

ORDINANCE NO. 2022-02

AN ORDINANCE OF THE CITY OF LARGO, FLORIDA, AMENDING THE CITY OF LARGO COMPREHENSIVE DEVELOPMENT CODE BY REPEALING SUBSECTIONS 7.2.6.D(3)j AND 7.4.5.D(3)j, PERTAINING TO MINIMUM ELECTRICAL VEHICLE CHARGING STATION PARKING REQUIREMENTS FOR THE LARGO TRI-CITY SPECIAL AREA PLAN; BY CREATING SUBSECTION 9.5.5 AND TABLE 9-4 PROVIDING FOR ELECTRIC VEHICLE (EV) READINESS WITHIN ACTIVITY CENTERS AND MULTIMODAL CORRIDORS; BY CREATING SUBSECTION 20.1.E(3) PROVIDING FOR DEFINITIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida has, in Chapter 166 – Municipalities, Florida Statutes, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the City of Largo Comprehensive Development Code (CDC) must be consistent with the City of Largo’s Comprehensive Plan and its adopted goals, objectives, and policies, in order to protect the health, safety, general welfare, and quality of life of all existing and future residents and property owners of the City; and

WHEREAS, the City of Largo’s Strategic Plan Focus Area of Sustainability includes an initiative to “renew our natural environment to ensure sustainability for future generations”, which includes a specific goal to “support the advancement of transportation options that reduce emissions and resource consumption”; and

WHEREAS, as recognized by the Legislature of the State of Florida, the use of electric vehicles “conserves and protects the state’s environmental resources, provides significant economic savings to drivers, and serves an important public interest;” and

WHEREAS, the Florida Department of Transportation has published initial recommendations for the state’s Electric Vehicle Master Plan that includes recommendations for the state to develop model zoning and building codes to incorporate Electric Vehicle Supply Equipment (EVSE); and

WHEREAS, in order to reduce greenhouse gas emissions, the City desires to encourage electric vehicle use by including provisions in the CDC for electric vehicle readiness; and

WHEREAS, the City Commission wishes to amend development standards and regulations within the CDC to incorporate EVSE standards within the Activity Centers and Multimodal Corridors.

NOW, THEREFORE, THE CITY OF LARGO CITY COMMISSION HEREBY ORDAINS:

SECTION 1. That the above recitals are true and correct and are hereby incorporated by reference as the findings of the City Commission.

SECTION 2. That Section 7.2.6.D(3)j of the Comprehensive Development Code is repealed.

SECTION 3. That Section 7.4.5.D(3)j of the Comprehensive Development Code is repealed.

SECTION 4. That Section 9.5.5 of the Comprehensive Development Code is created and shall read as follows:

9.5.5 Electric Vehicle (EV) Readiness within Activity Centers and Multimodal Corridors

- A. *Purpose* - The requirements of this section are intended to support and encourage the use of electric vehicles (EVs) as means of clean and sustainable transportation in the City by designating places for residents, employees, and visitors to park and charge EVs. Electric vehicle charging infrastructure may be installed in

varying levels of EV-Readiness, as defined in this section and section 20.1.E(3). Installing EV charging infrastructure at the time of construction, can help to avoid costly or cost-prohibitive retrofits. These requirements are intended to prepare for future increases in EV use and emerging EV technologies, improve air quality through a reduction in gas-powered vehicles, and further the City of Largo's sustainability goals, including climate change mitigation.

B. *Applicability* – All new projects subject to a development order through Section 3.4.2 that are located within the City's Activity Centers and Multimodal Corridors as indicated in Map 7-1, unless specifically excluded by Florida Statute 377.707. Only the new parking spaces and those added as part of a substantial enlargement are subject to the requirements of this subsection. Placement of the EV parking spaces and Electric Vehicle Supply Equipment (EVSE) infrastructure must be identified on site plans and construction documents.

C. *General Standards*

- 1) EV parking spaces shall be consistent with the City Engineering Standards Manual and other applicable standards outlined in this chapter.
- 2) EV-Readiness is categorized in three levels as follows: EV-Capable, EVSE-Ready, and EVSE-Installed.
 - i. EV-Capable shall mean to install electrical panel capacity and conduit to the future EV charging parking space.
 - ii. EVSE-Ready shall mean to install electrical panel capacity, conduit, and full circuit with outlet for Level 2 charging (typically terminates in a junction box or 240-volt 40-amp charging outlet).
 - iii. EVSE-Installed shall mean to install an EV charging station at the capacity of Level-2 charging or greater.

D. *Number of Spaces Required*

- (1) For all uses, off-street EV parking spaces and charging infrastructure shall be provided as required in Table 9-4.
- (2) The number of EV parking spaces required, is based on and counts towards the total minimum vehicle parking spaces required per CDC Section 9.5 - Vehicular Parking. Where the calculation results in a fractional parking space, it shall be rounded up to the next whole number.
- (3) With the exception of single-family, duplex, and triplex residential uses, EV parking spaces may be designated for residents, employees, visitors, patrons, and/or the general public.
- (4) An applicant may request a reduction in the number of required EVSE-Installed parking spaces if DC fast charging (DCFC) stations are installed to fulfill the requirements of this subsection. An EV parking study must be submitted to support the request and based on the findings of the analysis or study, the DCO may approve a reduction in the number of required EVSE-Installed parking spaces.

Table 9-4: Electric Vehicle Parking Requirements				
USE TYPE		EV CAPABLE	EVSE READY	EVSE INSTALLED
Residential	Single Family/Duplex/Triplex	N/A	1/dwelling unit	N/A

	Multifamily	20%	N/A	2%
	Affordable Housing Development	20%	N/A	N/A
Lodging		20%	N/A	2%
Industrial		10%	N/A	2%*
All Other Nonresidential Uses	0-9 Required Spaces	20%	N/A	N/A
	10-25 Required Spaces			1
	26-50 Required Spaces			2
	51-75 Required Spaces			4
	76-100 Required Spaces			6
	Over 100 Required Spaces			6% of Required Spaces
*Required Employee Spaces Only				

E. *Design Standards*

- 1) Charging equipment must be mounted on the wall or on a structure at the end of the provided electric vehicle parking space.
- 2) No charging devices may be placed within the dimensions of a space, on the sides, or entrance to a space.
- 3) When cords and connectors are not in use, retraction devices or locations for storage shall be located sufficiently above the pedestrian surface and the parking lot as to reduce conflicts with pedestrians and vehicle maneuvering.
- 4) Cords, cables, and connector equipment shall not extend across the path of travel in any sidewalk or walkway.
- 5) Equipment mounted on structures such as pedestals, lighting posts, bollards, or other devices shall be located in a manner that does not impede pedestrian, bicycle, or transit travel.
- 6) Alternative designs may be approved by the DCO with approval from the City Engineer.
- 7) Additional landscape screening may be required for mechanical equipment such as transformers associated with charging equipment, consistent with mechanical equipment screening requirements of this CDC.

F. *Accessibility Requirements*

- 1) A minimum of one (1) EVSE-Installed space must be located adjacent to an ADA designated space to provide access to the charging station.
- 2) The ADA accessible space must be designated as an EV reserved space.
- 3) EVSE-Installed ADA accessible spaces must have all relevant parts located within accessible reach, and in a barrier-free access aisle for the user to move freely between the EVSE and the EV.

G. *Signage*

- 1) EVSE-Installed spaces must be designated as reserved spaces utilizing signage.
- 2) Signage designating reserved EV parking spaces must be compliant with the Electric Vehicle Parking Spaces specifications in the City of Largo's Engineering Design and Construction Standards, and on file with the City Clerk.

SECTION 5. That Section 20.1.E (3) of the Comprehensive Development Code is created and shall read as follows:

20.1 Definitions and Acronyms Use

...

20.1.E

...

(3) *Electric Vehicle (EV) Definitions:*

- a. *Electric Vehicle (EV):* Any vehicle that is licensed and registered for operation on public and private highways, roads, and streets and that operates exclusively on electrical energy from an off-board source that is stored in the vehicle's batteries, producing zero tailpipe emissions or pollution when stationary or operating.
- b. *Electric Vehicle Charging Equipment Types:* The terms Level 1, Level 2, and Direct Current Fast Charging (DCFC) are the most common charging levels. The charging levels include the following specifications:
 - i. *Level 1:* is considered slow charging and operates on a 15 to 20 amp breaker. The voltage is a single phase 120 volt AC branch circuit. Approved Level 1 connectors include standard 120V.
 - ii. *Level 2:* is considered medium charging and operates on a 40 to 50 amp breaker on a single phase 208/240 volt AC circuit. Approved Level 2 connectors include SAE J1772 EV plug.
 - iii. *DCFC:* is considered fast or rapid charging. DCFC operates on a 100 amp or higher breaker on a 480 volt three phase AC with special grounding equipment. DCFC stations are typically characterized by industrial grade electrical outlets that allow for faster recharging of electric vehicles. For fast charging, the CHAdeMO and SAE Combo (also called CCS for "Combo Charging System") are the approved connector types.
- c. *Electric Vehicle Readiness (EV-Readiness):*
 - i. *EV-Capable* shall mean to install electrical panel capacity and conduit to the future EV charging parking space.
 - ii. *EVSE-Ready* shall mean to install electrical panel capacity, conduit, and full circuit with outlet for Level 2 charging (typically terminates in a junction box or 240-volt 40-amp charging outlet).
 - iii. *EVSE-Installed* shall mean to install an EV charging station at the capacity of Level-2 or greater.
- d. *Electric Vehicle Supply Equipment (EVSE):* Includes EV charging station and EV infrastructure including equipment for the purpose of transferring electric energy to a battery or other energy storage device in an electric vehicle. There are 3 different standardized indicators of electrical power and voltage, at which an electric vehicle's battery is recharged.

SECTION 6. That all ordinances or parts thereof inconsistent herewith are hereby repealed and superseded.

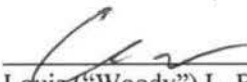
SECTION 7. That it is the intention of the Largo City Commission that each provision hereof be considered severable, and, if any section, subsection, sentence, or provision of this ordinance is held invalid, the remainder of the ordinance shall not be affected.

SECTION 8. That this ordinance shall become effective immediately upon its final passage and adoption.

APPROVED ON FIRST READING February 15, 2022

PASSED AND ADOPTED ON
SECOND AND FINAL READING March 15, 2022

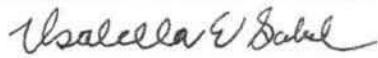
CITY OF LARGO, FLORIDA


Louis ("Woody") L. Brown, Mayor

ATTEST: 

Diane Bruner, City Clerk

REVIEWED AND APPROVED:



For: Alan S. Zimmet, City Attorney