

MAYORAL POLICY 21-01

ELECTRIC VEHICLE INFRASTRUCTURE FOR THE CITY OF PENSACOLA

- 1) Unless otherwise prohibited by Federal or State Law, this Policy for *Electric Vehicle Infrastructure* establishes the following guidelines for new and rehabilitation projects undertaken on City's property.
 - a. The transportation sector is the largest generator of greenhouse gas emissions in Florida, and the deployment of electric vehicles can significantly reduce greenhouse gas emissions.
 - b. Traditional internal combustion engine vehicles produce harmful air pollutants negatively impacting human health.
 - c. Planning ahead and preparing for the transportation sector's electrification by establishing forward looking building codes that plan for the growth of the electric vehicle (EV) market can save retrofit costs.
 - d. Charging station(s) are defined by this policy as charging stations operating on a 40 to 100 amp breaker on a 208 or 240 volt AC (alternating current) circuit. These type of charging stations may also be referenced as Level 2 charging stations.
 - e. Level 2 charging stations should be included in the design and construction of new buildings and parking facilities on City owned property.
- 2) Required electric vehicle charging infrastructure: where parking is provided, three (3) percent of parking spaces shall be provided with electric vehicle charging infrastructure in compliance with Sections (3), (4), (5), and (6) of this policy. When the calculation of percent served results in a fractional parking space, the applicant shall round up to the next whole number.
- 3) Electrical room(s): Electrical room(s) serving parking areas shall be designed to accommodate the electrical equipment and distribution required to serve a minimum of

five (5) percent of the total parking spaces with capacity for Level 2 electric vehicle charging infrastructure.

4) Electric vehicle charging infrastructure: Electric vehicle charging infrastructure shall be installed meeting one (1) of the following requirements:

- a. A minimum number of Level 2 electric vehicle charging stations required to serve the parking spaces specified in section (2). The electric vehicle charging stations shall be located to serve spaces designated for parking and charging electric vehicles, or
- b. Additional service capacity, space for future meters, panel capacity (space reserved for additional panels), and raceways for future installation of electric vehicle charging stations. The service capacity and raceway size shall be designed to accommodate future installation of the number of Level 2 electric vehicle charging stations specified in section (2). The raceway shall terminate at spaces designated for parking and charging of electric vehicles in the future.

5) Where designated electric vehicle charging locations serve exterior on-grade parking spaces located more than 4 feet from a building, the following conditions shall be met: raceways shall be extended below grade to a pull box in the vicinity of the designated future electric vehicle charging locations or they shall stub above grade in the vicinity of the designated future electric vehicle charging locations, protected from vehicles by a curb or other device.

- a. The exception shall be in lieu of surface-mounted raceway between the main distribution panel and the designated electric vehicle charging locations. In this situation, it is permitted to provide permanent markings indicating the pathway for future raceway, and one-inch diameter capped sleeves through each wall and floor assembly penetrated along that route. The pathway and locations of capped sleeves shall be indicated and marked on submitted electrical plans. Raceway shall be installed for any portion of the pathway located below slabs, below grade, or within the floor, wall, or roof assemblies.

6) Electric vehicle charging infrastructure for accessible parking spaces: When electric vehicle charging infrastructure is required, one accessible parking space shall be served

by electric vehicle charging infrastructure. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking.

7) During renovation projects affecting the main distribution panel of an existing building or reconfigurations or renovation of an existing parking lot, or installation of new parking facility, electric charging infrastructure shall be included in the project and comply with sections (3), (4), (5), and (6) of this policy.

a. The exception shall be in cases where parking facilities are only resealed or restriping changes the configuration of existing parking spaces.

8) This policy shall take effect on February 1, 2021

Signed this 10th day of May, 2021.

CITY OF PENSACOLA


GROVER C. ROBINSON, IV
Mayor

Attest:


ERICKA L. BURNETT, City Clerk