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## ZONING CODE TEXT AMENDMENT

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<i>Initiator:</i>	Council Member Johnson
<i>Introduction Date:</i>	March 24, 2022
<i>Prepared By:</i>	<u>Joe Bernard</u> , Planning Project Manager, (612) 673-2422
<i>Specific Site:</i>	Citywide
<i>Ward:</i>	All Wards
<i>Neighborhood:</i>	All Neighborhoods
<i>Intent:</i>	Amending regulations related to electric vehicle charging infrastructure in new development to implement policies of Minneapolis 2040

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## APPLICABLE SECTION(S) OF THE ZONING CODE

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- Chapter 527, Planned Unit Development
- Chapter 530, Site Plan Review
- Chapter 541, Off-Street Parking, Loading, and Mobility
- Chapter 552, Built Form Overlay Districts
- The following chapter was also introduced: Chapter 520, Introductory Provisions. However, staff is not recommending changes to this chapter as part of this amendment and is therefore recommending returning it to the author.

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## BACKGROUND

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Council Member Johnson introduced an ordinance to amend regulations related to electric vehicle charging infrastructure in new development on March 24, 2022. The intent of this amendment is to implement policy guidance in Minneapolis 2040 calling for increased access to electric vehicle charging technology, and to bring existing ordinances into compliance with state building code standards. In 2021 Minneapolis adopted electric vehicle charging infrastructure regulations that requires providing chargers and other infrastructure in most new development. Following further consultation about implementing and enforcing these regulations with the state building official, there is a concern that the recently adopted regulations constitute a conflict with the state building code standard that prevents municipalities from regulating building components and systems in a manner different from the state building code. To address this situation staff recommends shifting to a model that incentivizes rather than requires electric vehicle charging infrastructure. Electric vehicle charging requirements for new and expanded surface parking lots are also proposed, since those aspects of a development are not subject to building code requirements. This item was first brought to the April 11, 2022, meeting of the Planning Commission and has been continued several times since then as staff worked to remedy any remaining apparent conflicts with the state building code.

## **Current Electric Vehicle Charging Requirements**

Current regulations regarding electric vehicle charging infrastructure were adopted in May 2021, with an effective date of January 1, 2022, and a phase-in period that afforded applicants alternative ways to comply with the ordinance until it fully applied on January 1, 2024. Staff has held-off on enforcing the ordinance while working with the state building official to develop an acceptable alternative to the existing ordinance. Current standards require all residential, office, and hotel uses to provide a percentage of supplied parking spaces with electric vehicle chargers and/or a level of electric vehicle charger readiness. All other uses are subject to similar requirements when supplying 20 or more spaces.

## **Proposed Electric Vehicle Charging Incentives**

To address concerns related to compliance with the state building code, staff proposes shifting to a system of incentives to encourage applicants to provide this infrastructure in new developments. This includes removing the existing requirements for electric vehicle charging and incorporating new incentives into three existing mechanisms in the zoning code – Planned Unit Development amenities, Site Plan Review 1-3 unit design standards, and Built Form Overlay District premiums. The specific requirements regarding the amount of charging infrastructure needed to comply with various point systems will remain in chapter 541 of the zoning ordinance.

### *Planned Unit Development Amenity and Built Form Overlay District Premiums*

Through provisions in the Built Form Overlay Districts, a new development may increase the allowed building height and floor area by choosing from a range of “premiums,” including things like affordable housing, a mix of residential and commercial development, and enclosed parking. We propose to amend the enclosed parking premium in Table 552-12 and 552-13. When this premium is chosen, the extra height or floor area would be awarded only when a certain percentage of the project’s parking spaces include electric vehicle chargers, and a certain percentage are EV-ready to accommodate chargers in the future. All bonuses/premiums are completely optional. Developers may easily avoid installing electric vehicle charging infrastructure by either, (a) complying with maximum floor area and height standards in the applicable zoning district, or (b) choosing a different premium or premiums.

Similarly, in larger Planned Unit Developments, exceptions to zoning requirements are authorized but must be offset by providing certain amenities from an established list of options in Table 527-2. One such amenity is underground parking. We also propose to amend this standard so that those specific amenity points would only be awarded when a certain percentage of the project’s parking spaces include electric vehicle chargers, and a certain percentage are EV-ready to accommodate chargers in the future. The developer may choose from a variety of other amenities and avoid including electric vehicle charging infrastructure.

The proposed standard for achieving the amenity or premium points is 5 percent of provided parking spaces capable of L2 charging, an additional 10 percent of provided parking spaces that are electric vehicle ready, and adequate electrical service to allow for simultaneous charging of 10 percent of provided parking spaces at an L2 level. Applicants choosing to supply additional chargers beyond the minimum requirement would reduce their requirement for EV ready spaces by an equal amount.

### *Site Plan Review 1-3 Unit Design Standards*

Staff proposes amending Table 530-2 of the zoning code that awards points for design standards in Single-, Two-, and Three-Family Dwellings. New 1-3 unit buildings must achieve a minimum of 17 points from this menu of options. To incentivize the provision of electric vehicle charging infrastructure in new 1-3 unit buildings, staff

proposes adding a new item to the menu of options in Table 530-2 that would award 1 point to applicants that provide an L2 level or greater charging station serving an off-street parking space.

### **New and Expanded Surface Parking Lots**

A newly proposed standard for surface parking would require 5 percent of all surface parking spaces to have a charging station capable of L2 charging. This would apply to new parking areas with 20 or more spaces, or existing parking areas when 20 or more spaces are added.

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## **ANALYSIS**

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### **What is the reason for the amendment and what public purpose will be served?**

The amendment is intended to increase access to electric vehicle charging infrastructure by encouraging new developments to include them in their parking facilities. Increased access to this infrastructure will be necessary as the market continues to shift toward more electric vehicle use and is part of an overall strategy to reduce greenhouse gas emissions in Minneapolis. Encouraging the provision of electric vehicle charging infrastructure in new development also increases the chance that there is more equitable access to these facilities in the long run.

### **How is the amendment consistent with the purpose of the zoning district(s) or ordinance chapter(s) being amended?**

The proposed incentives and standards apply across all zoning districts. Including electric vehicle charging infrastructure incentives in the zoning ordinance generally is consistent with policy direction in *Minneapolis 2040*, which is outlined in more detail below.

### **Are there consequences in denying this amendment?**

Electric vehicle charging infrastructure can be difficult and cost-prohibitive to install after a building is already constructed. Encouraging the inclusion of these facilities at the outset will reduce overall costs to residents of buildings that desire electric vehicle charging infrastructure.

### **What adverse effects may result with the adoption of this amendment?**

Significant adverse effects are not anticipated.

### **How does the amendment relate to other City ordinances?**

The amendment brings city ordinance into compliance with state building code standards. The proposal does not affect or significantly overlap with other City ordinances.

### **What factors are influencing the timing of the proposed amendment? Why?**

The existing electric vehicle charging infrastructure regulations in the zoning ordinance are not being enforced due to a ruling by the state building official. The amendment is brought forward at this time to ensure that new developments have the options of supplying electric vehicle charging infrastructure as a trade-off for certain approvals in the zoning ordinance. Additionally, the recently adopted Inflation Reduction Act includes tax credits for the purchase of new and used electric vehicles, which may accelerate the adoption of EVs in the coming years.

### **How does the amendment compare to practices in other cities?**

Electric vehicle charging infrastructure regulations are a relatively new addition to city zoning codes. While there are national and local examples to learn from, these regulations are far from uniform and are still in an early stage

of implementation. Cities that have adopted standards typically apply them to all new construction, and do not allow for new developments to opt out via incentive programs like the one proposed in this ordinance. It is unclear whether other municipalities across the country have needed to navigate the same issue here in Minneapolis where regulations were identified as conflicting with the state building code.

**How will this amendment implement the comprehensive plan?**

The amendment will implement the following applicable goals of *Minneapolis 2040* (2020):

- Goal 1. Eliminate disparities: In 2040, Minneapolis will see all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion, or zip code having eliminated deep-rooted disparities in wealth, opportunity, housing, safety, and health.
- Goal 10. Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050.
- Goal 11. Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem.

The following policies and action steps from *Minneapolis 2040* (2020) apply to this proposal:

**Minneapolis 2040 Policy 16 – Environmental Impacts of Transportation:** Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Action step g. – Explore incentives and requirements for electric vehicle charging infrastructure in new development and in the public right-of-way.

**Minneapolis 2040 Policy 25 – Innovations in Transportation and Infrastructure:** Support the development and deployment of new transportation technologies that positions Minneapolis to benefit from these advancements.

Action step d. – Encourage and support electric vehicles by prioritizing associated public and private infrastructure including in the right of way, and ensure that electric vehicle charging infrastructure incentivizes the use of renewable generated electricity.

The following policies and action steps from the *Transportation Action Plan* apply to this proposal:

**Transportation Action Plan Technology Strategy 6:** Encourage and support electric vehicles by developing public charging stations and incentivizing private off-street stations; incentivize power sources from renewable generated electricity.

Action 6.6 – Work with the Minneapolis Community Planning and Economic Development Department to require developers to build off-street electric vehicle charging stations in their developments if they include parking.

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## RECOMMENDATIONS

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The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council adopt staff findings to amend Title 20 of the Minneapolis Code of Ordinances, as follows, and further recommends that Chapter 520 be returned to the author:

**A. Text amendment to amend regulations related to electric vehicle charging infrastructure in new development to implement policies of Minneapolis 2040.**

Recommended motion: The City Planning Commission recommends that the City Council **approve** the text amendment to amend regulations related to electric vehicle charging infrastructure in new development to implement policies of Minneapolis 2040, and further recommends that Chapter 520 be returned to the author.

Chapter 527 related to the Zoning Code: *Planned Unit Development*

Chapter 530 related to the Zoning Code: *Site Plan Review*

Chapter 541 related to the Zoning Code: *Off-Street Parking, Loading, and Mobility*

Chapter 552 related to the Zoning Code: *Built Form Overlay Districts*

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## ATTACHMENTS

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1. Ordinance amending Chapter 527 related to the Zoning Code: Planned Unit Development
2. Ordinance amending Chapter 530 related to the Zoning Code: Site Plan Review
3. Ordinance amending Chapter 541 related to the Zoning Code: Off-Street Parking, Loading, and Mobility
4. Ordinance amending Chapter 552 related to the Zoning Code: Built Form Overlay Districts
5. Racial Equity Impact Analysis
6. Public Comments

**ORDINANCE**

**By Johnson**

**Amending Title 20 of the Minneapolis Code of Ordinances relating to Zoning Code.**

The City Council of the City of Minneapolis do ordain as follows:

Section 1. That Table 527-2 Amenities contained in Section 527.120 of Chapter 527, Planned Unit Development, be amended to read as follows:

**Table 527-2 Amenities**

<b>Points</b>	<b>Amenity</b>	<b>Standards</b>
10	Active liner uses as part of a parking garage	Inclusion of housing, office, or other active uses around the perimeter of all floors of a parking garage that face a public street, sidewalk, or pathway. In any district where liner uses are already required on the first floor, points shall only be awarded for liner uses on all other floors above the first where parking is located. False or display windows shall not qualify.
10	Environmental sustainability— Ecological function	a. Installation of an extensive, intensive, semi-intensive, modular or integrated green roof system that covers a minimum of fifty (50) percent of the total roof area proposed for the development. b. Not less than fifty (50) percent of the site not occupied by buildings including all required landscaped yards shall be landscaped per the standards in Chapter 530. c. Native species plantings shall be prioritized on the landscaping plan, including plantings that support pollinators.
10	Historic preservation	a. The structure shall be a locally designated historic structure or shall be determined to be eligible to be locally designated as a historic structure, as provided in Chapter 599 of the Minneapolis Code of Ordinances, Heritage Preservation. b. The historic structure, if undesignated, shall be subject to the same restrictions that are applicable to locally designated historic structures and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation. c. The historic structure shall be rehabilitated pursuant to the applicable guidelines of the heritage preservation ordinance and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, if necessary.
10	Environmental sustainability— Climate resiliency	Any performance standard (LEED, PHIUS, EGC, etc.) that achieves the Minnesota Sustainable Building 2030 (SB 2030) 2010-2014 Energy Standard, a sixty (60) percent energy/carbon reduction from the 2003 Average Building Baseline. The evaluation shall be submitted by a certified architect. Building utility energy and water information shall be submitted annually as part of the Minneapolis Energy Benchmarking program.

10	Public right-of-way dedication	Dedication of land and construction of a public road, alley, pathway, or greenway that is part of an approved City plan or that restores the city's traditional grid subject to the approval of the applicable agencies or departments. Right-of-way improvements should be designed in accordance with Chapter 598, Land Subdivision Regulations. Points shall not be awarded for the reconstruction or relocation of an alley to facilitate an alley vacation.
10	Underground parking	All parking shall be located underground. Where the grade of the site slopes significantly, all parking shall be enclosed in a floor level of the building that does not meet the definition of a story. Further, exterior parking garage walls adjacent to the public street shall not extend more than three (3) feet above the adjacent grade measured from the finished floor of the first level. <u>Electric vehicle charging infrastructure must be provided in accordance with section 541.420, Specific electric vehicle charging infrastructure standards.</u>
5	Conservation of the built environment	Significant renovation, rehabilitation and adaptive reuse of an existing building(s), rather than demolition.
5	Garden(s) or on-site food production	Permanent and viable growing space and/or facilities such as a greenhouse or a garden conservatory at a minimum of sixty (60) square feet per dwelling unit to a maximum required area of five thousand (5,000) square feet, which provide fencing, watering systems, soil, secured storage space for tools, solar access, and pedestrian access as applicable. The facility shall be designed to be architecturally compatible with the development and to minimize the visibility of mechanical equipment.
5	Renewable energy	Not less than forty (40) percent of electricity usage shall be derived from renewable energy sources through on-site generation and/or renewable energy credits (RECs).
5	Outdoor open space	Contiguous ground level outdoor open space that is related to and proportional with the bulk of the building and landscaped with trees and shrubs. Rain gardens, where appropriate, are encouraged. Walkways and pathways shall be surfaced with pervious pavers, pervious concrete, decorative pavers, stamped concrete, colored concrete, brick or other decorative and durable materials. A minimum of thirty (30) percent of the site not occupied by buildings shall be landscaped outdoor open space. A minimum of fifty (50) percent of the provided open space shall be contiguous. The open space must be immediately accessible from the principal structure. Areas should be designed for winter use and relate to the built form with consideration given to elements such as providing shelter from wind, utilizing seasonally appropriate materials, maximizing access to sunlight and providing for snow and ice removal.
5	Outdoor children's play area	An active, outdoor children's play area with a minimum of fifty (50) square feet for each unit containing three (3) or more bedrooms but not less than five hundred (500) square feet of play area to a maximum required area of five thousand (5,000) square feet. The play area shall be secure, shall be separated from parking and

		maneuvering areas, and shall be designed to facilitate adult supervision. The play area shall include play equipment, installed to the manufacturer's specifications, or natural features suitable for children in both preschool and elementary school. Play equipment shall not be located in a required yard and not more than twenty-five (25) percent of the required square footage of the play area may be located in a required yard. Play areas should be designed for winter use and relate to the built form with consideration given to elements such as providing shelter from wind, utilizing seasonally appropriate materials, maximizing access to sunlight and providing for snow and ice removal.
5	Plaza	Plazas shall have a minimum area equivalent to ten (10) percent of the site not occupied by buildings, but not less than two thousand (2,000) square feet and shall comply with all provisions in Chapter 535, Regulations of General Applicability. Plazas for commercial or mixed-use development shall be open to the public during daylight hours.
3	Art feature	Provision of art that shall strive to promote quality design, enhance a sense of place, contribute to a sense of vitality, show value for artist and artistic processes, and use resources wisely. The art shall be maintained in good order for the life of the principal structure. The art shall be located where it is highly visible to the public. If located indoors, such space shall be clearly visible and easily accessible from adjacent sidewalks or streets. The art shall be valued at not less than one-fourth (.25) of one (1) percent of the capital cost of the principal structure.
3	Decorative or pervious surface for on-site parking and loading areas, drives, driveways and walkways.	Provide decorative pavers, pervious pavers, stamped concrete, colored concrete, pervious concrete, brick or other decorative or durable materials for a minimum of seventy-five (75) percent of surface parking and/or loading areas, drives aisles, driveways and walkways that comply with the Americans with Disabilities Act accessibility requirements.
3	Energy efficiency	Utilization of energy design assistance programs or commissioning to ensure that building systems are designed to operate efficiently and exceed the Minnesota State Energy Code by at least thirty (30) percent of the annual energy costs. The developer must submit documentation to the City including a letter signed by the owner or a licensed design professional, that shows the project will comply with this standard.
3	Living wall system	Provide a living wall system on at least one (1) building elevation. The living wall shall be composed of panels that total a minimum of sixty (60) percent of the wall area on the building elevation, or five hundred (500) square feet, whichever is greater. Window area is included in the calculation of the wall area, but in no case shall the living wall cover windows. Not less than twenty (20) percent of the plantings shall provide greenery year round.



3	Natural features	Site planning that preserves significant natural features or restores ecological functions of a previously damaged natural environment.
3	Pedestrian improvements	A site and building design that allows for exceptional and accessible pedestrian and/or bicycle access through and/or around a site that exceeds the requirements of Chapter 530, Site Plan Review. The improvements shall use a combination of landscaping, decorative materials, access control and lighting to create a safe, clear and aesthetically pleasing access through and/or around the site that complies with the Americans with Disabilities Act accessibility requirements.
3	Reflective Roof	Utilize roofing materials for seventy-five (75) percent or more of the total roof surface having a Solar Reflectance Index (SRI) equal to or greater than the values as required by the US Green Building Council (USGBC) for low-sloped and steep-sloped roofs.
3	Shared bicycles and e-vehicle chargers	Public access to shared bicycles available for short-term use. Applies to mixed-use and non-residential uses only. A minimum of ten (10) shared bicycles and four (4) e-vehicle chargers per one (1) commercial use must be provided to qualify as an amenity. Bicycle parking spaces and racks shall be located in an area that is convenient and visible from the principal entrance of the building.
3	Shared vehicles	Access to a shared passenger automobile available for short-term use. For residential uses, a minimum of one (1) car per one hundred (100) dwelling units is required.
1	Decorative fencing	Install high-quality decorative metal fencing where visible from the public street, public sidewalk or public pathway. The point for decorative fencing may be obtained when it is included as part of another amenity if it is also provided in other areas on the site. In no case shall chain-link fencing be considered decorative fencing.
1	Enhanced exterior lighting	Lighting plan that highlights significant areas of the site or architectural features of the building(s), subject to the standards of Chapter 535, Regulations of General Applicability.
1	Enhanced landscaping	A landscaping plan of exceptional design that has a variety of native tree, shrub, and plant types that provide seasonal interest and that exceed the requirements of Chapter 530, Site Plan Review. The landscaped areas shall have a resource efficient irrigation system. The landscaping plan shall be prepared by a licensed landscape architect.
1	Enhanced stormwater management	Provide capacity for infiltrating stormwater generated onsite with artful rain garden design, or subterranean stormwater collection and filtration system, that serves as a visible and/or visually appealing amenity. Rain garden designs shall be visually compatible with the form and function of the space and shall include for long-term maintenance of the design. The design shall conform to requirements of the stormwater management plan approved by public works.
1	Heated drives or sidewalks	Heated drives or sidewalks that are designed to provide snow and ice free surfaces.
1	Pet Exercise Area	A pet exercise area shall have a minimum dimension of twelve (12) feet by sixty (60) feet. It shall be enclosed with decorative fencing,

		include lighting in compliance with Chapter 535, Regulations of General Applicability and provide accommodations for proper disposal of animal waste. The pet exercise area shall not be located in a required yard.
1	Recycling storage area	Provide an easily accessible area that serves the entire building and is dedicated to the collection and storage of non-hazardous materials for recycling, including but not limited to paper, corrugated cardboard, glass, plastics and metals. The recycling storage area shall be located entirely below grade or entirely enclosed within the building.
1	Tree islands	The inclusion of additional or larger tree islands in the interior of parking lots that exceed the requirements of Chapter 530, Site Plan Review. Larger tree islands shall have a minimum width of ten (10) feet in any direction and shall provide shrubs, plant materials, and/or rain garden plantings in addition to the trees.
1	Water feature	A water feature, including but not limited to a reflecting pond, a children's play feature or a drinking fountain shall be located where it is highly visible to and useable by the public.
As determined by CUP.	Amenities proposed by the applicant or others	The city planning commission may consider other amenities not listed in Table 527-2, Amenities, that are proportionally related to the alternative requested. The commission may assign one (1), three (3), five (5), or ten (10) points based on the proportionality.
As determined by CUP.	Amenities that significantly exceed standards	The city planning commission may consider up to five (5) additional points to the point value listed for any amenity in Table 527-2, Amenities, where the commission finds the proposed amenity substantially exceeds the standards required in Table 527-2, Amenities, for the amenity.

Section 2. That Table 530-2 Standards for Single-, Two-, and Three-Family Dwellings contained in Section 530.280 of Chapter 530, Site Plan Review, be amended to read as follows:

**Table 530-2 Standards for Single-, Two-, and Three-Family Dwellings**

<b>Points</b>	<b>Design Standard</b>
6	The exterior building materials are masonry, brick, stone, stucco, wood, cement-based siding, and/or glass
4	The height of the structure is within one-half (½) story of the predominant height of residential buildings within one hundred (100) feet of the site
4	The total diameter of trees retained or planted equals not less than three (3) inches per one thousand (1,000) square feet of total lot area, or fraction thereof. The diameter of each tree shall be at least two and one-half (2.5) inches. Tree diameter shall be measured at four and one-half (4.5) feet above grade.
3	Not less than twenty (20) percent of the walls on each floor that face a public street, not including walls on half stories, are windows
3	Not less than one (1) off-street parking space per dwelling unit is provided in an enclosed structure that is detached from the principal structure and is located entirely in

	the rear forty (40) feet or twenty (20) percent of the lot, whichever is greater, and the accessory structure is not less than twenty (20) feet from any habitable portion of the principal structure
3	The structure includes a basement as defined by the building code
2	Not less than ten (10) percent of the walls on each floor that face a rear or interior side lot line, not including walls on half stories, are windows
<u>1</u>	<u>Not less than one (1) Level 2 or greater electric vehicle charging station, as defined in Chapter 541, Off-Street Parking, Loading and Mobility, is provided serving an off-street parking space.</u>
1	The development qualifies for and, following construction, provides proof of receipt of a City of Minneapolis Stormwater Quality Credit
1	The structure includes an open, covered front porch of at least seventy (70) square feet that is not enclosed with windows, screens, or walls, provided there is at least one (1) existing open front porch within one hundred (100) feet of the site. The porch may include guardrails not more than three (3) feet in height and not more than fifty (50) percent opaque. The finish of the porch shall match the finish of the dwelling or the trim on the dwelling. For the purpose of this section, raw or unfinished lumber shall not be permitted on an open front porch.

Section 3. That Section 541.420 contained in Chapter 541, Off-Street Parking, Loading, and Mobility, be amended to read as follows:

**541.420. Specific electric vehicle charging infrastructure ~~requirements-standards~~.** (a) *In general.* To comply with the standard for the Underground Parking amenity in Table 527-2, the standard for the Enclosed Parking premium in Table 552-12, and the standard for the Enclosed Parking premium in Table 552-13, Principal-principal uses shall provide electric vehicle charging stations, electric vehicle flexible spaces, and electric vehicle capable spaces for provided parking in the appropriate quantity and at the charging level identified in Table 541-4, Required Standards for Electric Vehicle Charging Infrastructure Incentives. A property owner, business owner, or property manager may determine whether parking spaces with electric vehicle charging stations are reserved for electric vehicles or are available for use by all vehicles.

(b) *Mixed use development.* For mixed use development or where accessory parking facilities are shared by residential and non-residential uses, the zoning administrator shall determine the required level of electric vehicle charging infrastructure to comply with the intent of Table 541-4, Required Standards for Electric Vehicle Charging Infrastructure Incentives.

(c) *Phased implementation.* ~~The effective date of Article IV, Electric Vehicle Charging, of this chapter, shall be January 1, 2022. In addition, until January 1, 2024, a development subject to a requirement to provide electric vehicle charging stations may, as an alternative, provide electric vehicle readiness to not less than seventy-five (75) percent of the parking spaces provided in the development. A development submitting its land use application after January 1, 2024, is subject to full compliance with the requirements of Table 541-4, Required Electric Vehicle Charging Infrastructure.~~

Surface Parking. Newly established off-street surface parking areas providing twenty (20) or more spaces and existing off-street surface parking areas that add twenty (20) or more spaces shall supply not less than

five (5) percent of newly established parking spaces with electric vehicle charging stations capable of L2 charging or greater. This requirement shall apply to both principal and accessory surface parking areas.

**Table 541-4 Required Electric Vehicle Charging Infrastructure**

<b>Use</b>	<b>Electric Vehicle Charging Stations</b>	<b>Electric Vehicle Ready Spaces</b>	<b>Notes</b>
Any building or use with up to 3 residential units	None	Minimum of 1 L2 level space if parking is provided. All remaining enclosed accessory parking spaces shall support L1 charging.	Congregate living uses shall be exempt.
Any building or use with 4 to 9 residential units	None	Minimum of 1 L2 level space if parking is provided. All remaining enclosed accessory parking spaces shall support L1 charging.	Congregate living uses shall be exempt.
Any building or use with 10 residential units or more	10% of provided parking spaces capable of L2 charging.  Installation of electric vehicle charging stations is not required when fewer than 10 parking spaces are provided.	Additional 20% of provided spaces at L2 charging level.	Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level.  Congregate living uses shall be exempt except that congregate living uses with 20 or more parking spaces shall be subject to the same electric vehicle infrastructure standard as a non-residential use with 20 or more parking spaces.
Hotel	10% of provided parking spaces capable of L2 charging.	Additional 20% of provided spaces at L2 charging level.	Adequate electrical service is required to allow for simultaneous charging of 20% of provided parking spaces at an L2 level.
Office	10% of provided parking spaces capable of L2 charging.	Additional 20% of provided spaces at L2 charging level.	Adequate electrical service is required to allow for simultaneous charging of 20% of

			provided parking spaces at an L2 level.
All other non-residential uses where 20 off-street parking spaces or more are provided	5% of provided parking spaces capable of L2 charging.	Additional 5% of provided spaces at L2 charging level.	

**Table 541-4 Standards for Electric Vehicle Charging Incentives**

<b><u>Use</u></b>	<b><u>Electric Vehicle Charging Stations</u></b>	<b><u>Electric Vehicle Ready Spaces</u></b>	<b><u>Notes</u></b>
All Uses providing ten (10) or more enclosed parking spaces	5% of provided parking spaces capable of L2 charging.	Additional 10% of provided spaces at L2 charging level. For each charging station provided in excess of the minimum standard, the number of electric vehicle ready spaces may be reduced by an equivalent amount.	Adequate electrical service is required to allow for simultaneous charging of 10% of provided parking spaces at an L2 level.

Section 4. That Table 552-12 Floor Area Ratio Premiums Authorized in Interior 3\*, Corridor 3, Corridor 4, Corridor 6, Transit 10, Transit 15, Transit 20, and Production contained in Section 552.630 of Chapter 552, Built Form Overlay Districts, be amended to read as follows:

**Table 552-12 Floor Area Ratio Premiums Authorized in Interior 3\*, Corridor 3, Corridor 4, Corridor 6, Transit 10, Transit 15, Transit 20, and Production**

<b><u>Premium</u></b>	<b><u>Standards</u></b>
Affordable housing	<p>a. The development shall comply with the city's inclusionary housing requirements by providing affordable units on-site rather than utilizing one (1) of the compliance alternatives.</p> <p>b. The development must include at least twenty (20) dwelling units to qualify for the affordable housing bonus. In developments with fewer than fifty (50) units, all inclusionary housing standards that apply to developments with fifty (50) or more units shall apply to the development.</p> <p>c. The premium value shall be double when the affordable units are on-site and affordable at or below thirty (30) percent of the area median income, without income averaging.</p>
Child care center	<p>The development includes a child care center that meets the following standards:</p> <ol style="list-style-type: none"> <li>1) Not less than two thousand (2,000) square feet of enclosed space.</li> <li>2) The use shall comply with the specific development standards for child care centers in Chapter 536, Specific Development standards.</li> </ol>

Construction type	a. Not less than sixty (60) percent of the floor area of the development on the zoning lot is within a structure or structures classified by the building code as one (1) the following construction types: Type IA, Type IB, Type IIA, or Type IV.
Enclosed parking	<p>a. All off-street parking on the zoning lot, other than temporary drop-off and pick-up spaces, shall be located within the building, entirely below grade, or in a parking garage of at least two (2) levels.</p> <p>b. All drive aisles that facilitate maneuvering into and out of parking spaces shall be located within the structure. Exception: In the Interior 3 District, drive aisles and vehicle maneuvering areas may be located outdoors.</p> <p>c. <u>Electric vehicle charging infrastructure must be provided in accordance with section 541.420, Specific electric vehicle charging infrastructure standards.</u></p>
Environmental sustainability— Climate resiliency	<p>The project shall achieve at least one (1) of the following standards:</p> <p>a. Any performance standard (LEED, PHIUS, EGC, etc.) that achieves the Minnesota Sustainable Building 2030 (SB 2030) 2010-2014 Energy Standard, a sixty (60) percent energy/carbon reduction from the 2003 Average Building Baseline. The evaluation shall be submitted by a certified architect. Building utility energy and water information shall be submitted annually as part of the Minneapolis Energy Benchmarking program.</p> <p>b. Not less than forty (40) percent of electricity usage shall be derived from renewable energy sources through on-site generation and/or renewable energy credits (RECs).</p>
Environmental sustainability— Ecological function	<p>The development shall include a green roof and landscaping elements that meet the following standards:</p> <p>a. Installation of an extensive, intensive, semi-intensive, modular or integrated green roof system that covers a minimum of fifty (50) percent of the total roof area proposed for the development.</p> <p>b. Not less than fifty (50) percent of the site not occupied by buildings including all required landscaped yards shall be landscaped per the standards in Chapter 530, Site Plan Review.</p> <p>c. Native species, climate resilient species, and edible plantings shall be prioritized on the landscaping plan, including plantings that support pollinators.</p>
Grocery store	<p>The development includes a grocery store that meets the following standards:</p> <ol style="list-style-type: none"> <li>1) Not less than five thousand (5,000) square feet of public space.</li> <li>2) The store shall include fresh produce in compliance with the staple food requirements of Chapter 203, Grocery Stores, of the Minneapolis Code of Ordinances.</li> </ol>
Mixed use commercial and residential	<p>a. The commercial space within the development must comply with at least two (2) of the of the following three (3) standards:</p> <ol style="list-style-type: none"> <li>1) The commercial space shall occupy at least sixty (60) percent of the building's ground-floor street frontage and a minimum interior depth of twenty (20) feet.</li> <li>2) The commercial spaces shall occupy at least twenty (20) percent of the floor area of the building footprint or one thousand (1,000) square feet, whichever is greater.</li> <li>3) The commercial space shall occupy at least five (5) percent of the gross floor area of the building or one thousand (1,000) square feet, whichever is greater.</li> </ol> <p>b. The development shall include no fewer than four (4) residential units above the commercial space.</p>

	c. For properties located in the Destination Mixed Use land use category in the comprehensive plan, the qualifying commercial space(s) shall be occupied by retail sales and services uses or food and beverages uses.
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\*The Interior 3 Built Form Overlay District shall only be eligible for the Enclosed Parking premium and no others.

Section 5. That Table 552-13 Floor Area Ratio Premiums Authorized in Transit 30 and Core 50 contained in Section 552.630 of Chapter 552, Built Form Overlay Districts, be amended to read as follows:

**Table 552-13 Floor Area Ratio Premiums Authorized in Transit 30 and Core 50**

<b>Premium</b>	<b>Standards</b>	<b>Built Form Overlay District and Premium Value</b>
Affordable housing	<p>a. The development shall comply with the city's inclusionary housing requirements by providing affordable units on-site rather than utilizing one (1) of the compliance alternatives.</p> <p>b. The development must include at least twenty (20) dwelling units to qualify for the affordable housing bonus. In developments with fewer than fifty (50) units, all inclusionary housing standards that apply to developments with fifty (50) or more units shall apply to the development.</p> <p>c. The premium value shall be double when the affordable units are on-site and affordable at or below thirty (30) percent of the area median income, without income averaging.</p>	<p>Core 50: 4.0 Transit 30: 2.0</p>
Child care center	<p>The development includes a child care center that meets the following standards:</p> <ol style="list-style-type: none"> <li>1) Not less than two thousand (2,000) square feet of enclosed space.</li> <li>2) The use shall comply with the specific development standards for child care centers in Chapter 536, Specific Development standards.</li> </ol>	<p>Core 50: 2.0 Transit 30: 1.0</p>
Enclosed parking	<p>a. All off-street parking on the zoning lot, other than temporary drop-off and pick-up spaces, shall be located within the building, entirely below grade, or in a parking garage of at least two (2) levels.</p> <p>b. All drive aisles that facilitate maneuvering into and out of parking spaces shall be located within the structure.</p> <p>c. <u>Electric vehicle charging infrastructure must be provided in accordance with section 541.420, Specific electric vehicle charging infrastructure standards.</u></p>	<p>Core 50: 4.0 Transit 30: 2.0</p>
Environmental sustainability— Climate resiliency	<p>The project shall achieve at least one (1) of the following standards:</p> <ol style="list-style-type: none"> <li>a. Any performance standard (LEED, PHIUS, EGC, etc.)</li> </ol>	<p>Core 50: 4.0 Transit 30: 2.0</p>

	<p>that achieves the Minnesota Sustainable Building 2030 (SB 2030) 2010-2014 Energy Standard, a sixty (60) percent energy/carbon reduction from the 2003 Average Building Baseline. The evaluation shall be submitted by a certified architect. Building utility energy and water information shall be submitted annually as part of the Minneapolis Energy Benchmarking program.</p> <p>b. Not less than forty (40) percent of electricity usage shall be derived from renewable energy sources through on-site generation and/or renewable energy credits (RECs).</p>	
Freight loading terminal	<p>a. All freight loading facilities shall be located entirely below grade or entirely enclosed within the principal structure served.</p> <p>b. The freight loading facilities shall be designed to meet the needs and requirements of all uses on the zoning lot.</p>	Core 50: 2.0 Transit 30: 2.0
Grocery store	<p>The development includes a grocery store that meets the following standards:</p> <ol style="list-style-type: none"> <li>1) Not less than five thousand (5,000) square feet of public space.</li> <li>2) The store shall include fresh produce in compliance with the staple food requirements of Chapter 203, Grocery Stores, of the Minneapolis Code of Ordinances.</li> </ol>	Core 50: 2.0 Transit 30: 1.0
Historic preservation	<p>a. The structure shall be a locally designated historic structure or shall be determined to be eligible to be locally designated as a historic structure, as provided in Chapter 599 of the Minneapolis Code of Ordinances, Heritage Preservation.</p> <p>b. The historic structure, if undesignated, shall be subject to the same restrictions that are applicable to locally designated historic structures and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation.</p> <p>c. The historic structure shall be rehabilitated pursuant to the applicable guidelines of the heritage preservation ordinance and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, if necessary.</p> <p>d. A zoning lot may qualify for a historic preservation premium or as a sending site for transfer of development rights pursuant to Article IV, Transfer of Development Rights, but not both.</p>	Core 50: 4.0 Transit 30: 2.0
Mixed use commercial and residential	<p>a. The commercial space within the development must comply with at least two (2) of the following three (3) standards:</p>	Core 50: 4.0 Transit 30: 2.0



	<p>1) The commercial space shall occupy at least sixty (60) percent of the building's ground-floor street frontage and a minimum interior depth of twenty (20) feet,</p> <p>2) The commercial spaces shall occupy at least twenty (20) percent of the floor area of the building footprint or one thousand (1,000) square feet, whichever is greater,</p> <p>3) The commercial space shall occupy at least five (5) percent of the gross floor area of the building or one thousand (1,000) square feet, whichever is greater.</p> <p>b. The development shall include no fewer than four (4) residential units above the commercial space.</p> <p>c. For properties located in the Destination Mixed Use land use category in the comprehensive plan, the qualifying commercial space(s) shall be occupied by retail sales and services uses or food and beverages uses.</p>	
Public art	<p>a. The art shall be valued at not less than one-fourth (¼) of one (1) percent of the capital cost of the principal structure.</p> <p>b. The art shall be located where it is highly visible to the public. If the art is located indoors, such space shall meet the minimum requirements for an indoor open space, interior through-block connection, or skyway connecting corridor, as specified in this article.</p>	<p>Core 50: 2.0 Transit 30: 1.0</p>
Through-block connection	<p>a. The connection shall connect two (2) public streets on opposite sides of the block, or shall connect a public street to an urban open space on the opposite side of the block, or shall connect two (2) urban open spaces on opposite sides of the block, or shall connect to another interior through-block connection. The through-block connection shall not require walking across or through driveways, parking areas, or other areas with vehicle maneuvering. In addition, on developments involving less than one-half (½) block, the interior through-block connection may connect two (2) public streets on opposite sides of the block in combination with corridors in one (1) or more buildings.</p> <p>b. The connection shall be located not more than three (3) feet above or below the level of the sidewalk, shall have a minimum interior clear width of twelve (12) feet and a minimum height of twelve (12) feet. The maximum interior through-block connection premium shall be increased by one (1) where the interior through-block connection has a minimum interior clear</p>	<p>Core 50: 2.0 Transit 30: 1.0</p> <p>Multiple through-block connections on a zoning lot may be awarded multiple premiums but shall result in a maximum premium of 4.0 in Core 50 and 2.0 in Transit 30.</p>

	<p>width of sixteen (16) feet.</p> <p>c. The connection may be outdoors or enclosed but shall be accessible year-round and open to the general public at least during the normal business hours of the surrounding area.</p> <p>d. Not less than forty (40) percent of the first floor facing an outdoor through-block connection shall include windows of clear or lightly tinted glass that allow views into and out of the building at eye level.</p> <p>e. The connection entrances shall be clearly visible from adjacent sidewalks or streets.</p>	
Transit facility	<p>a. The transit facility shall be located at a transit stop location approved by the planning director in consultation with the city engineer and Metro Transit. The maximum transit facility premium shall be increased by one (1) where the transit facility is located at an approved light rail transit stop.</p> <p>b. The transit facility shall be open to the general public at least during the normal hours of transit service.</p> <p>c. The transit facility shall be weather protected, heated and lighted, and shall contain at least two (2) entries.</p> <p>d. The transit facility shall be clearly visible from the street and sidewalk, and transit users shall be able to see oncoming transit vehicles from the facility. For bus transit facilities, the facility shall be located within fifty (50) feet of the sign identifying the bus stop.</p>	<p>Core 50: 2.0 Transit 30: 2.0</p>
Urban open space, indoor	<p>a. Indoor open space shall be located at street level and shall be not more than three (3) feet above or below the level of the sidewalk. Small indoor open space shall contain not less than five thousand (5,000) contiguous square feet. Large indoor open space shall contain not less than seven thousand five hundred (7,500) contiguous square feet.</p> <p>b. Indoor open space shall easily accessible from adjacent sidewalks or streets. Walls of an indoor open space area facing sidewalks or an outdoor open space area shall provide a clear view between interior and exterior space.</p> <p>c. Indoor open space shall include an average height not less than thirty-five (35) feet and a minimum height of twenty (20) feet, and shall include natural light through a glazed roof or windows at a level sufficient to sustain a variety of plants and trees.</p> <p>d. Indoor open space shall be designed to encourage use by the general public through the provision of</p>	<p>Large urban open space, indoor Core 50: 8.0 Transit 30: 4.0</p> <p>Small urban open space Core 50: 4.0 Transit 30: 2.0</p>

	<p>facilities and features including convenient and comfortable seating at a rate of not less than one (1) seat per two hundred (200) square feet of open space, tables, trash receptacles, plants and trees, water features, drinking fountains and toilet facilities, and areas for public entertainment or public display of art or cultural exhibits.</p> <p>e. Indoor open space may contain tables and facilities for food service, but a majority of the space shall be available for general public use without charge. Food preparation areas shall not qualify as required space.</p> <p>f. The indoor open space shall be open to the general public at least during the normal business hours of the surrounding area.</p>	
<p>Urban open space, outdoor</p>	<p>a. Outdoor open space shall comprise at least fifty (50) feet of the street frontage of the zoning lot. Small outdoor open space shall contain not less than five thousand (5,000) contiguous square feet. Large outdoor open space shall contain not less than seven thousand five hundred (7,500) contiguous square feet.</p> <p>b. An outdoor open space that meets the definition of a plaza under Chapter 535, Article XI, Plazas, shall be subject to the requirements of that article. Variances granted from the development standards for plazas do not disqualify the plaza from being awarded the premium provided the standards of this article are met.</p> <p>c. Not less than forty (40) percent of the first floor façade facing the outdoor open space shall include windows of clear or lightly tinted glass that allow views into and out of the building at eye level.</p> <p>d. Outdoor open space may contain tables and facilities for food service, but a majority of the space shall be available for general public use without charge.</p> <p>e. The outdoor open space shall be open to the general public at least during the normal business hours of the surrounding area.</p>	<p>Large urban open space, outdoor Core 50: 8.0 Transit 30: 4.0</p> <p>Small urban open space: Core 50: 4.0 Transit 30: 2.0</p>

# Racial Equity Impact Analysis (REIA)

**PURPOSE OF THIS TOOL:** To facilitate consideration of racial equity and examine how Black, Indigenous, and People of Color (BIPOC) could be affected by a proposed action or decision of the City. The questions are designed to lead to strategies that will prevent or mitigate impacts and unintended consequences on BIPOC communities. For resources and support in completing this analysis, visit the Division of Race & Equity’s SharePoint site at [minneapolis.mn.gov.sharepoint.com/sites/c00003/SREAP/REIA](https://minneapolis.mn.gov/sharepoint.com/sites/c00003/SREAP/REIA)

## SECTION 1: BACKGROUND

**SUBJECT:**

Electric Vehicle Charging Infrastructure Text Amendment

**WHO PARTICIPATED IN COMPLETING THIS ANALYSIS?**

Joseph Bernard, Breyonne Golding, and Madel Mouta

**IS THIS ANALYSIS FOR A NEW OR UPDATED:** (Select only one per analysis process)

- ORDINANCE
- CHARTER AMENDMENT
- CITY ENTERPRISE POLICY

**DOES THIS IMPACT ONE OF THE [CITY’S GOAL AREAS?](#)** (Select all that apply)

Policy Goals

- Public Safety
- Housing
- Economic Development
- Public Services
- Environmental Justice
- Built Environment & Transportation
- Public Health
- Arts & Culture

Operational Goals

- Workforce
- Spending
- Data
- Community Engagement

**WHAT IS THE DESIRED OUTCOME FOR THIS ORDINANCE, AMENDMENT, OR POLICY?**

Amendments to electric vehicle charging infrastructure regulations will help the city achieve policy goals by promoting climate change resilience and a clean environment through reduction on the reliance of fossil fueled automobiles and acknowledgement of changing transportation technology, and through improvements in air quality.

## SECTION 2: DATA

**LIST THE SPECIFIC GEOGRAPHS THAT WILL BE IMPACTED AND THE RACIAL DEMOGRAPHICS OF CONSTITUENTS IN THOSE AREAS:**

This zoning code text amendment will apply to developments on parcels citywide. This will include areas such as neighborhood interiors, corridors, production/employment areas, downtown, and areas that are served by high-frequency transit. According to 2015-2019 ACS 5- Year Estimates, the race and ethnic breakdown of residents is: 18.9 percent Black or African American, 1.1 percent are American Indian, 5.9 percent are Asian, 9.6 percent are Hispanic or Latino, and 63.6 percent are white.

**WHAT DOES AVAILABLE DATA TELL YOU ABOUT HOW CONSTITUENTS FROM BIPOC COMMUNITIES CURRENTLY RELATE TO THE DESIRED OUTCOME COMPARED TO WHITE CONSTITUENTS?**

Parking and mobility have a large influence on the physical environment which impacts transportation, community health, and the built and natural environment. One of the largest impacts of transportation on the environment is greenhouse gas emissions, which contribute to climate change and results in extreme weather events. In 2015, on-road transportation accounted for 26 percent of the city's greenhouse gas emissions. These emissions along with other air pollutants has a cumulative effect on human health that can result in serious health problems such as heart attack, asthma, high blood pressure, lung conditions, and low birth weights. The installation of electric vehicle charging infrastructure will help to promote more electric vehicles and will hopefully minimize the adverse effects of gas emissions for residents throughout the city. BIPOC households are more likely to lack access to a car in Minneapolis, in part due to differences in income and access to affordable housing options, when compared to white households. Therefore, initial use of electric vehicle charging infrastructure is expected to be higher in white households. According to IPUMS USA, the percent of households without a vehicle by race/ethnicity breakdown in Minneapolis in 2019 is: 36 percent Black, 19 percent Latino, 16 percent mixed/other, 29 percent people of color, 25 percent Asian or Pacific islander, 12 percent white.

**WHAT DATA IS UNAVAILABLE OR MISSING? HOW CAN YOU OBTAIN ADDITIONAL DATA?**

Data on housing, transportation, community health, climate, and the natural environment are generally available. Staff will continue to work on data collection and analysis that supports evaluation of this zoning code text amendment, which will include tracking permitting data and compliance of approved plans for projects that pursue electric vehicle charging infrastructure incentives.

**SECTION 3: COMMUNITY ENGAGEMENT**

**USING THE INTERNATIONAL ASSOCIATION OF PUBLIC PARTICIPATION (IAP2) [PUBLIC PARTICIPATION SPECTRUM](#), WHICH PARTICIPATION STRATEGY(S) WAS USED WHEN ENGAGING THOSE WHO WOULD BE MOST IMPACTED?**

- INFORM
- CONSULT
- INVOLVE
- COLLABORATE
- EMPOWER

**DESCRIBE THE ENGAGEMENT AND WHAT HAVE YOU LEARNED?**

The zoning code text amendment is informed by previous Minneapolis 2040 outreach and policies, as well as the Transportation Action Plan and the Climate Action Plan policies. Minneapolis 2040 was a result of over two years of engagement with the people of Minneapolis including over 100 meetings and conversations with thousands of residents, business owners, and others. This included multiple open houses, small focus group conversations with BIPOC communities, in-person conversations at street festivals, and opportunities to engage online.

Staff heard that as the city grows and works to accommodate more residents and jobs in the city, the plan should be centered on eliminating racial disparities. These goals include a future that is resilient to climate change, a clean environment through environmental justice, and eliminating disparities in housing, health, safety, and opportunity. This zoning code text amendment implements the action steps of Minneapolis 2040 calling for increased electric vehicle charging infrastructure.

Engagement on this text amendment builds off of work completed in 2021 that resulted in changes to the City’s parking and travel demand management regulations. Additional outreach beyond what was done during that process has focused on gathering feedback from interdepartmental and interagency partners (Public Works, CPED Divisions, Coordinator’s Office, and Minnesota Department of Labor and Industry). Staff has presented at the following boards and commissions to seek input on the zoning code text amendment:

- City Planning Commission Committee of the Whole

Feedback received during the 2021 Parking and TDM engagement process that is relevant to this update:

- The Electric Vehicle Charging Infrastructure is partly informed by feedback submitted to the city by the Community Environmental Advisory Commission far in advance of the work starting on this ordinance amendment.
- Concern was raised in some conversations about the potential financial impact of this requirement on affordable housing projects. Staff received consistent feedback that the ordinance should be applied to both market rate and affordable projects. Since applicants need to opt-in to the requirements of this updated ordinance, they can avoid the cost of providing electric vehicle charging infrastructure by pursuing other avenues for project approval in the zoning ordinance.

**SECTION 4: ANALYSIS**

**HOW DOES THE OUTCOME FOR THIS ORDINANCE, AMENDMENT, OR POLICY HELP THE CITY ACHIEVE RACIAL EQUITY?**

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The Electric Vehicle Charging Infrastructure Text Amendment can advance racial equity by reducing automobile's environmental impacts in communities of color, who face the most negative environmental and public health concerns in the city. Incentivizing the provision of this infrastructure citywide will improve access to the technology and reduce the number of developments that could face costly retrofits for this infrastructure in the future.

Gas automobile usage has an adverse impact on the environment through vehicle emissions. Greenhouse gas emissions contribute to an increase in extreme weather events, and negatively impact natural resources, and air, water and soil quality. In 2015, on-road transportation accounted for 26 percent of the city's greenhouse gas emissions. Vehicle emissions degrade air quality and have a disparate impact on people living near busy streets and highways; leading to increases in cases of asthma, heart attacks, and other negative health outcomes. This disproportionately impacts neighborhoods with high volume roadways such as highways and interstates, which often bisect communities of color. While the increase in EV Charging stations does not reverse these harms, it does advance the City's climate action goals as part of the work of achieving environmental justice.

Supporting electrical vehicles usage is part of the strategy to reduce vehicle emissions and transportation impacts on the environment. As more electric vehicle technology becomes more readily available it will result in a growing percentage of EV automobiles and reduction of gas automobiles in the city. This will require the infrastructure of electric vehicle charging stations throughout the entire city; not just in areas that serve residents who own currently electric vehicles.

Just having these new transportation technologies available alone in communities of color does not achieve racial equity. The amendment works in conjunction with land use planning to connect people to their destinations such as home, shopping, work, or school.

## **SECTION 5: EVALUATION**

### **HOW WILL IMPACTS BE MEASURED? WHAT ARE THE SUCCESS INDICATORS AND PROCESS BENCHMARKS?**

The City will track from the frequency with which EV Charging station Infrastructure is included as part of new development. This will help staff measure access to these technologies over time. Impacts of the amendment on greenhouse gas emissions will be more difficult to directly connect to this ordinance, but will nevertheless be part of the solution to reducing emissions citywide in the long-run.

### **HOW WILL THOSE WHO ARE IMPACTED BE INFORMED OF PROGRESS OVER TIME?**

The City will continue to track its progress on greenhouse gas emissions with reports that are publicly available on the City's Office of Sustainability website.