

CITY OF LA CRESCENT ORDINANCE NO. 563

AN ORDINANCE TO PERMIT ELECTRIC VEHICLE CHARGING EQUIPMENT AND INFRASTRUCTURE IN ALL ZONING DISTRICTS

The City Council of the City of La Crescent hereby ordains:

DEFINITIONS:

1. Definitions. As used in this chapter, the following terms shall have the following meanings:
 - a. “Battery Electric Vehicle Charging Station” means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles.
 - b. “Battery Electric Vehicle” means any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries, and produces zero tailpipe emissions or pollution when stationary or operating.
 - c. “Charging levels” means the standardized indicators of electrical force or voltage, at which an electric vehicle’s battery is recharged. The terms 1, 2, and 3 are the most common charging levels, and include the following specifications:
 - i. 1. Level-1 is considered slow charging. Voltage including the range from 0 through 120.
 - ii. 2. Level-2 is considered medium charging. Voltage is greater than 120 and includes 240.
 - iii. 3. Level-3 is considered fast or rapid charging. Voltage is greater than 240.
 - d. “Electric Capacity” means at a minimum: 1. Panel capacity to accommodate a dedicated branch circuit and service capacity to install a 208/240V outlet per charger; 2. Conduit from an electric panel to future EVCS location(s).
 - e. “Electric Vehicle” means a vehicle that uses electricity for propulsion.
 - f. “Electric Vehicle Charging Station (EVCS)” means a public or private parking space that is served by battery charging station equipment for the purpose of transferring electric energy to a battery or other energy storage device in an electric vehicle.

SECTION I. La Crescent Municipal Code, Chapter 154, Zoning Regulations, Chapter 12, Zoning Ordinance, Section 12.10 General Provisions, Subd. 19 Electric Vehicle Charging Stations be created to allow electric vehicles as a permitted accessory use in all zoning districts and hereby adopts requirements for electric vehicle charging requirements for residential and non-residential uses as well

as construction standards for electric vehicle charging stations along with parking use standards and protections for electric vehicles as follows:

ORDINANCNE

- 2. Section 12.10 General Provisions
 - Subd. 19. ELECTRIC VEHICLE CHARGING STATIONS
 - A. Electric vehicle charging stations are permitted accessory structures in all zoning districts subject to the following requirements.
 - B. Electric vehicle charging infrastructure

Property Use	Electric vehicle charging infrastructure	Additional Requirements
Residential uses with up to 3 units	<ul style="list-style-type: none"> ▪ If enclosed parking spaces are present the electrical service panel requires a 240v breaker with 40-amp service and one conduit or raceway run to a junction box on the enclosed parking space wall/per unit 	N/A
Residential uses with 4 to 14 units	<ul style="list-style-type: none"> ▪ If enclosed parking spaces are present the electrical service panel requires two 240v breakers with 4 - amp service and two conduit or raceways run to a junction box on the enclosed parking space wall/per unit ▪ If there are no enclosed parking garages, 5% of surface parking spaces require 240v 40-amp service and conduit or raceway run to the edge of 	At least one ADA space must have access to energized outlets

	<p>the surface parking lot</p> <ul style="list-style-type: none"> ▪ L3 energized outlets are encouraged, but not required 	
Residential uses with 15 or more units	<ul style="list-style-type: none"> ▪ If enclosed parking spaces are present the electrical service panel the electrical service panel(s) requires four 240v breakers with 40-amp service and conduit or raceways run to a junction box on the enclosed parking space wall ▪ 10% of surface parking spaces (if they exist) require 240v 40-amp service and conduit or raceway run to the edge of the surface parking lot ▪ L3 energized outlets are encouraged, but not required 	At least one ADA space must have access to energized outlets
Non-residential uses with up to 20 spaces	<ul style="list-style-type: none"> ▪ If enclosed parking spaces are present, at least four spaces require a 240v 40-amp service and conduit or raceway run to a junction box on the enclosed parking space wall/per unit ▪ 10% percent of surface parking spaces require 240v 40-amp service and conduit or raceway 	At least two ADA spaces must have access to energized outlets

	<p>run to the edge of the surface parking lot</p> <ul style="list-style-type: none"> ▪ L3 energized outlets are encouraged, but not required 	
Non-residential uses with 21 or more off-street parking spaces	<ul style="list-style-type: none"> ▪ If enclosed parking garages are present, at least five garage spaces require a 240v 40-amp service and conduit or raceway run to a junction box on the enclosed parking space wall/per unit ▪ 20% percent of surface parking spaces require L2 energized outlets 240v with 40-amp service ▪ At least one L3 energized outlet 	At least two ADA spaces must have access to energized outlets

C. EVCS cords shall be retractable or have a place to hang the connector and cord sufficiently above the pedestrian surface as to minimize tripping hazards;

D. Any cords connecting the charger to a vehicle shall be configured so that they do not cross a driveway, sidewalk, accessibility routes, or passenger unloading area;

E. In order to proactively plan for and accommodate the anticipated future growth in market demand for electric vehicles it is strongly encouraged, but not required, that all new and expanded development parking areas consider adding the electrical infrastructure necessary to support the future installation of Electric Vehicle Charging Stations. This may include increasing electrical panel capacity, the installation of conduit or raceway, or other actions. Installing the infrastructure necessary for Electric Vehicle Charging Stations during construction is significantly more cost effective than retrofitting parking areas to be EV-ready;

F. EVCS shall be posted with signage indicating the space is reserved for electric vehicle charging purposes;

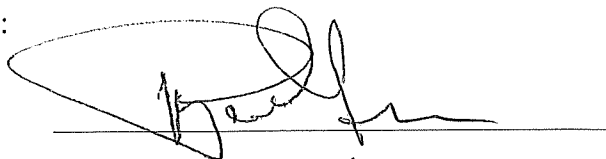
G. EVCS shall provide a phone number or other contact information on the equipment to report problems;

- H. EVCS shall have adequate lighting available for ease of night time use;
- I. EVCS equipment shall be protected by a curb, wheel stops, or concrete filled bollards;
- J. EVCS installers shall consider the following best practices for considerations of individuals protected under The Americans with Disabilities Act (ADA) until such time as there is national standard for ADA requirements for EVCS;
- K. Accessible EVCS shall count toward the minimum number of accessible car and van parking spaces required in a parking facility;
- L. EVCS shall be located so they are accessible for a person in a wheelchair on an access aisle, and the EVCS should not encroach on the access aisle;
- M. Reach range and turning radius requirements from ADA are good standards for accessing the equipment;
- N. Bollards, curb, or wheel stops shall not obstruct the use of the charging station;
- O. Charging equipment may be shared between accessible EVCS and regular EVCS;
- P. It is recommended that at least one accessible EVCS be included when installing multiple EVCS. If installing only one EVCS, strong consideration should be given to making it accessible;
- Q. Allows for a 5% reduction of minimum required parking for the installation of EV chargers above and beyond requirements, at a ratio of one L2 or L3 charger to one parking spot;
- R. New off-street parking areas will need to comply with the EV charger requirements and if an existing parking area is physically expanded, any added parking areas will need to meet ratios for minimum EV charging requirements as well

3. **Effective Date.** This Ordinance shall be in full force and effect from its date of publication.

PASSED AND ADOPTED by the City Council of the City of La Crescent, Minnesota, this 28th day of November, 2022.

SIGNED:

A handwritten signature in black ink, appearing to be "Michael", written over a horizontal line.

Mayor

ATTEST:

A handwritten signature in cursive script, appearing to read "Bill Willer", is written above a horizontal line.

City Administrator