




ATTACHMENT B – SITING CRITERIA

Summary Table – Proposed EV Charging Site Locations

Proposed Site Locations			
Siting Criteria	79 th Ave/I-10 Park and Ride	Innovation 27	Rose Mofford Sports Complex
Grid Capacity and Proximity to Distribution Lines	High	High	High
Visibility and Traffic	High	High	High
Accessibility and Safety	High	High	High
User Amenities	High	High	High
Infrastructure Layout	Medium	High	Medium
Proximity to Single and/or Multi Family Housing	High	High	High
RECOMMENDATION			

Note: High or medium level of occurrence.

1. Proposed EV Charging Site Location Analysis

a. 79th Ave/I-10 Park and Ride

Grid Capacity and Proximity to Distribution Lines

SRP identified that existing electrical capacity and distribution in the 79th Ave and McDowell Road corridor is available to accommodate the proposed 16 Level 2 and four DCFCs. This site will require a transformer and a step-down transformer.

Visibility and Traffic

The 79th Ave/I-10 Park and Ride location is highly visible from I-10, a heavy traveled interstate corridor, is well lighted, and in close proximity to shopping centers. This proposed site location was selected due to its maximum utilization expected from being adjacent to a very busy interstate corridor and accessibility to interstate on and off ramps. The next closest DCFC's are located one and a half miles to the east and seven miles to the west.

Accessibility and Safety

The proposed EV chargers will be installed in adherence to ADA standards, with the paved lot already well lighted and the existing paved parking lot is equipped with vehicle canopies to maximize shade.

User Amenities

The proposed EV charging site location is less than a half of a mile to restrooms, shopping, retail and food amenities and has access to Wi-Fi.

Infrastructure Layout

The proposed site location is comprised of an existing paved and striped parking lot with vehicle shade canopies. Space for vehicle maneuvering, pull-through configurations for light-duty vehicles pulling trailers may be limited due to lot configuration. The proposed site location is equipped with clear signage.

Proximity to Single and Multi-Family Housing

Approximately 13,107 housing units are located within a one-mile radius of the proposed site location, with 56 percent being single-family units.

b. Innovation 27

Grid Capacity and Proximity to Distribution Lines

SRP identified that existing electrical capacity and distribution in the Northern Avenue and I-17 corridor is available to accommodate the proposed eight Level 2 and two DCFCs.

Visibility and Traffic

The Innovation 27 proposed location is highly visible from I-17, a heavy traveled interstate corridor, and is well lighted. This proposed site location was selected due to its maximum utilization expected from being adjacent to a very busy interstate corridor and accessibility to interstate on and off ramps. The next closest DCFC's are located one and a half miles to the north at Metro Commons adjacent to I-17 and approximately three miles to the east at Christown Mall.

Accessibility and Safety

The proposed EV chargers will be installed in adherence to ADA standards, are already well lit and there is an existing paved parking lot.

User Amenities

The Innovation 27 building will be equipped with restrooms and have access to Wi-Fi during daytime hours.

Infrastructure Layout

The proposed site location is comprised of an existing paved and striped parking lot. Space for vehicle maneuvering, pull-through configurations for light-duty vehicles pulling trailers can be accommodated due to the size of the existing parking lot. The proposed site location is equipped with clear signage.

Proximity to Single and Multi-Family Housing

Approximately, 14,076 housing units are located within a one-mile radius of the proposed site location, with 35 percent being single-family units.

c. Rose Mofford Sports Complex

Grid Capacity and Proximity to Distribution Lines

APS identified that existing electrical capacity and distribution in the vicinity of the Rose Mofford Sports Complex is available to accommodate the proposed two Level 2s and two DCFCs. This site will require no additional electrical upgrades.

Visibility and Traffic

The Rose Mofford Sports Complex location is visible from I-17, a heavy traveled interstate corridor, is well lighted, and in close proximity to shopping centers and restaurants. This proposed site location was selected due to its maximum utilization expected from being adjacent to a very busy interstate corridor and accessibility to interstate on and off ramps. The next closest DCFC's are located a half mile to the west and four miles to the southeast.

Accessibility and Safety

The proposed EV chargers will be installed in adherence to ADA standards, and the parking and EV charging areas will be well lighted.

User Amenities

The proposed EV charging site location is equipped with restrooms, and in close proximity to shopping and food amenities.

Infrastructure Layout

The proposed site location is comprised of an existing paved and striped. Space for vehicle maneuvering, pull-through configurations for light-duty vehicles pulling trailers may be limited due to lot configuration. The proposed site location is equipped with clear signage.

Proximity to Single and Multi-Family Housing

Approximately, 16,978 housing units are within a one-mile radius of the proposed site location. Single family residential units comprise 36 percent of the housing units.