



PINECREST  
MEMORANDUM

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Parks and Recreation Department

DATE: April 3, 2026

TO: Yocelyn Galiano, ICMA-CM, Village Manager

FROM: Robert C. Mattes, CPRE, CPSI, Parks and Recreation Director



RE: Electric Vehicle Charger Station at Veterans Wayside Park

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The Parks and Recreation Department has completed an evaluation of potential electric vehicle charging infrastructure at Veterans Wayside Park. Based on the existing electrical capacity, the site could accommodate a Level 2 (L2) dual-port charging system with minor upgrades, at an estimated cost of approximately \$35,000 and a projected implementation timeline of one to two months. Alternatively, installation of a DC Fast Charger (DCFC) would require a substantial overhaul of the park's electrical infrastructure, with an estimated cost of approximately \$250,000 and a timeline of nine to twelve months. Coordination with FPL is required for both options. A recent site visit confirmed that each would necessitate upgraded electrical service.

While both options present opportunities to expand EV infrastructure within the Village, each carries operational considerations that must be carefully weighed against the intended use of Veterans Wayside Park. Level 2 chargers, which require approximately four to eight hours to achieve a full charge, are typically best suited for locations where users remain for extended periods. Given that park patrons generally visit for approximately one hour, this option may inadvertently encourage long-term parking and limit turnover within the park's eight available parking spaces. Conversely, DC Fast Chargers offer significantly reduced charging times, which better supports higher turnover. However, the significant capital investment, extended implementation timeline, and increased operational complexity associated with DCFC installation present notable challenges. Additionally, based on discussions with FPL, achieving cost recovery would likely require installation of a minimum of four charging ports (two DCFC units), further increasing the financial impact.

After careful consideration of site constraints, anticipated user behavior, and overall cost-benefit analysis, the Parks and Recreation Department recommends not proceeding with either option at

this time. The limited parking capacity, combined with the mismatch between charging durations and typical park visitation patterns, raises concerns regarding efficiency and user experience. Furthermore, the financial investment required, particularly for DCFC infrastructure, does not align with the projected utilization of this location. Staff will continue to monitor advancements in EV technology, funding opportunities, and alternative locations that may better support this type of amenity, and will return with recommendations when a more feasible and strategically aligned opportunity is identified.