

BILL NO. 2022-14

**AN ORDINANCE AMENDING THE RICHFIELD
ZONING CODE TO UPDATE REGULATIONS
FOR ELECTRIC VEHICLE CHARGERS**

THE CITY OF RICHFIELD DOES ORDAIN:

Section 1. **Subsection 544.13, Subdivision 7, of the Richfield Zoning Code is amended as follows:**

Subd. 7. Electric Vehicle Charger Requirements

- a) Purpose. Ensuring that electric vehicle (“EV”) charging serves both short- and long-term parking needs throughout the city, while limiting adverse impacts of EV chargers, reducing emissions, and improving environmental health outcomes in our community.
- b) EV charger level descriptions:
 - i. Level-1 (or “L1”) is considered slow charging and includes a range from zero (0) volts to one hundred twenty (120) volts.
 - ii. Level-2 (or “L2”) is considered medium charging and includes a range from one hundred twenty (120) volts to two hundred forty (240) volts.
 - iii. Level-3 (or “L3”) is considered fast or rapid charging and includes a range of greater than two hundred forty (240) volts.
- c) EV-ready spaces and EV parking space standards:
 - i. EV-ready spaces shall require appropriate electrical capacity and conduits to support future EV chargers. Appropriate electrical capacity and conduits shall allow for future simultaneous charging of all future installed chargers. EV-ready spaces shall not require an installed charger unit.
 - ii. EV charger installation in excess of any minimum requirements may be substituted for up to five (5) percent of minimum off-street parking requirements. One (1) L2 or L3 charger is equivalent to one (1) parking space.
 - iii. EV charger locations and standards:
 - 1) EV chargers must be located in a parking island, mounted to an adjacent pedestal or similar structure, or protected by bollards, structures, or a curb if located in a parking lot.
 - 2) EV chargers shall be set back at least three (3) feet from any lot line abutting another parcel. However, upon written request from the property owner, the Director may reduce or rescind this setback requirement for shared access agreements or pursuant to a finding of necessity and public convenience.

- 3) EV chargers located along an alley, or located adjacent to a right-of-way which contains a public sidewalk, shall be set back at least three (3) feet from the nearest edge of such alley or sidewalk. When adjacent to the right-of-way, the location must be approved by the Director of Public Works. EV chargers may be located in the right-of-way, with permission from the Director of Public Works. EV chargers mounted on pedestals, light posts, bollards, or other devices for on-street charging stations shall be designed and located as to not impede pedestrian travel or create hazards within the right-of-way.
- 4) EV chargers shall be set back at least twenty-four (24) inches from the face of any adjacent curb.
- 5) EV chargers shall be mounted in a manner that allows for any cords to be retractable or hung sufficiently above any pedestrian surface.
- 6) EV chargers shall be installed pursuant to manufacturer specification and shall comply with all applicable building codes and relevant Americans with Disabilities Act (ADA) requirements.
- 7) When an EV charger is not operational for thirty (30) consecutive days, it shall be considered to be removed from service.
- 8) EV chargers must be operational during the normal business hours of the use(s) served. EV chargers may be de-energized or otherwise restricted after normal business hours of the use(s) served.

d) Minimum requirements for EV chargers and EV-ready spaces by land use are as follows:

| USE | INSTALLED EV CHARGING STATIONS* | EV-READY SPACES* | ADDITIONAL REQUIREMENTS |
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| Residential uses with up to 3 units | At least one (1) enclosed space shall support L1 charging. | | |
| Residential uses with 4 to 14 units | Ten (10) percent of enclosed parking spaces shall support L1 charging. | Two (2) spaces capable of L2 or L3 charging. <u>A minimum of fifty (50) percent of All remaining</u> enclosed spaces capable of L1 charging. | |
| Residential uses with 15 units or more | Ten (10) percent of parking spaces shall support L2 | Twenty (20) percent of spaces capable of L2 or L3 charging. <u>A minimum of fifty (50) percent of All</u> | At least one ADA parking space shall have access to an |

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| | charging. | remaining enclosed spaces capable of L1 charging. | installed EV charger. |
| Non-residential uses with up to twenty (20) spaces | One (1) space shall support L2 or L3 charging | Ten (10) percent of spaces capable of L2 or L3 charging. | |
| Non-residential uses with twenty-one (21) or more off-street parking spaces | Five (5) percent of parking spaces shall support L2 or L3 charging. | Twenty (20) percent of spaces capable of L2 charging. At least 1 space capable of L3 charging. | At least one ADA parking space shall have access to an EV charger. |

*If calculation results in a fraction, the next higher whole number shall be used.

- e) The minimum number of EV chargers may be reduced by the Director if proof can be provided that such spaces will not be used.

Section 5. This Ordinance is effective in accordance with Section 3.09 of the Richfield City Charter.

Passed by the City Council of the City of Richfield, Minnesota this 27 day of September, 2022.