVED** in open Council by a majority vote of the Governing Body of Moab City Council this 26th day of August 2025.

SIGNED:   
Joette Langianese, Mayor

ATTEST:   
Sommar Johnson, Recorder

(Complete As Applicable)

Summary of ordinance posted to Moab City Website, the Utah Public Notice Website, and in a public location within the City boundaries pursuant to U.C.A 10-3-711 and 63G-30-102 on

AUGUST 27, 2025

Effective date of ordinance: AUGUST 27, 2025

**17.09.35. EV Parking – General provisions.**

**A. Title**

Sections 17.09.350 through 17.09.358 shall be regulated and apply as the EV Readiness Ordinance (EVRO).

**B. Intent/Purpose**

The intent of the EV supply equipment (EVSE) readiness requirements in this title shall be to promote clean air and public health by supporting low-emission transportation, reducing retrofit costs, and contributing to resilient energy infrastructure for the City of Moab. (Ord. #2025-13)

**C. Scope and Applicability**

In parking areas or where parking is required, such parking shall comply with the requirements set forth in this title for the specific use and location. The specific requirements relating to EV parking standards shall comply with the level of associated requirements based on the scale of development, outlined in the review and procedures section of this title. Exemptions and exceptions are outlined in the review procedures.

**D. Required EV Charging Infrastructure**

The standards of the EVRO shall apply to multi-household dwellings as that term is defined in Section 17.06.020.

**17.09.351. EV Parking – Definitions.**

“Direct Current Fast Charging (DCFC)” means EV supply equipment with a minimum power output of 20 kW.

“Electric Vehicle (EV)” means a vehicle registered for on-road use, primarily powered by an electric motor that draws current from rechargeable storage or another source of electric current.

“EV Energy Management System (EVMS)” system designed to allocate charging capacity among multiple EV supply equipment.

“EV Supply Equipment (EVSE)” means the electrical conductors and associated equipment external to the EV that provide a connection between the premises wiring and the EV to provide EV charging.

“EV-Capable Space” means a designated parking space which has electrical panel capacity and conduit and/or raceway installed to support future implementation of EVSE-Installed Space.

“EV-Ready Space” means a designated parking space which has electrical panel capacity, raceway wiring, receptable, circuit overprotection devices, and emergency disconnect installed to support future implementation of EV charging.

“EVRO” means this EV Readiness Ordinance as found in Sections 17.09.350 through 17.09.358.

“EVSE-Installed Space” means a parking space that is provided with dedicated, approved EVSE equipment.

**17.09.352. EV Parking – General Standards**

**A. Multi-household**

1. New multi-household dwellings shall provide a minimum of 10% EV-capable and 10% EV-ready parking spaces for a total of 20% of the

required parking spaces or dwelling units provided on-site, whichever is less.

2. Parking areas for multi-household dwellings with fewer than ten (10) parking spaces are required to provide a minimum of one EV-ready parking space.
3. EV parking requirements shall count toward the minimum required and maximum allowed number of parking spaces
4. EV-ready and EV-installed spaces that exceed the minimum requirements are permitted to be used to meet minimum requirements.

**B. Single-household dwellings and two-household dwellings**

1. An application for an electrical permit for a single-household dwelling or a two-family dwelling may additionally include documentation for the installation of EVSE for review under the same permit without incurring additional cost to the original permit fee.

**17.09.353. ADA**

- A. A proportion of handicapped parking spaces shall be either EV-capable or EV-ready. The proportion shall match the requirement for overall EV parking spaces for the building type.
- B. All EV charging infrastructure shall comply with the State Construction and Fire Codes Act, Title 15A, Utah Code Annotated, including the applicable provisions of ICC A117.1.

**17.09.354. Fire and Safety**

- A. All EV charging infrastructure shall comply with the State Construction and Fire Codes Act, Title 15A, Utah Code Annotated, applicable provisions of the MMC, and all other adopted and applicable fire, electrical, and safety codes.
- B. Level 2 and Level 3/DC Fast Charging stations shall provide a means of an emergency disconnect that is readily accessible and within sight of the EV charging station.

**17.09.355. Maintenance**

- A. A phone number or other contact information for the maintenance provider shall be posted on the equipment for reporting malfunctions. The markings shall be permanently affixed to the equipment and will be of sufficient durability for the environment involved. The markings shall not be handwritten.

**17.09.356. Capacity Requirements**

- A. EV Capable: Each EV-capable space shall comply with the following:
  1. A continuous raceway and/or conduit shall be installed between a suitable electrical panel or other electrical distribution equipment and terminate within six (6) feet of the EV-capable space and shall be capped. EV-capable includes two adjacent parking spaces if the raceway and/or conduit terminates adjacent to and between both parking spaces.
  2. The installed raceway and/or conduit shall be sized and rated to supply a minimum of 208 volts and a minimum of 40-ampere rated circuits.
  3. The electrical panel or other electrical distribution equipment to which the raceway and/or conduit connects shall have sufficient dedicated space and spare electrical capacity to supply a minimum of 208 volts and a minimum of 40 ampere-rated circuits.
  4. Reserved capacity shall be no less than 8.3 kVA (40A 208/240V) for each EV capable space.

5. The termination point of the conduit and/or raceway and the electrical distribution equipment directory shall be marked: "For future electric vehicle supply equipment (EVSE)."
- B. EV Ready: Each EV-ready space shall have a branch circuit that complies with the following:
1. Branch circuit shall terminate at a receptacle or junction box located within six (6) feet of each EV ready space it serves. EV ready includes two adjacent parking spaces if the receptacle is installed adjacent to and between both parking spaces.
  2. Branch circuit shall have a minimum circuit capacity of 8.3 kVA (40A 208/240V).
  3. The electrical panel, electrical distribution equipment directory, and all outlets or enclosures shall be marked "For future electric vehicle supply equipment (EVSE)."
- C. EVSE Installed: Installed EVSE with multiple output connections shall be permitted to serve multiple EVSE-installed spaces. Each EVSE serving either a single EVSE installed space or multiple EVSE installed spaces shall comply with the following:
1. Be located within six (6) feet of each EVSE-installed space it serves.
  2. All installed EVSE shall comply with one of the following:
    - a. Be capable of charging at a minimum rate of 6.2 kVA (or 30A at 208/240V).
    - b. EVSE serving multiple EVSE-installed spaces and controlled by an EVMS providing load management shall be capable of simultaneously charging each EVSE-installed space at a minimum rate of 3.3kVA.
  3. One (1) DCFC EVSE may be counted as equivalent of up to three (3) Level 2 EVSE, provided that the total power capacity delivered by the DCFC meets or exceeds the cumulative charging capacity of the substituted Level 2 stations.

**17.09.357. EV Parking – Review procedures.**

**A. Approval procedures**

1. The Zoning Administrator shall determine whether an application submitted under the EVRO is complete and whether the applicant has paid all applicable fees, after which the applicable land use authority responsible for the type and process of development under which EV Parking Requirements is required (e.g., building permit approval, site plan approval, townhome plat or condominium plat approval, subdivision approval, etc.) shall review and approve the submitted application as a part of the proposed development plan. The applicable provisions of the MMC shall govern the review and approval procedures for each type of development under the EVRO. The EVRO shall be supplementary to the development approval.

**B. Legal, Nonconforming**

1. Chapter 17.12 shall govern determinations as to whether the legal, nonconforming status of EV parking.
2. After determining that an EV parking application submitted under the EVRO is complete and that all applicable fees have been paid, the Zoning Administrator shall determine whether legal, nonconforming EV

parking can be expanded or continued by considering the following parameters:

- a. A proposed change to the required parking area shall not be greater than the following, based on the smaller calculation:
  - i. Fifty percent or more of change to nonexempt parking area; or
  - ii. Ten (10) parking spaces substantially modified, such as major resurfacing, reconstruction or trenching for utilities.
  - iii. When fewer than ten (10) parking spaces or less than 50% are added or modified without a modification to electrical service to the property, only new parking spaces are subject to this requirement. Applicants may meet the capacity requirements in Section 17.09.356 through changes to existing parking without adding to the project's original calculation of added or modified parking.
- b. Any upgrades to electrical panel capacity shall trigger compliance with electrical panel capacity provisions of the EVRO.

**C. Exemptions**

1. Parking spaces that are intended for transactions or uses that are less than 30 minutes, such as take-out, pick-up, and drop-off shall be exempt.

**D. Exceptions**

1. The applicable land use authority with jurisdiction over an application submitted under the EVRO may grant exceptions to the EV parking standards when practical difficulties or unnecessary hardships exist that cause inconsistencies with the purpose and intent of the standards.
2. Requests for exceptions from the standards, policies, or submittal requirements of this document shall be submitted in writing with appropriate documentation and justification to the Zoning Administrator. Exception requests must, at a minimum, contain the following:
  - a. Standards under which the applicant seeks an exception;
  - b. Justification for not complying with the standards;
  - c. Proposed alternate criteria or standards to comply with the intent of the standards; and
  - d. Supporting documentation, including necessary calculations;
  - e. The proposed exception's potential adverse impacts for adjacent landowners.
3. Upon receipt of a complete application for an exception, the Zoning Administrator shall prepare a statement approving, denying, or requesting a modification of the proposed exception.
4. Exceptions shall be reviewed and approved by the Planning Commission. (Ord. 23-15 § 3, 2023; Ord. 23-08 § 3, 2023)

**17.09.358. EV Parking – Enforcement**

The City may pursue any available legal or equitable to enforce the EVRO and to address violations of the EVRO.

**A. Violation.**

1. The requirements and regulations set forth in the EVRO regulating EV parking standards shall apply to all multi-household dwelling

properties, developments, and development standards where parking is required:

- a. The required EV parking standards shall be maintained and remain consistent with the plans and conditions approved during the appropriate review and approval procedures; or any subsequent review and approval process. The following conditions of violation shall impose the following penalty:
  - i. The property will be in violation if the parking standards for an approved plan are altered or amended without appropriate approval, as outlined in the review procedures of this chapter, thirty days after notice from the City.
  - ii. The property will be in violation if parking is developed without the appropriate approval, as outlined in the review procedures of this chapter, thirty days after notice from the City.
  - iii. In the event of violation, penalties may be assessed by the City against the owner of the subject property, as determined by Chapter 17.78, Zoning Violations – Penalties.

B. Process of Violation.

1. If the owner of the property violates any of the provisions of this chapter, the City may pursue the violation for noncompliance in accordance with established processes outlined by Chapter 17.78, Zoning Violations – Penalties. (Ord. 23-08 § 3, 2023)