CITY OF ST. PETERSBURG
AFFORDABLE HOUSING ADVISORY COMMITTEE (AHAC)
REVISED

~~**Room 100**~~ **COUNCIL CHAMBERS** **August 2, 2022**
City Hall **Tuesday, 3:00 p.m.**

AGENDA

COMMITTEE MEMBERS:

Ken Rush
Trevor Mallory
Jillian Bandes
R.V. DePugh
Jack D. Humburg
Scott Macdonald
Fredric Samson
Council Vice Chair Brandi Gabbard

CITY STAFF SCHEDULED:

Michael Dema, City Attorney's Office
Joshua Johnson, Housing & Community Dev.
Stephanie Lampe, Housing & Community Dev.
James Corbett, Community & Neighborhood Affairs
Derek Kilborn, Planning & Economic Dev.
Elizabeth Abernethy, Planning & Economic Dev
Sharon Wright, Sustainability & Resilience
Iris Winn, City Clerk's Office

1. **Welcome & Roll call**
2. **Approval of minutes from July 19, 2022**
3. **Discussion of possible revisions to Chapter 17.5 re SB962 (Stephanie Lampe)**
4. **EV Readiness (Sharon Wright)**
5. **Open Discussion / Questions / Comments / Announcements**
6. **Adjourn**

Next Meeting: September 20th (summarize status of all incentives & authorize publishing for Nov. 15th Public Hearing)

Attachments included:
1) July 19th draft minutes with presentations attached
2) SB962 presentation
3) EV Readiness Memo & Presentation

For additional information, please telephone 727-892-5563 or email Stephanie.Lampe@stpete.org

Affordable Housing Advisory Committee (AHAC)

Minutes from the Meeting of July 19th, 2022

The 7-19-22 Affordable Housing Advisory Committee (AHAC) meeting was called to order by Ken Rush at 3:04 p.m., without a quorum. A quorum was later present in City Hall, Room 100 at 3:50 p.m.

- **Ken Rush welcomed all AHAC Members.** Staff members present: Stephanie Lampe, Joshua Johnson, Derek Kilborn, Bradley Tennant, Joshua Johnson, George Smith, Rick Smith and Iris Winn.

  Mr. Rush requested a Roll call of committee members present.

  a. Members present: Ken Rush, Council Vice Chair Brandi Gabbard, Trevor Mallory, and Frederic Samson
  b. Members not present: Scott Macdonald, Jack Humburg, Robert V. DePugh, Jillian Bandes (arrival late)
  c. **There is not a Quorum until 3:50 p.m. upon the arrival of** Jillian Bandes

- **Approval of minutes from the March 15th, 2022, AHAC meeting – deferred until 3:50 pm when a quorum was present**

  a. A motion to approve the minutes was made by Frederick Samson and seconded by Trevor Mallory.
  b. **Motion passed unanimously.**

- **Discussion of Incentives #11 thru #17**

  - *Lot Disposition Program update* - #12 (Stephanie Lampe)
    - Ms. Lampe provided the following summary of the current status of the Lot Disposition Program:
      - 19 homes completed & sold to households with incomes at or below 120% AMI
      - 24 Leases have been executed with selected developers and are in various stages of completion
      - 10 new addresses were awarded on May 22 and leases are being drafted
    - Mr. Rush mentioned that this program is working so well that Habitat has been asked to provide information about the program to other communities such as Pasco, Pinellas, Lee, and Henry Counties. He stated, "Kudos to St Pete"! Habitat also provided the City of Clearwater our program information, they adopted the guidelines almost exactly. The only change was that they added 2 additional energy related questions. The first was asking if the developer would be willing to install EV, and the second was asking if the developer would install solar panels.
    - Council Vice-Chair Gabbard asked whether the EV questions were actual requirements, or just scoring items to which Mr. Rush stated they were used for scoring purposes.
    - Mr. Mallory stated that he recently developed a very small single family home for sale (a 2br/1bath, 670 sq ft) in which he added a hybrid hot water tank and 12 panels on the roof. He discovered that there were an enormous number of potential homebuyers interested in the cost savings that those 2 energy efficiency items would generate, and he received numerous offers above his listing price.

- Mr. Rush also stated that he feels affordable housing providers do everything possible to keep both maintenance and utility costs down. Habitat prides itself on building energy star homes and has used the hybrid hot water heater when they were donated to them, but he was not sure that even with a zero % interest mortgage payment, that the low income homeowners they serve would be able to afford an electric vehicle at their current purchase price.

- *Support of development near transportation hubs, major employment centers and mixed use developments #11* (Derek Kilborn)
  - Derek Kilborn, Manager of Urban Design and Historic Preservation wished a good afternoon to all AHAC members and to the daughters of both staff and AHAC members that were present in the audience (due to summer camps).
  - Mr. Kilborn stated that absolutely the City is implementing this initiative and the City is always looking for new ways to capitalize on these types of opportunities. He then stated that he would highlight several areas of the Committee of the Whole Transit Oriented Development presentation from 5/26/22, which was provided in the AHAC packet:
    - The Bus Rapid Transit (BRT) line that is going to run along First Avenues North and South is shown on the map and will begin operation October 21, 2022.
    - The map found in the SunRunner Rising Development Study indicates several station area types; Downtown, Urban, Village, Neighborhood. The department is looking at how to make changes near those station areas to increase the number of residential units allowed and also increase the development potential for those areas.
    - Urban Station Areas were reviewed by staff first. The 22nd Street Station area currently allows between 15-60 u/acre or 600 units within the ¼ mile focus area per acre, a low increase would allow an additional 900 units, and the high increase option would allow 1,900 additional units. Perhaps a Workforce Bonus would be required before an introduction of any market rate residential units to the current Industrial employment centers at this location. This is yet to be determined.
    - The 32nd Street Station area looked to the Union Central Master Plan for the density recommendations. The current density of 30-150 units per acre would provide for a potential of 400 units. The consultant showed that a low increase would add 900 units, and a high increase could add 2,500 units.
    - To address incentive 11, there have been a lot of changes already adopted. There are additional revisions that could be coming this fall or early winter, not only related to the BRT station area changes, but the NT-mixed residential map amendment and a recommendation of a possible increase the density allowances in the existing mixed use corridor zoning categories. The corridor emphasis is tied directly to reinforcing and supporting these different transportation initiatives that are ongoing at the PSTA, State & Federal levels.
    - Mr. Mallory asked when the SunRunner would start and how will the enforcement of the dedicated bus lanes be patrolled?
    - Mr. Kilborn responded that the opening of SunRunner is scheduled for October 21, 2022. He would anticipate an initial grace period regarding enforcement. But he will inquire with Transportation Management to follow up (see attached email responses).
  - Mr. Kilborn also informed the committee that last Thursday the City Council approved the text amendment changes to expand accessory dwelling units (ADUs) citywide (NT-3 was added as well as throughout the NS categories) with certain design considerations. This should qualify at minimum an additional 15,000 parcels to be eligible to qualify for the addition of an ADU if interested. He thanked the AHAC for their input during this process and also thanked the hard working staff such as Mike Hernandez and Karen Freggens, Engineering, Capital Improvements, Transportation, Housing and others who are integral to the process of developing the data necessary to develop and propose these revisions, but who don't get to stand in front of the committees and City Council to present and be recognized.

- *Developer information on City Website #13* (Stephanie Lampe)
    - Ms. Lampe mentioned that no new changes to this incentive are planned by Staff. The Affordable Housing Incentive Plan is currently posted on the City 's webpage for use by Developers. It can be found at: **https://www.stpete.org/residents/housing/documents.php**
    - Under the new Countywide Housing Compact, the County has started development of the Advantage Pinellas webpage that should assist all residents and developers within Pinellas County with affordable housing information. It can be found at: **https://advantagepinellas.org/homes-for-pinellas/**
    - Council Vice Chair asked if the County site is the one stop "portal" where "everything can live that she is hoping for? – Ms. Lampe responded that she thought the city's effort related to such a portal is still under development.

- *Affordable Rebates for Residential Rehabilitation + (RRR+) - #14* (George Smith)
    - Mr. Smith, Coordinator for Economic and Workforce Development, handed out a copy of his presentation and highlighted the following:
        - The RRR+ program operates within the South St Petersburg Community Redevelopment Area (CRA) which was established in 2015 by the City/County. The CRA program will "sunset in 2045"
        - In 2019 the Housing & Community development department began a partnership with the Economic & Workforce Development Department to implement 6 separate Housing Programs within the South St Petersburg CRA, of which RRR+ is one of those programs
        - RRR+ provides a reimbursable grant up to 40% of the eligible improvements
        - Improvements must focus on upgrades to vital building systems and must be rented or sold to households with incomes at or below 120% AMI.
        - The minimum investment is $10,000 and grants in excess of $20,000 for SF and $60,000 for multifamily require City Council approval. The affordability period is either 5, 10, or 15 years depending on the size of the grant.
        - 33 units have either been completed or in the pipeline over the last 2 years – and the focus of fy23 marketing of the program will be towards owners of properties with 4 or more units.
        - Mr. Smith provided slides of some completed renovations.
        - Mr. Mallory believes this is a great program is he is curious as to how much funding is available. Mr. Smith responded that there is a balance of $300,000 available for the remainder of this fiscal year and they will be requesting additional funding in the upcoming budget.
        - Council Vice-chair Gabbard also loves this program and is thrilled that there is a way to produce renovated units with a sales price of under $300,000 – which is rare now. She would love to see this program scaled up to Citywide.

- *Web link to SHIP Incentives Plan - #15* (Stephanie Lampe)
    - Ms. Lampe explained that the earlier incentive #13 is very similar to this incentive.
    - She asked the committee if they could think of any additional ways to assist developers with finding potential homebuyers (which was a follow up to incentive 13 discussion). She then question if the listing of the HUD certified counseling agencies on the city's webpage enough to serve this purpose?
    - The committee members were satisfied with the current process.
    - Mr. Rush thought what would be helpful is to have a glossary or a Q&As of affordable housing definitions
    - Vice -chair Gabbard thought that the Q&A would be a great piece of a future portal and she hope that the funding for an RFP for a web portal could be found.

- *Penny Land Acquisition Program - #16* (Stephanie Lampe)
    - Ms. Lampe stated that the first purchase of land using the City's Penny Land Acquisition Funds was scheduled to close on July 21, 2022. The Bear Creek parcel will produce 85 affordable senior housing units, which will have a 99 year affordability period.

- *HB1339 Implementation status - #17* (Stephanie Lampe)
    - Ms. Lampe reminded the committee that the first site plan approved using this new process was for the Fairfield Avenue Apartments development, which will be located on the old Tibbets Lumber site just north of Gibbs High School. Further discussion on HB1339 implementation will be held at the next meeting as part of the proposed revisions under Senate Bill 962.

- **Open Discussion / Questions / Comments / Announcements**
    - Ms. Bandes said there was a recent Council presentation/ discussion revolving around office space percentages and she thought the AHAC may want to weigh in on this discussion at a future date.
    - Ms. Lampe reminded the Committee that the next meeting is on August 2nd . The September 20th will be to review of all incentives for authorization to publish for the November 15th Public Hearing.

- **Adjourned at 4:10 pm**

AFFORDABLE HOUSING ADVISORY COMM. 07-19-2022

Incentive No. 11

Planning and Development Services Department

STPETE2050
HOUSING ACTION PLAN
LAND USE and ZONING

BACKGROUND

IN-PROCESS TEXT AND MAP AMENDMENTS
Accessory Dwelling Units
NTM-1 (Neighborhood Traditional Mixed Residential)
Mixed Use Corridor Densities

TRANSIT ORIENTED DEVELOPMENT

NTM-1 EXPANSION

Accessory Dwelling Units
ADOPTED / APPROVED
Application No. LDR 2022-01
2022-05-01 Development Review Commission
2022-06-09 City Council 1st Reading and PH
2022-07-14 City Council 2nd Reading and PH

+ 3,495 parcels – Add to NT-3
+ 2,271 parcels – Add NS on alleys
+ 9,355 parcels – Add NS w/10,000 SF min. lot size
+ [unknown] parcels – Add NS on corners

NTM-1 Map Amendment
Map Amendment to Official Zoning Map

Approximately 5,140 parcel

Mixed-Use Corridor Densities
Text Amendment to Chapter 16, LDRs

STPETE2050
HOUSING ACTION PLAN
LAND USE and ZONING

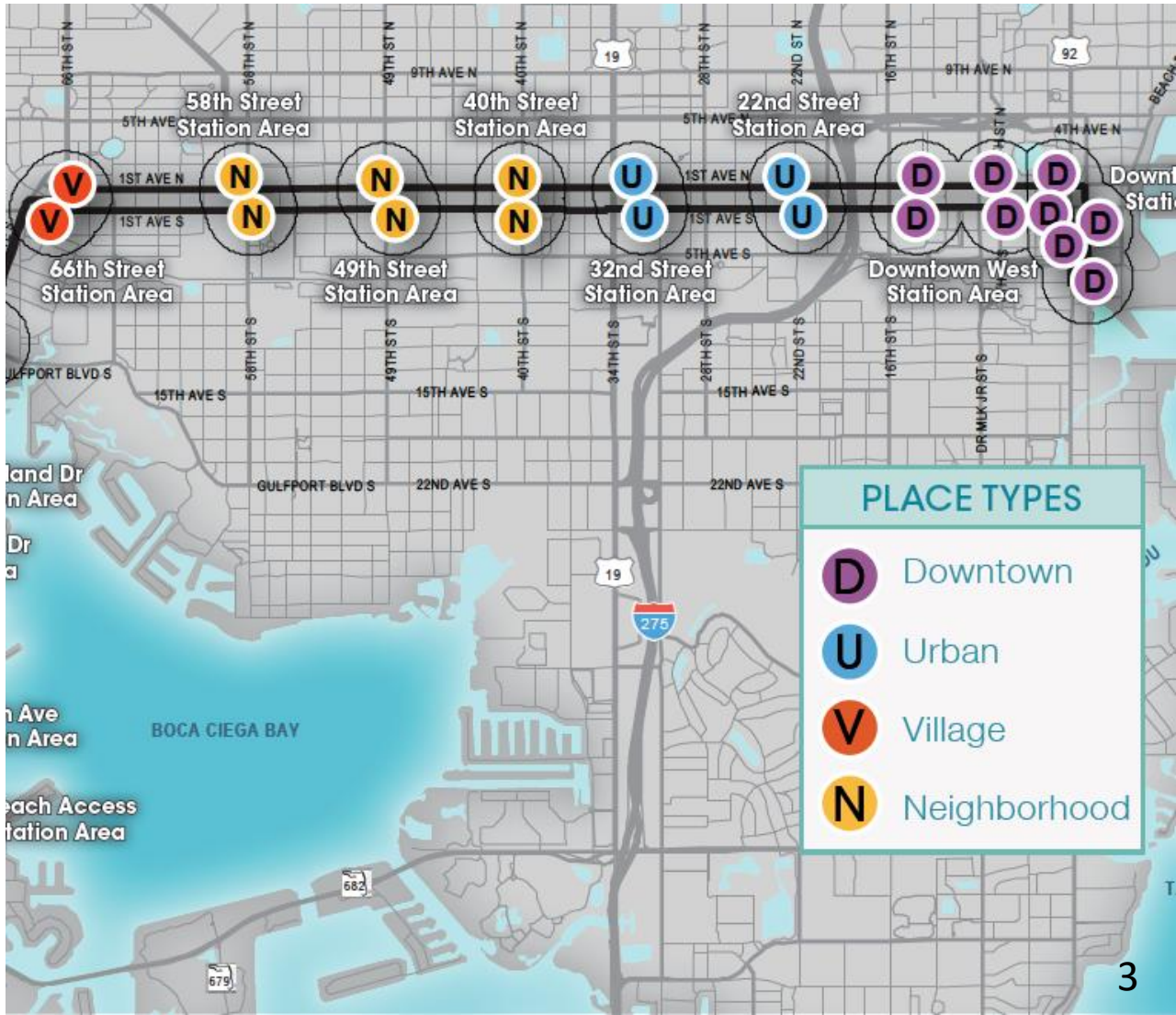
BACKGROUND

IN-PROCESS TEXT AND MAP AMENDMENTS

TRANSIT ORIENTED DEVELOPMENT

Text Amendment City's Comprehensive Plan
Text Amendment City's Land Development Regulations
Map Amendment Countywide Plan Map
Map Amendments City's Land Use and Zoning Map
Urban Station Areas (22nd Street and 31st Street)

NTM-1 EXPANSION



STPETE2050
HOUSING ACTION PLAN
LAND USE and ZONING

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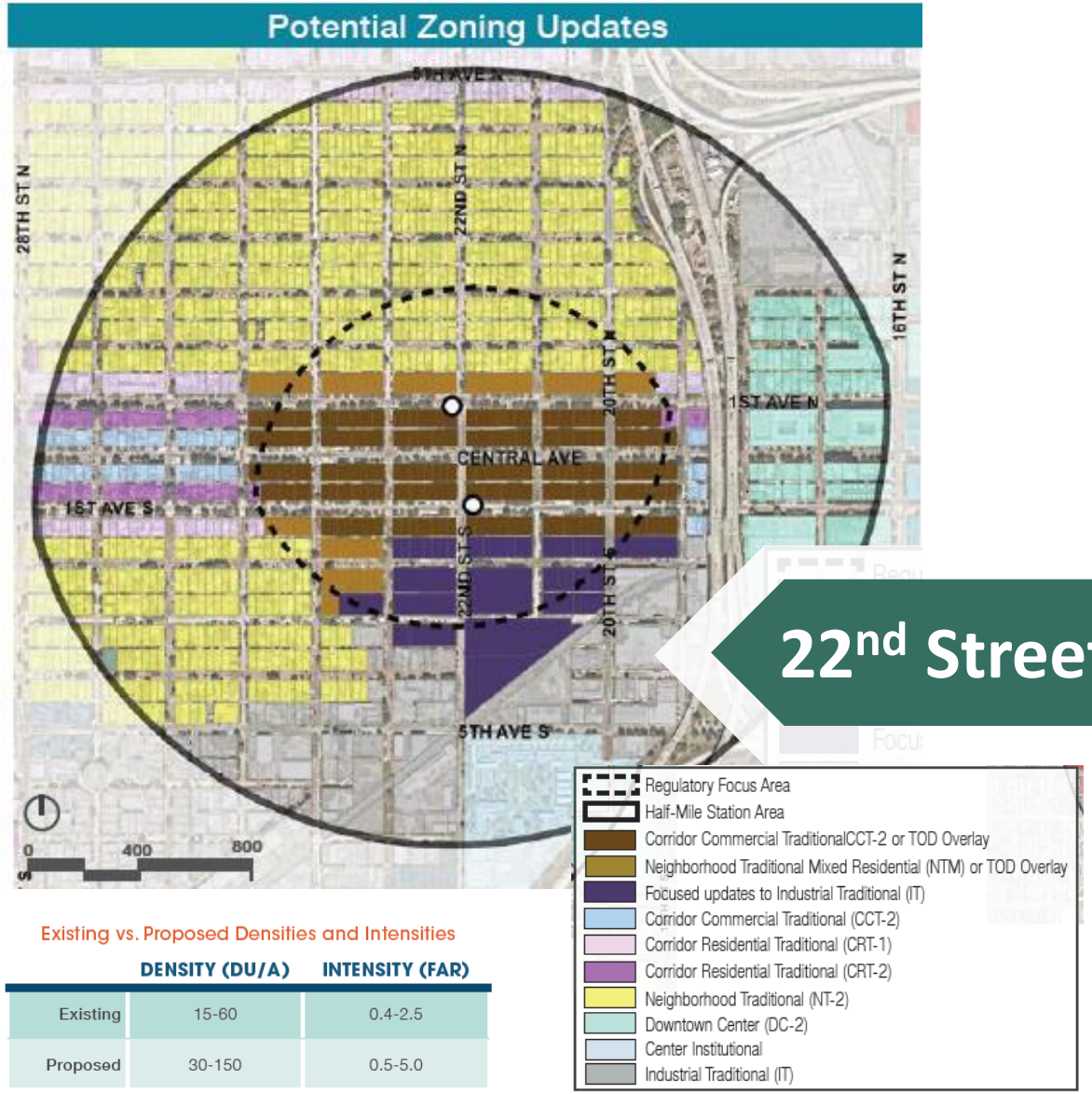


Existing vs. Proposed Densities and Intensities

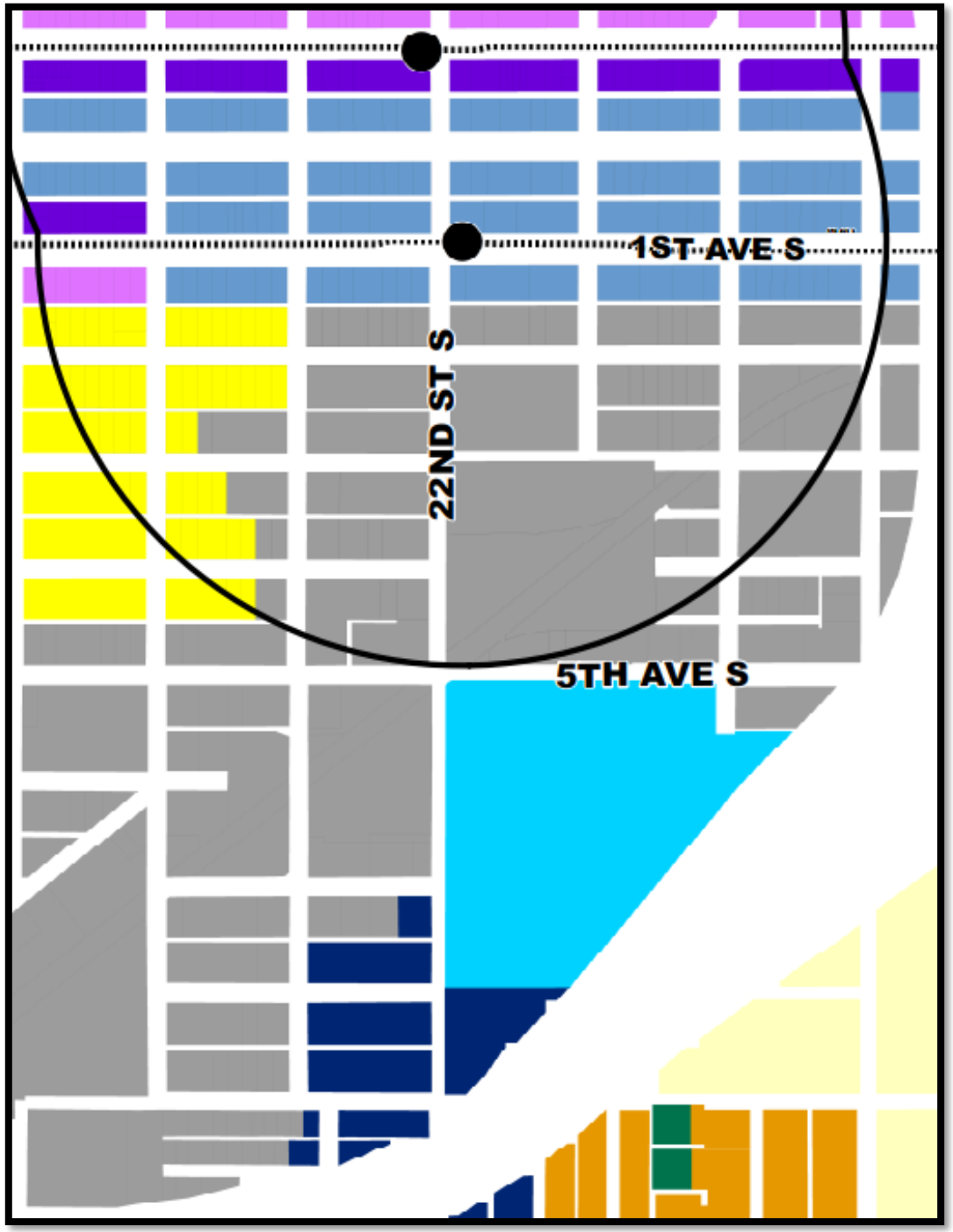
	DENSITY (DU/A)	INTENSITY (FAR)
Existing	15-60	0.4-2.5
Proposed	30-150	0.5-5.0

Potential Buildout Scenario for the 22nd Street Station Area

LAND USE	EXISTING	LOW INCREASE	HIGH INCREASE	TOTAL ESTIMATED BUILDOUT (LOW - HIGH)
Residential	600 units	+900 units	+1,900 units	1,500-2,500 units
Non-Residential	865,000 SF	+375,000 SF	+630,000 SF	1,240,000-1,495,000 SF

STPETE2050 VISION GOALS

- Expand use mixes in industrial districts to reflect changing business and market innovations.
  - Arts and culture (studios/galleries/educational)
  - Artisan baking, craft brewing and distilling
  - Maker space (“Dirty” production/Hot shops)
  - Design and fabrication
  - Indoor farming
- Preserve industrial/employment centers to provide opportunities for all types of employment generating businesses.
  - Manufacturing
  - Materials handling (building materials, recycling)
  - Warehouse, wholesale & distribution
  - Auto repairs and salvage
  - Construction and landscaping
  - Commercial laundry and cleaning



LAND USE and DEVELOPMENT CONSIDERATIONS

BONUS FAR Second Tier

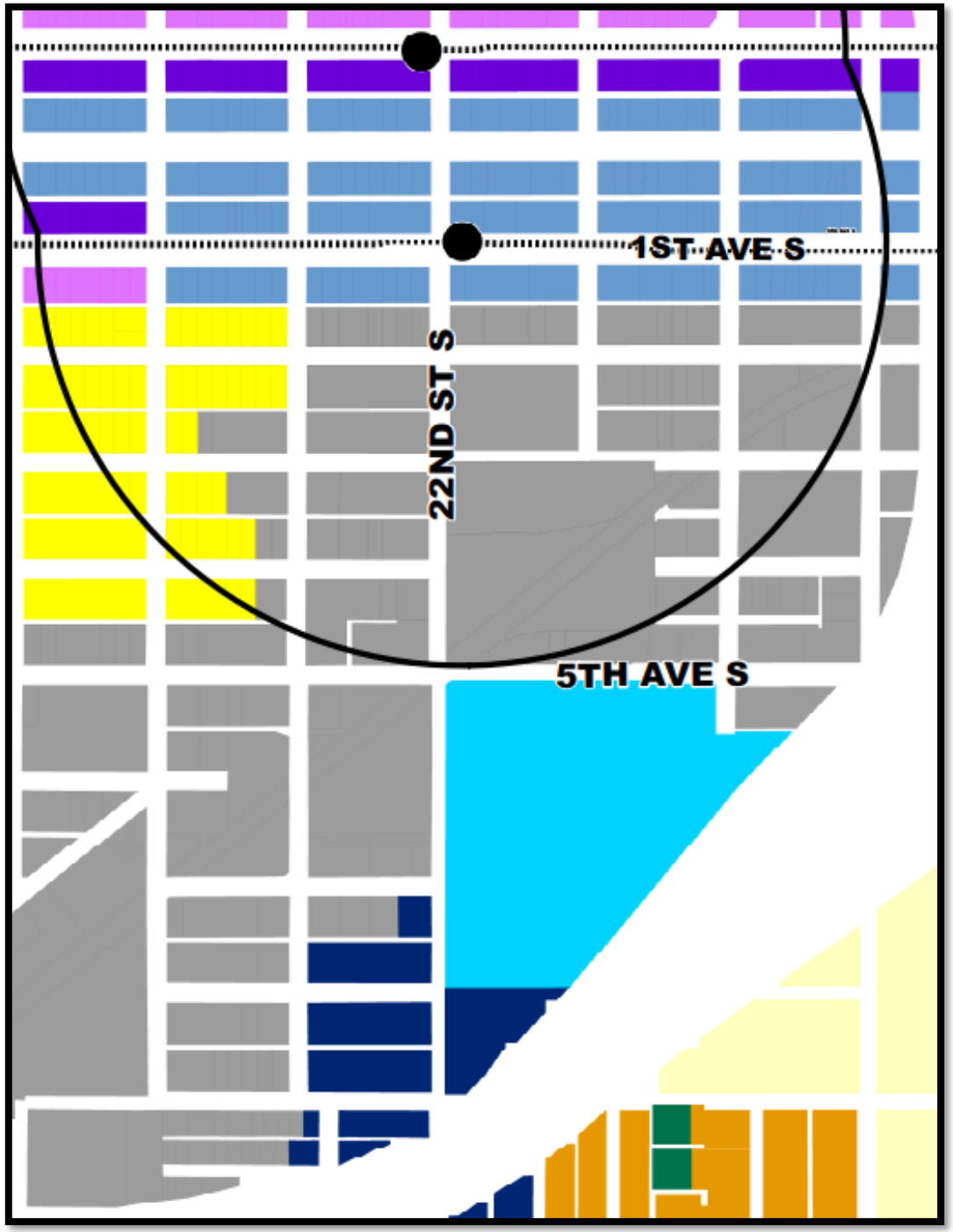
For Market Rate Residential

BONUS FAR First Tier

For Workforce Housing and Lodging

BASE FAR

For Industrial and Employment
With accessory retail and related non-residential services
With existing one residential unit per tenant space



STPETE2050 HOUSING ACTION PLAN

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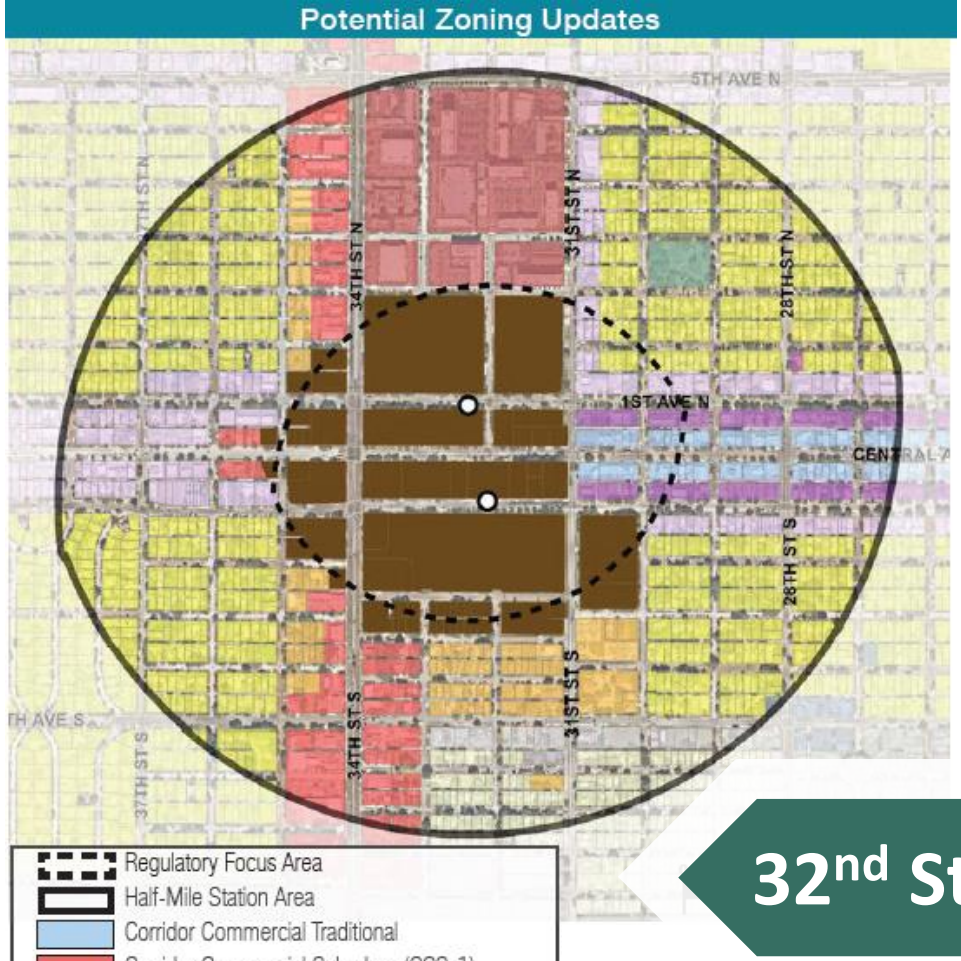

32nd Street

Existing vs. Proposed Densities and Intensities

	DENSITY (DU/A)	INTENSITY (FAR)
Existing	15-60	0.4-2.5
Proposed	30-150	0.5-5.0

Potential Buildout Scenario for the 32nd Street Station Area

LAND USE	EXISTING	LOW INCREASE	HIGH INCREASE	TOTAL ESTIMATED BUILDOUT (LOW - HIGH)
Residential	400 units	+900 units	+2,500 units	1,300-2,900 units
Non-Residential	1,034,000 SF	+168,000 SF	+535,000 SF	1,202,000-1,569,000 SF

Union Central
DISTRICT PLAN

AFFORDABLE HOUSING ADVISORY COMM. 07-19-2022

Incentive No. 11

Planning and Development Services Department

South St. Petersburg Community Redevelopment Area

AHAC

July 19, 2022

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Overview of the Community Redevelopment Area

South St. Petersburg CRA

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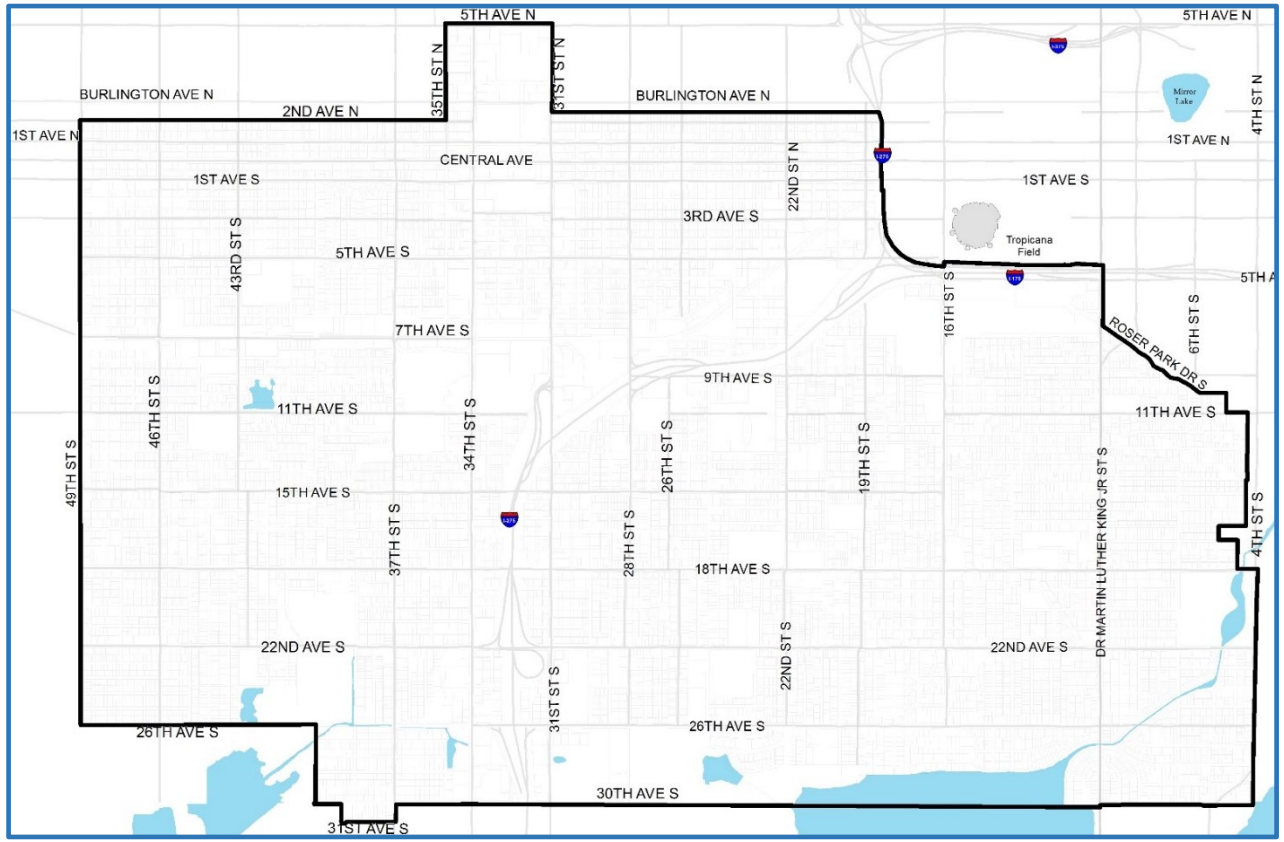
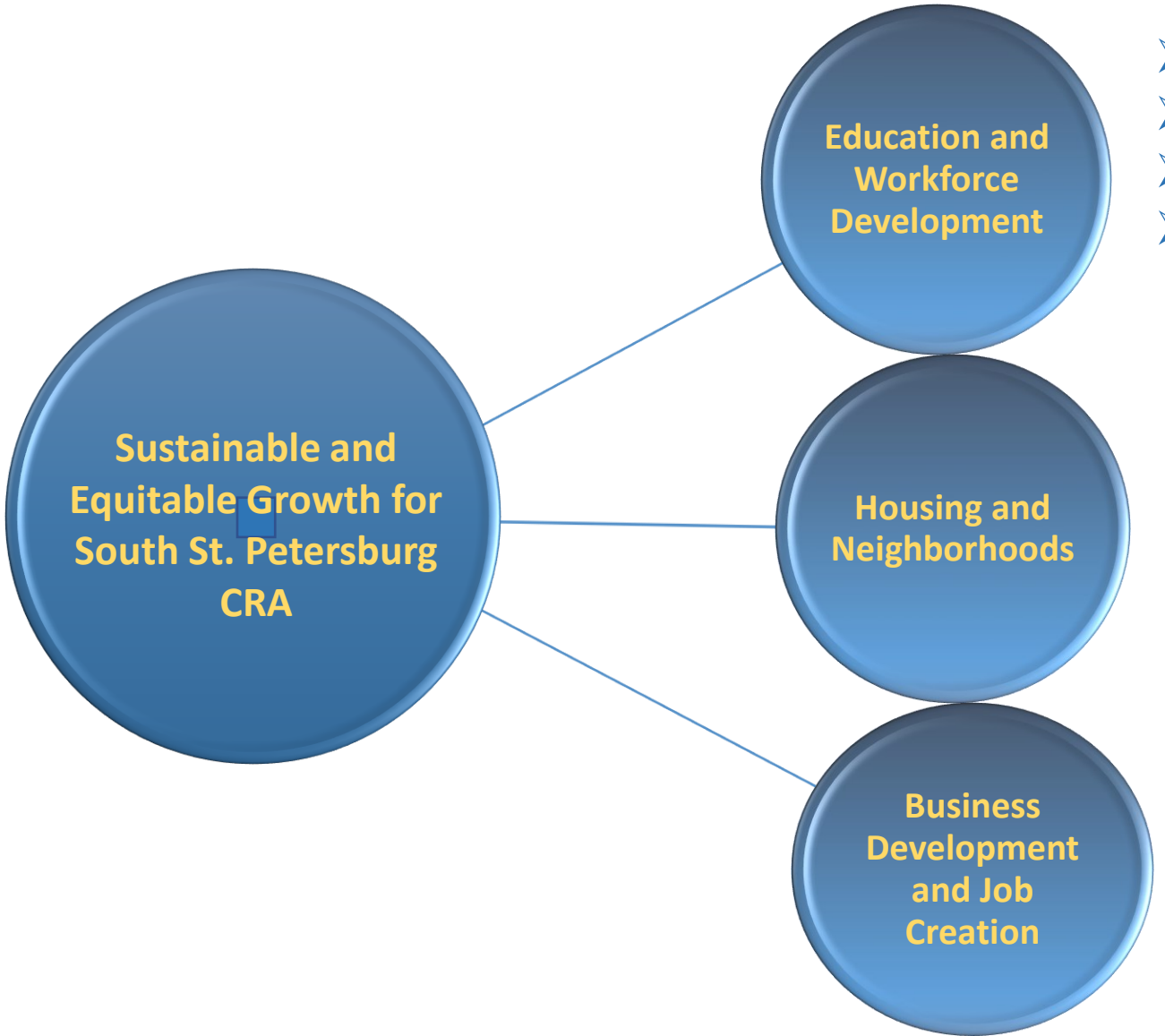
- Established in 2015 by City/County; will "sunset" in 2045
- Largest Tax Increment Financing District in Pinellas County
- Creation of a Citizen Advisory Committee – only one in St. Petersburg
- The "South St. Petersburg Approach"
  - "People"-based revitalization, not "Place" based.
  - Encouraging/Incentivizing private investment.



The South St. Petersburg Approach

South St. Petersburg CRA



- Early Childhood Education
- Teen Workforce Readiness/Entrepreneurship
- Help "Hard-to-Hire" Residents
- "Full-service" Workforce Program

- Affordable Housing Focus
- Multifamily Housing Construction/Rehab
- Increased Homeownership

- Commercial Corridor Revitalization
- Supporting Local Businesses
- Commercial Incentives/Capital Access
- Upgrade Physical Appearance/Conditions

Housing and Neighborhood Revitalization

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Overview of CRA Affordable Housing Programs

South St. Petersburg CRA

In 2019, Housing and Community Development began a partnership with the Economic & Workforce Development to implement its Housing Program for South St. Petersburg CRA.

These programs include:

Overview of CRA Affordable Housing Programs

South St. Petersburg CRA

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- Affordable Homeownership Program
- Housing Rehab Assistance
- Single-Family Façade Improvement Grant
- Affordable Multifamily Residential Incentive
- Affordable Housing Redevelopment Loan Program
- Affordable Residential Property Improvement Grant

What does “Affordable” mean?

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Income Limit by Number of Persons in Household

	Percentage of Area Median Household Income			
HH Size	**60%**	**80%**	**120%**	**140%**
1	$34,500	$46,000	$69,000	$80,500
2	$39,420	$52,560	$78,840	$91,980
3	$44,340	$59,120	$88,680	$103,460
4	$49,260	$65,680	$98,520	$114,940
5	$53,220	$70,960	$106,440	$124,180
6	$57,180	$76,240	$114,360	$133,420
7	$61,140	$81,520	$122,280	$142,660
8	$65,040	$86,720	$130,080	$151,760

Overview of Affordable Residential Property Improvement Grant Program (RRR+)

South St. Petersburg CRA

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“Rebates for Residential Rehabilitation” (2014-19)

South St. Petersburg CRA

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- 20% Rebates for Pre-approved improvements
- Minimum Investment: $10,000
- Maximum Rebate: $10,000
- No requirement of income restrictions for sale or rental
- No affordability period

“Rebates for Residential Rehabilitation” (2014-19)

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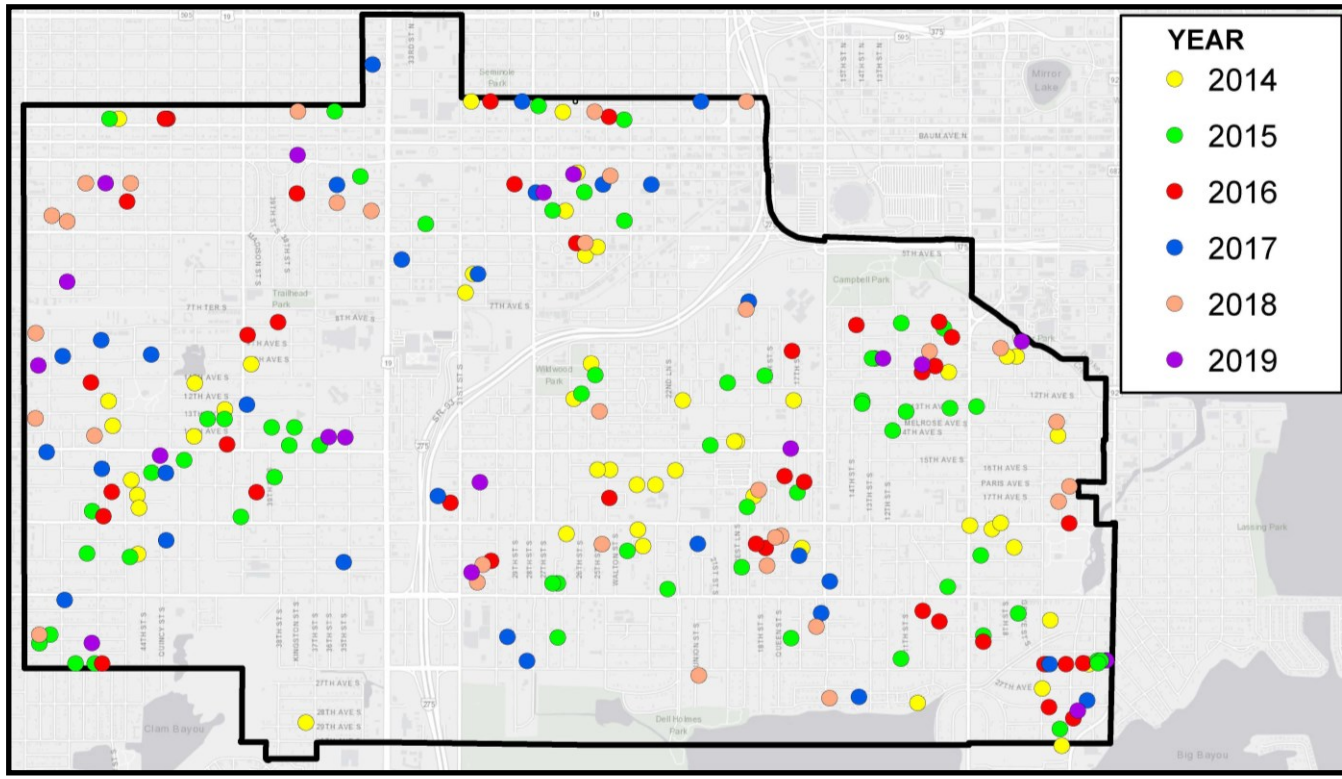
Year	# of Rebates	Value of Rebates	Private Investment
2014	50	$295,042	$1,180,169
2015	64	$349,748	$1,398,952
2016	39	$221,791	$887,166
2017	32	$172,885	$691,540
2018	36	$184,935	$739,742
2019	19	$100,809	$403,236
Total	**241**	**$1,328,092**	**$5,312,367**



Overview of Residential Property Improvement Grant Program

South St. Petersburg CRA

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- Reimbursable Grant up to 40% of Eligible Improvements
- Emphasis on upgrade to vital building systems
- Rented/Sold to Households whose income is 120% AMI or below
- Minimum Investment of $10,000 required
- Applicant must commit to affordability period based on CRA investment with recorded declaration of restriction
- Grants in excess of $20,000 for SF rehabs and $60,000 for MF rehabs require City Council approval
- FY23 - Program will focus on properties with 4+ dwellings

Overview of Residential Property Improvement Grant Program

South St. Petersburg CRA

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Affordability Period based on CRA Investment/Unit

CRA Investment per Unit	Length of Affordability Period
Less than $15,000	5 years
$15,000 to $40,000	10 years
More than $40,000	15 years

“Rebates for Residential Rehabilitation +” (2020-21)

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Year	# of Units Completed	Value of Rehab	Grant Amount
2021	6	$282,800	$106,240
2022	7	$345,650	$118,294
Pipeline	20	$555,131	$214,172
Total	**33**	**$1,183,581**	**$438,706**

Residential Property Improvement Grant Program

South St. Petersburg CRA

Before

After

Childs Park

- ✓ New Roof, HVAC
- ✓ Upgrade Electrical, Plumbing
- ✓ New windows, screens
- ✓ Renovation Cost $49,300
- ✓ Grant $19,720
- ✓ Affordability Period-10 Years
- ✓ Sales Price: $218,000

Residential Property Improvement Grant Program

South St. Petersburg CRA

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Before

After

Childs Park

- ✓ New Roof, HVAC
- ✓ Upgrade Electrical, Plumbing
- ✓ New windows, screens
- ✓ Renovation Cost $49,600
- ✓ Grant $19,840
- ✓ Affordability Period-10 years
- ✓ Sales Price: $220,000

Residential Property Improvement Grant Program

South St. Petersburg CRA

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Before

After

Melrose Mercy

- ✓ New Roof, HVAC
- ✓ Upgrade Electrical, Plumbing
- ✓ New windows, screens
- ✓ Upgraded bathroom
- ✓ Renovation Cost $49,600
- ✓ Grant $17,240
- ✓ Affordability Period-10 years
- ✓ Sale Price: $269,000

Questions?

City of St Petersburg
Economic and Workforce Development Department
One Fourth St North, 9th Floor
St Petersburg, Florida 33701

George Smith
george.smith@stpete.org
(727) 892-5210

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www.stpete.org

AHAC 2022 CALENDAR BY TOPIC

January 18	Elect Chair and Vice Chair. Set 2022 Calendar.
February 15	
March 15	Incentives 1-5 (expedited permitting, fee waivers, reserve capacity, flexible densities (WFH Bonus, Pmt in lieu & NTM-1), ADUs) – New Ideas to research?
April 19	
May 17	Incentives 6-10 (reduce parking, flexible lot sizes, sidewalks & streets, Impact Statement, Printed Inventory) – New ideas to research?
June 21	No meeting
July 19	Incentives 11-17 (develop near transp. hubs, Lot Dispo program, Web info. for developments in process, affordable RRR, Incentive Plan on Web, Penny Land Acquisition, HB1339 process) – New Incentives research presented.
August 2	SB 962 implementation recommendation EV Readiness Code
Sept. 20	Summarize status of all incentives & authorize publishing for Public Hearing
Oct. 18	Payment in lieu- follow up/additional discussion (tbd or 2023)?
Nov. 15	Public Hearing
Dec. 15	Present report to City Council & submit to Florida Housing by 12/31.

Revised 7/26/2022

HB 1339 and SB 962 Affordable Housing on Industrially Zoned Property

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2020 House Bill 1339 Provision

- Notwithstanding any other law or local ordinance or regulation to the contrary, the governing body of a municipality may approve the development of housing that is affordable, as defined in s. 420.004, on any parcel zoned for residential, commercial or industrial use.

- City Council approved ordinance to create a process in Chapter 17.5 of the City Code for an applicant to apply through staff to City Council for consideration of an affordable housing development that would otherwise not be permitted in the zoning districts of Neighborhood Suburban, Neighborhood Traditional, Industrial Suburban and Industrial Traditional.

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2022 SB 962

- If a parcel is zoned for commercial or industrial use, an approval pursuant to this subsection may include any residential development project, including a mixed-use residential development project, so long as at least 10 percent of the units included in the project are for housing that is affordable and the developer of the project agrees not to apply for or receive funding under s. 420.5087. The provisions of this subsection are self-executing and do not require the governing body to adopt an ordinance or a regulation before using the approval process in this subsection.

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Approved Ordinance

ORDINANCE 485-H, An ordinance of the City of St. Petersburg, Florida amending Chapter 17.5 of the City Code related to Housing Assistance, creating a process pursuant to Section 166.04151(6), Florida Statutes, wherein the St. Petersburg City Council may approve the development of housing that is affordable in designated zoning categories subject to procedural and site compatibility requirements; providing for severability; and providing for an effective date.

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Chapter 17.5 Ordinance

Sec. 17.5-110. – Intent and purpose.

The City recognizes that housing affordability continues to be an important issue to the citizens of St. Petersburg. The City further recognizes that its Land Development Regulations (LDRs) may sometimes be an impediment to the establishment of affordable housing on certain sites that may otherwise be appropriate for such development. The intent and purpose of this Article is to create an alternative process to that which is outlined in the City's LDRs for the provision of affordable housing in certain residential and industrial areas of the City, pursuant to Section 166.04151(6), Florida Statutes. Approvals sought pursuant to this Article shall meet the procedural requirements set forth herein, in addition to the standards for review related to the compatibility of the development with its neighborhood.

Chapter 17.5 Ordinance

- Minimum locational, density, affordability and property size criteria for eligibility:
  - NT and NS zoning districts
    - Minimum 1 acre in size
    - Minimum of 20 units
    - Maximum rent or for sale price at 120% of AMI or below for all units
    - Minimum affordability period of 30 years
  - IT and IS zoning districts
    - Minimum 5 acres in size
    - Minimum of 60 units
    - Shall be located within 2 miles of public or vocational school
    - Shall be located within ¼ mile of PSTA bus line
    - Shall be located within 1 mile of a grocery store
    - Shall be located within 1 mile of the Pinellas Trail or City Park
    - Maximum rent or for sale price at 120% of AMI or below for all units
    - Minimum affordability period of 30 years

Chapter 17.5 Ordinance

- Application requirements (very similar to site plan review process):
  - Pre-application conference and application submitted to City Staff
  - Determination of completeness – Staff Report for City Council
  - Public Notice requirements
  - Rehearing Provisions
  - Withdrawal of application or approval
  - Successive applications
  - Duration of approvals
  - Extensions

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Chapter 17.5 Ordinance

- Application requirements (very similar to site plan review process):
  - Tenant Notice
  - Procedures
    - If the property location is within an industrial zoning district, an environmental report for the property and analysis of surrounding industrial activities.
    - If the redevelopment will displace an existing business or businesses, a plan for relocation of the business or businesses and/or re-employment of existing employees
  - Standard for review
  - Fees – no application fee

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Chapter 17.5 Ordinance

- Standards for review:
  - Ingress and egress – vehicular, bicycle and pedestrian access and safety
  - Environmental report of subject property and analysis of surrounding uses for industrial zoning
  - Off –street parking
  - Traffic impact report
  - Drainage – particular reference to effect on adjacent and nearby properties
  - Signs
  - Orientation, height and location of buildings in relation to character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape
  - Compatibility of the use with other properties in the neighborhood
  - Substantial detrimental effects of the use on the neighborhood

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Chapter 17.5 Ordinance

- Standards for review:
  - Sufficiency of setbacks, screens and buffers for harmony with uses outside the development and to control adverse impacts from noise, light, and other nuisances
  - Land area is sufficient for the use
  - Landscaping and preservation of natural features
  - Sensitivity to historic and archaeological resources
  - Unit type including AMI % of units and rental or ownership is needed in market
  - If subject property is zoned industrial:
    - One or more of the following characteristics exist over an extended period of time: 1) vacant or underutilized land; 2) vacant or underutilized buildings; 3) poor quality job creation in terms of pay, employee density and spin-off or multiplier effects; 4) chronic competitive disadvantage in terms of location, transportation infrastructure/accessibility and other market considerations
    - Conversion to residential use will not cause negative impacts on surrounding industrial operations
    - Location and surrounding land uses will not cause any adverse impacts to the health of future residents

Industrial Properties that may Qualify

MAP NUMBER	ZONING	ACRES	OWNER	SITEADDR	LANDUSE
1	IS	10.62	SKYWAY BC INC	3000 22ND AVE S	Light Manufacture
2	IT	5.06	ALSCO INC	FAIRFIELD AVE S	Vacant Industrial
3	IT	6.92	FAIRFIELD DEPOT LLC	3200 FAIRFIELD AVE S	Lumber Yards
4	IT	5.02	RICHMAN INDUSTRIAL LAND LLC	950 31ST ST S	Mineral Processing
5	IT	14.51	D IAFRATE CAPITAL LLC	855 28TH ST S	Light Manufacture
6	IT	6.50	GURU & GAIA LLC	2544 FAIRFIELD AVE S	Light Manufacture
7	IS	13.88	TIMES PUBLISHING CO INC	3151 13TH AVE N	Light Manufacture
8	IS	6.58	TIMES PUBLISHING CO INC	3200 17TH AVE N	Warehouse Stor/Dist
9	IT	5.37	2 J S M LLLP	20TH AVE N	Vacant Industrial
10	IT	6.57	MUSEUM FIGMENT1 PROPERTY LLC	3101 37TH AVE N	Professional Bldg
11	IS	5.15	KODA CONTINENTAL REALTY LLC	4001 35TH ST N	Tour Attract-Perm
12	IS	23.34	ST PETES LLC	1501 72ND ST N	Vacant Industrial
13	IS	21.15	ELECTRONIC COMM INC	7400 22ND AVE N	Light Manufacture
14	IS	5.78	PLASTIC (DE) LTD PTNSHP	2600 72ND ST N	Heavy Manufacture
15	IS	5.36	RAMA HOLDINGS	2801 72ND ST N	Light Manufacture
TOTAL		**141.80**			

Criteria:	
1	5 acres or more
2	1/4 mile from Transit Routes
3	1 mile from Grocery Stores
4	2 mile from public shcools
5	1 mile from pinellas trail or city park

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SB 962 Concepts for Consideration

- Modify Chapter 17.5 Affordable Housing Site Plan Review Ordinance to:
  - Permit mixed-income development in the Industrial Traditional and Industrial Suburban Zoning Districts with a minimum of 30% affordable and workforce units with at least 50% of the affordable and workforce units at 80% AMI and below
  - Allow this provision in the Industrial Traditional and Industrial Suburban Zoning Districts only for proposed developments with more than 300 units
  - Allow accessory commercial uses in the Industrial Traditional and Industrial Suburban Zoning Districts up to 5,000 square feet

  - SB 962 needs to become law – Governor signed June 8, 2022

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Presentations/Input meetings to date:
HLUT – 5/12/2022
CONA – 6/15/2022
AHAC– 8/02//2022

Questions & Comments

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MEMORANDUM
City of St. Petersburg AHAC Committee
Meeting of August 2, 2022

To: Honorable Scott Macdonald, Chair, and Members of the Affordable Housing Advisory Committee

From: Sharon Wright, Office of Sustainability & Resilience

Date: July 26, 2022

Subject: **Electric Vehicle (EV) Readiness & Policy/Code Options**

Purpose & Background

The purpose of this memorandum and Committee presentation is to provide educational information on electric vehicle infrastructure and potential land development regulation and code updates. Requiring electric vehicle readiness does have upfront cost considerations as well as future readiness considerations particularly meeting the goals of equitable access while avoiding higher future costs. The purpose is also to discuss being future ready and what feedback and suggestions the AHAC may have for expanding requirements, especially related to affordable housing.

The following bullets highlight background information related to the development of **Electric Vehicle (EV) Readiness** Code options:

- Since at least 2015, the City of St. Petersburg has been working to lead as an environmentally friendly, socially equitable, and economically vibrant city that would continue to attract diverse talents and resilient businesses.

- The Office of Sustainability & Resilience (OSR) was created in 2015 shortly after what is now the Health, Energy, Resiliency, and Sustainability (HERS) Committee of City Council members to organize, measure, and evaluate policies and practices to support a more sustainable city.

- In 2016, St. Petersburg was the first city in Florida to commit to a 100% clean energy transition, and with the community began measuring city sustainability, developing the framework for and identifying funding for a sustainability plan.

- In 2019, the city's Integrated Sustainability Action Plan (ISAP), including the City's first 100% Clean Energy Roadmap, was unanimously approved by City Council.

- A few of the relevant primary actions in the ISAP include:
    - Deploy EV infrastructure and establish EV incentives
    - Introduce building code provisions that support energy improvements, efficiency, and EV readiness
    - Construct new infrastructure in areas to reduce disparities in access

- In 2019, the Legislature of the State of Florida passed FSS 718.113 that describes benefits of EVs stating in part: "The Legislature finds that the use of electric and natural gas fuel vehicles conserves and protects the state's environmental resources, provides significant economic savings to drivers, and serves an important public interest."

- In 2019, the City of St. Petersburg was awarded the Bloomberg American Cities Climate Challenge in part by committing to EV readiness. The award provided several technical resource teams which supported data collection and analysis for EV infrastructure related to City Green Fleet policies, city-wide EVSE siting analysis including land use, transportation, and equity factors, and the proposed EV Readiness code. The award formally closed in June 2022.

- Florida's 2021 EV Master Plan (EVMP), developed by FDOT, has provided best practice recommendations to local governments to support the transition to zero-emission EVs. Two of the strategies identified in the plan include:
    - Develop model building and zoning codes to incorporate EVSE into new development
    - Mandate minimum parking requirements or incentives for designated EVSE parking

EV Terminology & Acronyms

The electric vehicle (EV) landscape can be hard to navigate, with numerous acronyms and tech terminology evolving daily. Below are common terms and acronyms for reference.

AEV/BEV: (All-Electric Vehicle): Also called BEV (Battery-Electric Vehicle). A vehicle that runs on an electric motor only, using on-board batteries that you can plug in and recharge.

AER (All-Electric Range): The distance an EV can go solely using electricity.

BEV (Battery-Electric Vehicle): Also called AEV (All-Electric Vehicle). A vehicle that runs on an electric motor only, using on-board batteries that you can plug in and recharge.

DC (Direct Current) charging: See "Level 3 Charging."

EV (Electric Vehicle): A broad category describing all vehicles that are powered by an electric motor.

EV Capable: Install electric panel capacity with dedicated branch circuit and a continuous raceway from the panel to future EV parking spot. See Figure 1 below.

EV Ready: Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet). See Figure 1 below.

EV Installed: Install a minimum number of Level 2 EV charging stations. See Figure 1 below.

EVSE (Electric Vehicle Supply Equipment): Also known as EV charging station or EV charging dock, infrastructure for EVs. A device that allows electricity to flow safely by enabling two-way communication between the charging station and the vehicle. Simplifies the charging process by adjusting the onboard charger to ensure it doesn't exceed charger power limits.

GHG (Greenhouse Gas): a gas that absorbs and emits radiant energy within the thermal infrared range, causing the greenhouse effect.

Hybrid (conventional): A vehicle with an electric motor and a full-sized internal combustion engine that uses regenerative braking to charge the motor.

ICE (internal combustion engine): A traditional engine powered by fossil fuels.

kW (kilowatt): A unit of electric power.

kWh (kilowatt-hour): A measurement of the amount of energy you would use by running a 1,000-watt appliance for one hour (e.g., a microwave).

Level 1 Charging: Charging at 120 volts, same as a common household outlet. See Figure 2 below.

Level 2 Charging: Charging at 208-240 volts, using an installed outlet. See Figure 2 below.

Level 3 Charging: Also known as **DC fast charging**. Charging at 480 volts with a direct-current (DC) plug. See Figure 2 below.

MPGe (miles per gallon equivalent): MPGe is determined by seeing how far a vehicle can travel on 33.7kWh of energy, the equivalent energy in one gallon of gas. Used for comparing fuel efficiency of EVs and ICEVs.

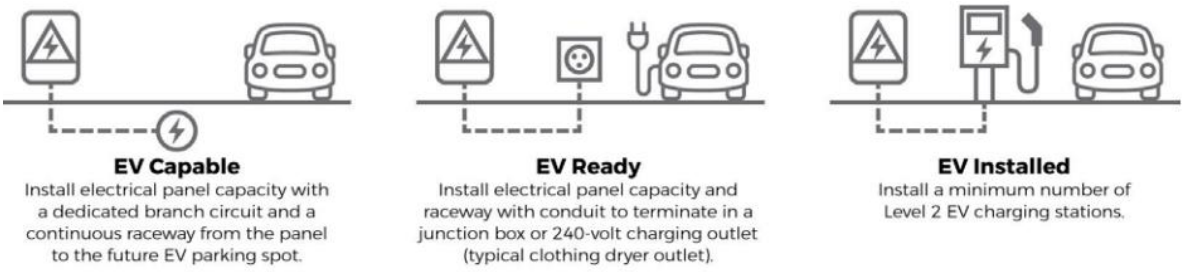
Off-Peak Charging: Charging your EV during the less busy times of day for a lower cost.

PHEV (Plug-In Hybrid Vehicle): A mixture of AEV and ICEV, plug-in hybrids have both an electric motor and an internal combustion engine. As the name suggests, they can be plugged in to recharge their onboard batteries.

Range Anxiety: Concerns that an EV will run out of battery power sooner than charging available or arrive at destination.

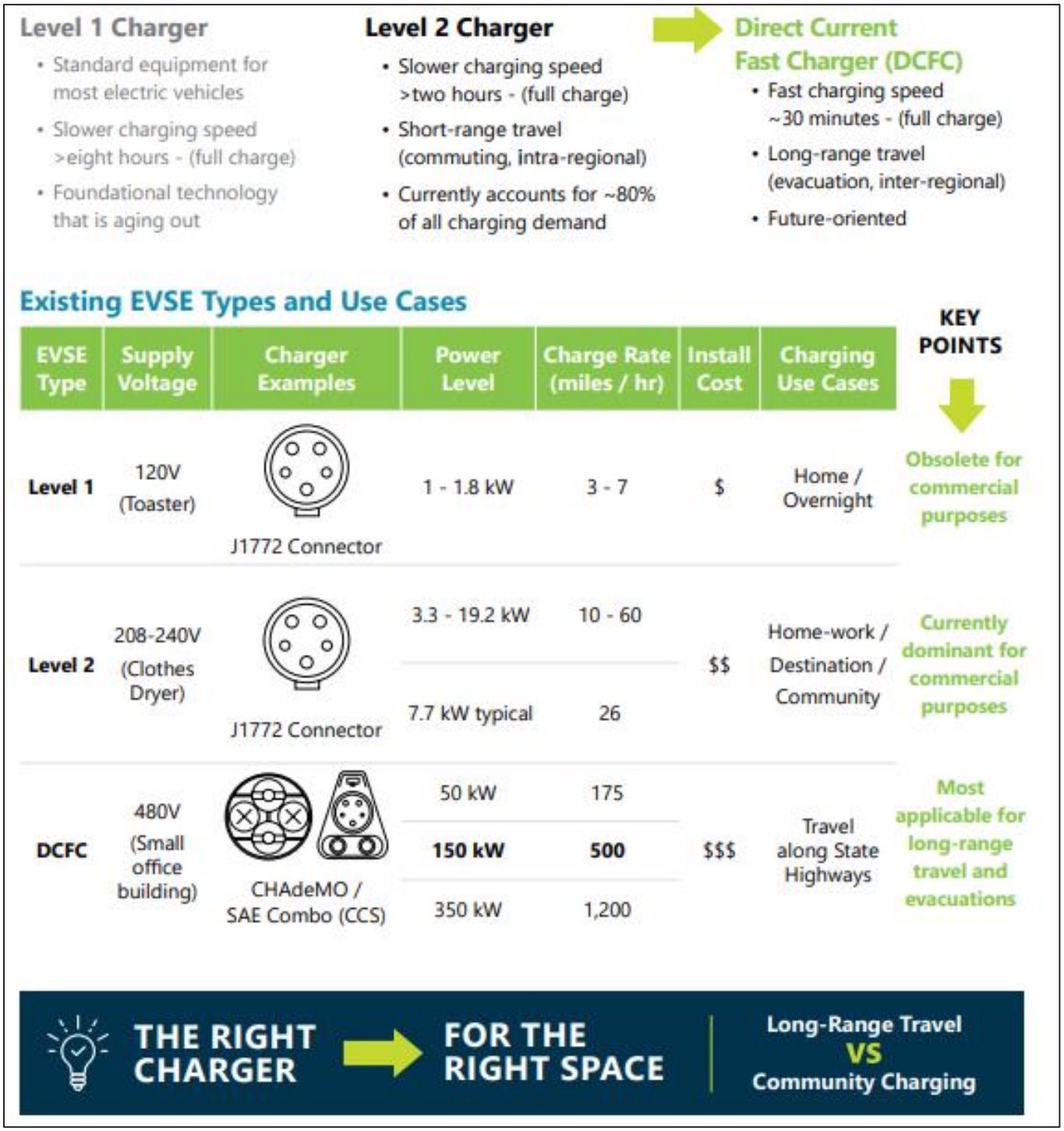
Regenerative braking: A method of braking used by conventional hybrids in which energy from the braking of the vehicle is stored and used.

Figure 1. Levels of EV Readiness



EV Infrastructure is also referred to as EVSE and charging stations. Figure 2 shows the three types of EV technologies currently available in the market for passenger vehicles.

Figure 2. EV Technologies/Levels



Source: FDOT EV Master Plan, July 2021

Benefits and Challenges of EV's

Public Health

With zero tailpipe emissions, EV adoption will improve local air quality and reduce the health impacts of air pollution for all. Air pollution directly impacts human health, and frequently impacts more vulnerable racial and socioeconomic groups disproportionately[1].

Personal Financial

Upfront costs: Analysts predict EVs will cost less than traditional gasoline vehicles somewhere between 2024 and 2028; affordable *used* EVs are already available.

Operating costs: EV drivers can save money. An eGallon (equivalent to a gallon of gasoline) costs $1.08 in Florida, compared to $2.83 at the pumps March 2021 - that's 62% less[2]. EV drivers can save over $1,000 in fuel and maintenance costs per year (**oil changes and air filters eliminated**).

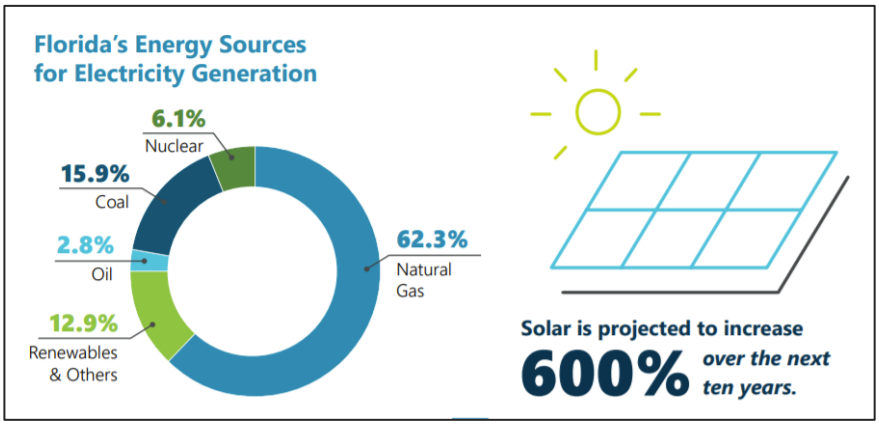
Economic development

EV's can support the local and regional economy. EVs are powered by their local electric grid keeping those dollars circulating in the local economy instead of sending them further out of state, and sometimes the country. Florida has consistently ranked in the top three to four states for EV purchases, currently the second highest state following CA[3]. The Tampa Bay Region, along with the Orlando and Miami areas are the highest EV adoption regions in the state.

Environment & Equity

Accelerating EV adoption is critical to reaching our climate change goals. In Florida, the average EV produces 62% fewer GHG emissions compared to gasoline vehicles, 4,128 lbs of CO_2e per year, compared to 11,435 lbs CO_2e, respectively[4]. As more solar power is produced, EV's will become even cleaner – Figure 3 below shows Florida's energy sources and statement of projected solar.

Figure 3. Florida's Energy Sources for Electricity Generation



Source: FDOT EV Master Plan, July 2021

[1] https://www.pnas.org/content/116/13/6001
[2] https://www.energy.gov/maps/egallon
[3] Kelly Blue Book, June 2021 - https://www.kbb.com/car-news/ev-registrations-growing-3-times-faster-than-gasoline-powered-cars/
[4] https://afdc.energy.gov/vehicles/electric_emissions.html

While studies show that some upfront development of EVs may generate more GHG emissions than internal combustion engines (ICE), the overall result of GHG emissions is still much lower. There is also a federal blueprint for sourcing raw materials, shifting away from some of the less available and/or more detrimental metals and materials, as well as a national blueprint for supply chain, recycling, and reuse. Additional sources with many references can also be found at the following two links as a start:

- From the Union of Concerned Scientists[5]: "…But because a BEV's operating-related emissions (i.e., vehicle charging) are relatively low, the total global warming emissions for BEVs on the average grid in the United States are less than half those for gasoline vehicles (200 g CO2e/mile vs. 450 g CO2e/mile)."

- *How Technology, Recycling, and Policy Can Mitigate Supply Risks to the Long-Term Transition to Zero-Emission Vehicles*, Slowik, Lutsey, and Hsu, December 2020. https://theicct.org/

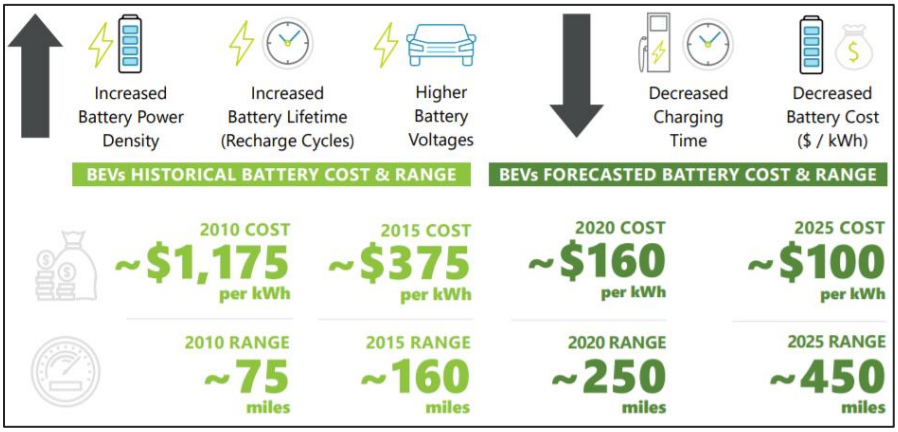
- *National Blueprint for Lithium Batteries*, Federal Consortium for Advanced Batteries, https://www.energy.gov/eere/vehicles/vehicle-technologies-office

However, it must be acknowledged that mistakes and disasters that result from fossil fuel energy sources can be repeated with a clean energy transition which is why it is important to stress a *just* transition. **The studies, blueprints, and plans found to date should do more to address the potential disproportionate and harmful impacts to black, Indigenous and people of color of mining, manufacturing, and disposal or recycling for cleaner energy sources**. EV Readiness code should support equitable access to EV charging infrastructure citywide.

Technology & Automotive Commitments

Technological advances are revolutionizing the marketplace. Increased battery lifetime, decreased charging times, and decreased battery costs are contributing to uptake. Figure 4 below shows trends and anticipated improvements.

Figure 4. Technologies Currently Being Monitored by FDOT



Source: FDOT EV Master Plan, July 2021

[5] *https://www.ucsusa.org/resources/ev-battery-recycling*

Automotive manufacturers and ride services are leading this transformation and have made public commitments (see Table 1 below). These automakers and more have also made additional carbon neutrality commitments and listed milestones. Worth also noting is that Duke Energy has committed to electrify its vehicle fleet by 2030 (100% of its light-duty vehicles and 50% of its combined fleet of medium and heavy-duty and off-road vehicles).

Table 1. Recent Private Sector Commitments

Company	Commitment
Ford	$30 billion by 2025 towards EV fleets
General Motors	100% EV fleet by 2035
Hyundai	1 million pure EVs by 2025; $7.4 billion in U.S. investment
Range Rover / Jaguar	100% EV by 2025
Volvo	100% EV fleet by 2030
VW	70 new EV's by 2030
Lyft	100% EV by 2030 in U.S.
Uber	100% EV by 2030

Current State & Local EV Readiness Regulations

State Regulations for EV Readiness

- State of Florida Building Code requires a 120V outlet in each new garage for single-family housing. This law is not required for multifamily housing or commercial developments. (2019, FBC 210.11(C)(4) Garage Branch Circuits)
- State of Florida requires condo and apartment owners to allow EV drivers to install EV charging stations to support their vehicles. (2018, FSS section 718.113(8))

Current St. Pete Code Requirements

In 2019, a code requirement for new construction of parking garages citywide. This code is incorporated into the Land Development Regulations in the following section: 16.40.090 - PARKING AND LOADING, DESIGN STANDARDS under "Parking Garages." These regulations apply to any parking garage throughout the city, regardless of the zoning or land use:

- For residential use parking spaces, a **15% shall be EV- Capable** (Install electric panel with a dedicated brand circuit and a continuous raceway from the panel to the future EV parking spot) and **2% shall be EV Ready** (electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet).
- For all other uses, **20% shall be EV Capable** and **2% shall be EV Installed** (Level 2 EV charging station).

Additional ranges for EV Readiness based on the current code are shown in the table below.

Table 2. Spaces Required for EV Readiness by Current Code

Number of Parking Spaces	Residential Garage 15% Capable (#)	Residential Garage 2% Ready (#)
20	3	0.4
40	6	0.8
60	9	1.2
80	12	1.6
100	15	2
200	30	4
500	75	10
Number of Parking Spaces	Non-Res Garage 20% Capable (#)	Non-Res EV 2% Installed (#)
20	4	0.4
40	8	0.8
60	12	1.2
80	16	1.6
100	20	2
200	40	4
500	100	10

Why Update & Expand EV Readiness Code?

The City of St. Petersburg is committed to continued leadership in sustainability and resilience, which includes being future ready for businesses and residents, that is, to be more equipped to support the rapid increase in electric vehicle adoption and mitigate the disproportionately high retrofit expenses to install EV charging infrastructure in the future.

In addition to the benefits, trends, and automotive commitments summarized in above sections, projections show that EV infrastructure expansion will be needed. Using currently available data and the U.S. Department of Energy's Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite, the team projected potential infrastructure need for registered EVs in St. Pete, not including consideration for visitors and all tourism.

Registered EVs

It's estimated that in 2021 there are about 1,208 registered electric vehicles in the City, or about 0.7% of registered vehicles (1,208/169,057), based on a proportional share of the estimated EVs in Pinellas County (4,474). Additionally, the 1,208 also represents 1.3% of Florida EVs in St Petersburg (1,208/90,184 = 1.3%).

Vehicle Mix

Based on registered vehicles in Florida July 2021:

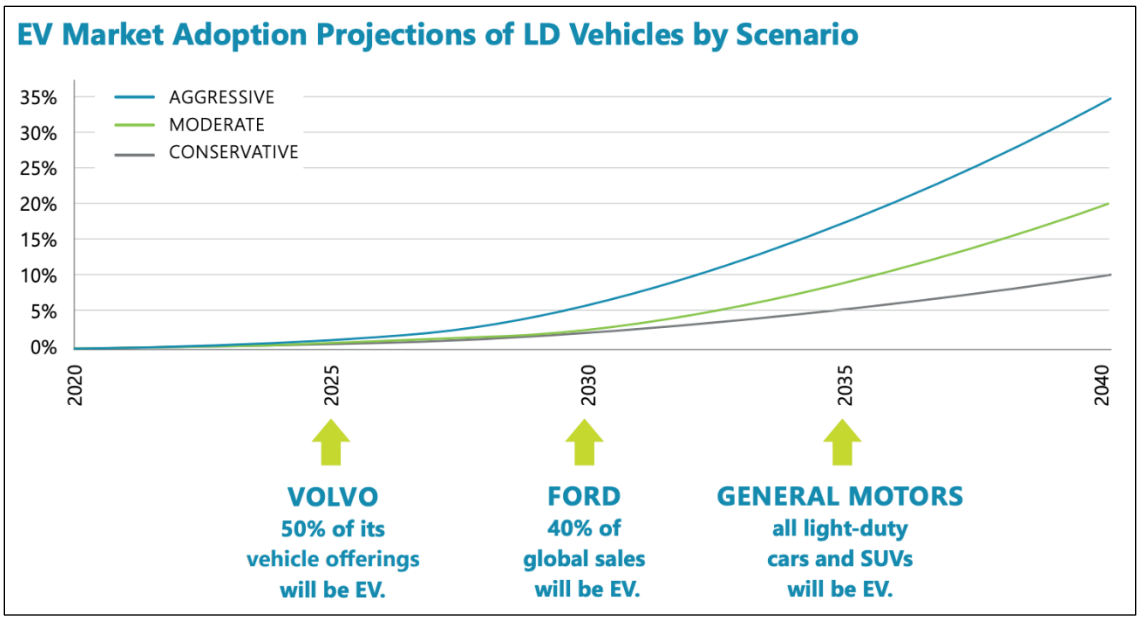
90,184	EVs in Florida
68,185 or 75.6%	BEV in Florida
21,999 or 24.4%	PHEV in Florida
4,474	EVs in Pinellas County
3,119 or 69.7%	BEV in Pinellas County
1,355 or 30.3%	PHEV in Pinellas County

Figure 5. Vehicle Mix Snapshot

Vehicle Mix		
	Plug-in Hybrids 20-mile electric range	10 %
	Plug-in Hybrids 50-mile electric range	20 %
	All-Electric Vehicles 100-mile electric range	5 %
	All-Electric Vehicles 250-mile electric range	65 %
	Total	**100%**

Applying FDOT EV Infrastructure Master Plan's three scenarios to St Petersburg's estimated EV registration baseline results in the conservative, moderate, and aggressive EV adoption scenarios. In the Aggressive scenario, EV registrations reach 19% by 2035 and 35% of total vehicles by 2040, which would support St Petersburg's GHG emissions reduction goals.

Figure 6. EV Market Adoption Scenarios: Light Duty Vehicles



Source: FL Department of Transportation EV Infrastructure Master Plan

Assuming St. Petersburg maintains 1.3% of Florida's EVs over time and using FDOT projections by 2030 we could expect to see 8,627 electric vehicles registered in the City by 2030 in the Moderate projection. Using the Aggressive projection, 15,530 personal electric vehicles registered in the City by 2030. Table 3. summarizes additional projections.

Table 3. Projected St. Pete EV Registered Vehicles

Scenario	2021	2030	2035	2040
Conservative	1,208	6,197	14,604	27,285
Moderate	1,208	8,627	24,998	53,734
Aggressive	1,208	15,530	47,492	94,329

Using 2019 U.S. Census data[6] and assuming about 70,000 of about 110,000 single family units or about 64% of the population have the ability to install Level 2 at-home charging, but apartment/condo owners and renters likely do not. Table 4 below summarizes what the EVSE needs of the projected EV's on the road in future years, **not including at-home charging** or tourism according to US DOE EVI-Pro Lite.

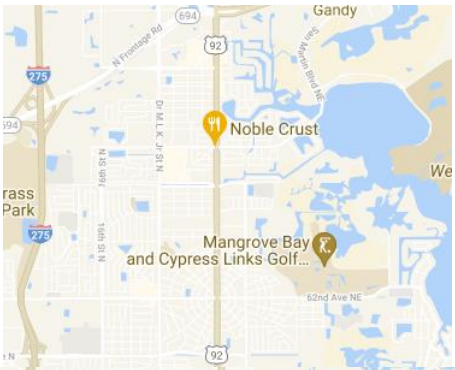
Table 4. Projected EVSE Needs (not including home and all tourism)

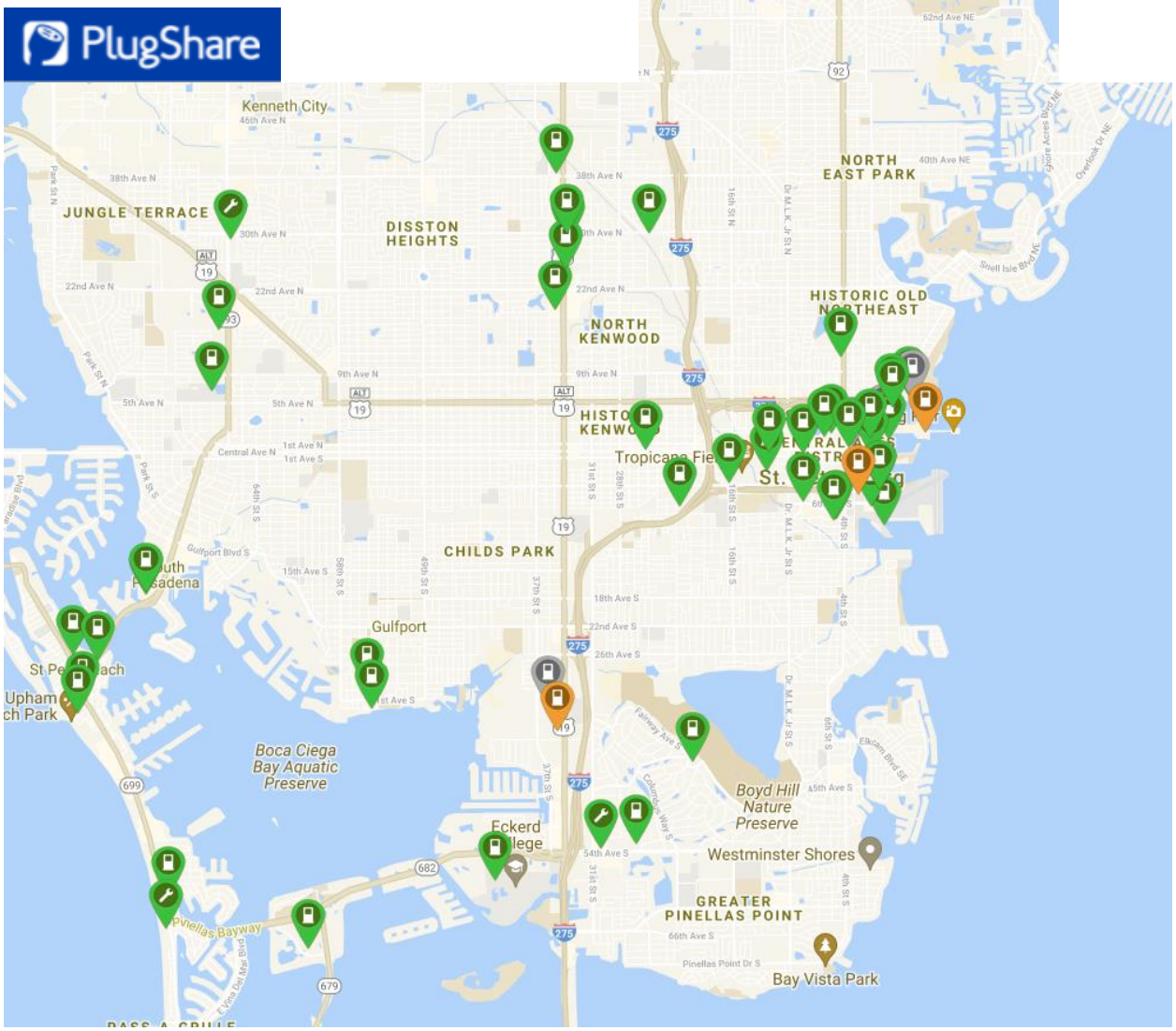
Year	Adoption Scenario	Number of EVs	Category of EVSE Needed to Support	Number of EVSE Needed to Support
2030	Conservative	6,197	Level 2 Workplace Chargers	202
			Level 2 Community Chargers	166
			Leve 3 DC-Fast Chargers	50
	Moderate	8,627	Level 2 Workplace Chargers	281
			Level 2 Community Chargers	228
			Leve 3 DC-Fast Chargers	69
	Aggressive	15,530	Level 2 Workplace Chargers	502
			Level 2 Community Chargers	391
			Leve 3 DC-Fast Chargers	116
2035	Conservative	14,604	Level 2 Workplace Chargers	472
			Level 2 Community Chargers	370
			Leve 3 DC-Fast Chargers	110
	Moderate	24,998	Level 2 Workplace Chargers	798
			Level 2 Community Chargers	588
			Leve 3 DC-Fast Chargers	169
	Aggressive	47,492	Level 2 Workplace Chargers	1,479
			Level 2 Community Chargers	944
			Leve 3 DC-Fast Chargers	242
2040	Conservative	27,285	Level 2 Workplace Chargers	869
			Level 2 Community Chargers	630
			Leve 3 DC-Fast Chargers	180
	Moderate	53,734	Level 2 Workplace Chargers	1,672
			Level 2 Community Chargers	1,067
			Leve 3 DC-Fast Chargers	249
	Aggressive	94,329	Level 2 Workplace Chargers	2,880
			Level 2 Community Chargers	1,841
			Leve 3 DC-Fast Chargers	349

[6]https://data.census.gov/cedsci/table?g=1600000US1263000&tid=ACSST1Y2019.S2504&hidePreview=true

Figure 7. Public Charging Network in St. Petersburg

- **Currently** estimated chargers: 105 including public, parking garages, and 5 fast chargers; about 10 SF homes registered on Plug Share; 0 MF found registered, but aware of condos w/chargers.





Proposed EV Readiness Code

Table 5 below includes ranges that were presented to the public and stakeholders as options based on data from Bloomberg New Energy Finance stating that by 2025 EVs will hit 10% of global passenger vehicle sales, rising to 28% in 2030 and 58% in 2040.

Table 5. EV Readiness Ranges Used for Stakeholder Engagement 2020 -2021

Land use/ Building	Planning for the 2030 EV Market	Planning for the 2040 EV Market
Detached/ Single-family	1 EV-ready outlet per unit	1 EV-ready outlet per unit
Multi-family	10% EV-capable, 20% EV-ready, 2% EVSE-installed	30% EV-capable, 25% EV-ready, 5% EVSE-installed
Commercial	20% EV-capable, 10% EV-ready, 2% EVSE-installed	40% EV-capable, 15% EV-ready, 5% EVSE-installed

Table 6 below summarizes the Proposed EV Readiness Code going forward based on stakeholder feedback to date and for additional input and approval processes if supported.

Table 6. August 2022 Proposed EV Readiness Code

Land use/Building	August 2022 Proposed EV Readiness
Detached/Single-family	1 EV-ready outlet per unit
Multi-family	• 35% EV-capable • 5% EVSE-installed
Non-residential (office, institutional, hotel)	• 30% EV-capable • 2% EVSE-installed
Non-residential (retail, public recreation,)	• 20% EV-capable • 2% EVSE-installed
Non-residential (industrial)	• 30% EV-capable • 2% EVSE-installed

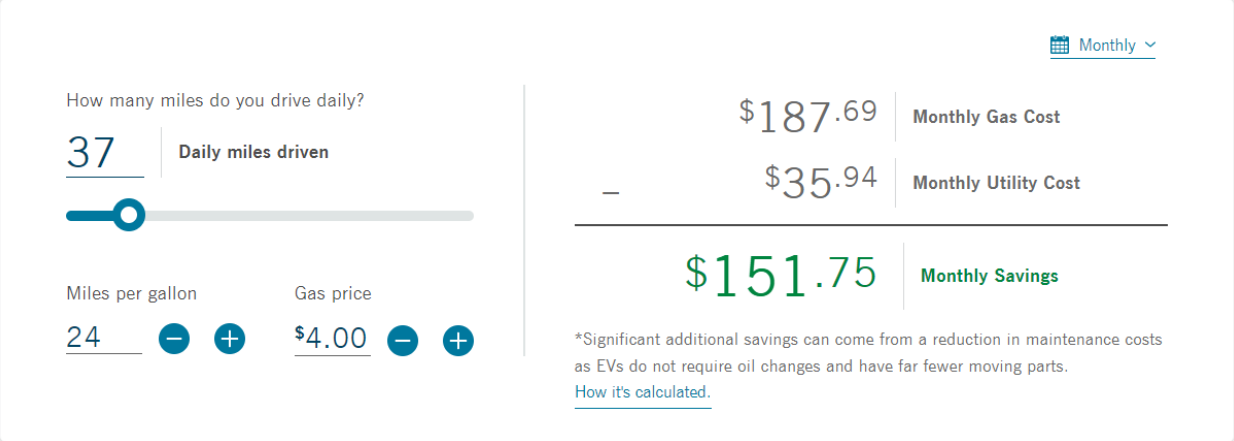
Considerations & Notes

- EV-capable rather than EV Ready saves on upfront costs
- EV-capable will require permits when installation does occur (EV Ready would already have the permits)
- Location intended to be up to the owner except for ADA spaces – EV Readiness should include at least 1 current or future ready EV spot to meet ADA accessibility.
- Assume full circuit installation: 208/240V; 40-amp capacity, raceway, wiring receptacle, overprotection devices
- May include a DC Fast Charging Compliance Pathway (5:1 ratio suggested to date)
- Requirement percentages based on total parking spaces (not minimum required parking spaces)
- Include minimums so none are zero requirements

Costs & Incentives

Duke Energy has a cost savings calculator for personal vehicles: Cost Savings Calculator – see example below.

Figure 8. Duke Energy Cost Savings Calculator Screenshot: EV Ownership



Future ready developments can avoid much higher costs and disruption in the future. The graphic below demonstrates some of the avoided costs for developments that include EV readiness.

Figure 9. Avoided Costs with Future Ready Infrastructure

EV readiness level	New/Retrofit	Multi-family and Commercial[1]
EV capable	Cost during construction	$200-$810
	Retrofit cost	$1,010-$5,420
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	Est. savings	*26-80%*
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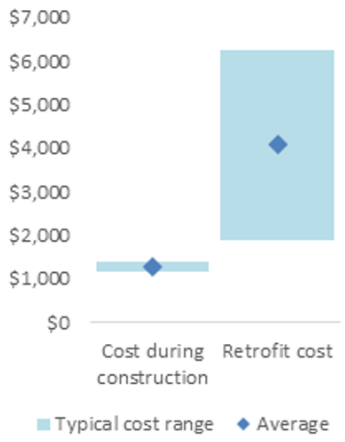


Table 7. Incentive Programs Current and Potential

Incentive Program	August 2022 Proposed EV Readiness
Current Duke Energy Florida Rebate Program	Multifamily Housing Level 2 = $304 per charger Commercial Level 2 = $434 per charger
Proposed 2023 ISAP Implementation $: • Affordable Housing Carve Out • First-come first serve SF, MF, Comm	• $ Amount TBD
Potential Infrastructure Investment & Jobs Act – Community applications	• TBD

Summary Remarks

As with most development requirements, installation, design guidelines, signage or painting, and many other details can start out as complex. The work with stakeholders and cross-department coordination has shed light on many of the additional considerations that will be included in the final engagement and approval stages as well as a supplemental EV Readiness Guide to be developed. Feedback, concerns, and suggestions from the AHAC will be key to successful deployment, education, and implementation of EV and other future readiness elements of development.

Draft presentation slides are included in this package.

Proposed EV Readiness Code

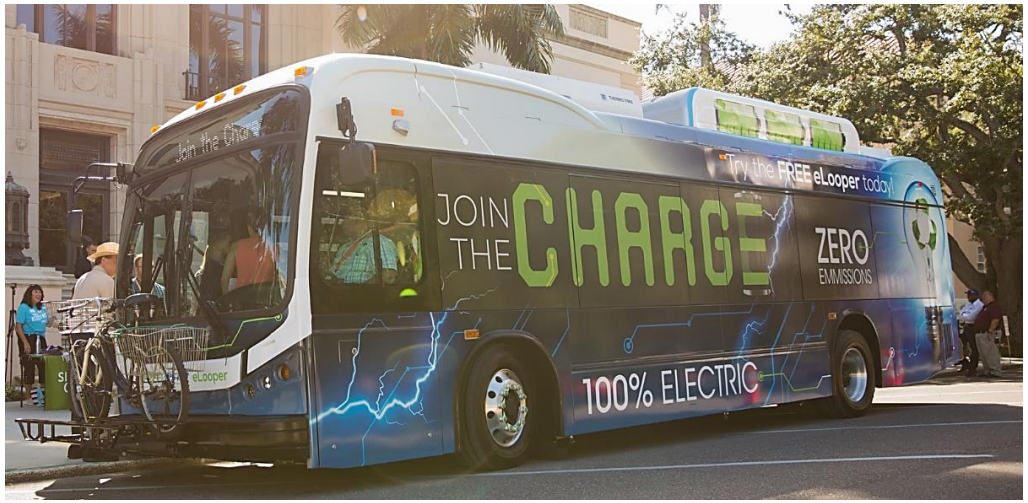
Affordable Housing Advisory Committee
August 2, 2022

Draft Presentation Slides

st.petersburg
www.stpete.org

Overview: Proposed EV Readiness Code

- Background
- Benefits & Challenges
- Current Regulations
- Proposed Updated & Expanded Code Options
- Engagement & feedback



Background

- Goals
- Actions
- Commitments
- City Council Referral (SF)
- Education & Outreach
- State & Regional Planning
- Positioned for demand & funding

integrated sustainability iSAP ACTION PLAN

100% St. Pete 100% st.pete POWERED BY THE SUN

HEALTHY ST. PETE

American Cities Climate Challenge

Headlines

EV Company Announcements

GM 2035 Announcement:
https://media.gm.com/media/us/en/gm/home.detail.html/content/Pages/news/us/en/2021/jan/0128-carbon.html

The "market" has spoken, and we hear that vehicles will be all-electric and soon.

CNBC

Biden plans to replace government fleet with electric vehicles

PUBLISHED MON, JAN 25 2021·5:38 PM EST | UPDATED TUE, JAN 26 2021·8:58 AM EST

General Motors to eliminate gasoline and diesel light-duty cars and SUVs by 2035

Big U.S. automaker says it will invest heavily in electric vehicles and be carbon neutral by 2040

CAR AND DRIVER SUBSCRIBE

I Powered My House with the Ford F-150 Hybrid

TECH | TRANSPORTATION | CARS

Ford is more than doubling its investment in electric and autonomous vehicles to $29 billion

SCIENCE | BUSINESS | TECH

Lyft vows '100 percent' of its vehicles will be electric by 2030

Jaguar Land Rover Goes Electric

Jaguar Land Rover will invest $3.5 billion a year to roll out its first fully electric model by 2024

gm

everybody in.

Why 2020 Is the Turning Point for Electric Cars

Major auto brands, startups and opportunistic investors are all joining the electric-vehicle the coming EV revolution

Volvo says it will make only electric cars by 2030

TECHNOLOGY NEWS JANUARY 15, 2018 REUTERS

Global carmakers to invest at le billion in electric vehicles

With New Electric Vehicle

npr

Honda Aims To Go All-Electric By 2040

The Automaker Alliance calls on governments to prepare for rapid transition to zero-emission vehicles over then 10-15 years

ALLIANCE FOR AUTOMOTIVE INNOVATION

UAW

MEMA

March 29, 2021

President Joseph R. Biden, Jr.
The White House
1600 Pennsylvania Avenue
Washington, DC 20500

Dear President Biden:

We write today on behalf of a diverse group of motor vehicle manufacturers, suppliers, and hundreds of thousands of United Auto Workers members and retirees, who are committed to working toward a net-zero carbon transportation future that includes a shift to electric-drive vehicles. This shared vision has brought the auto industry in the United States to a transformative moment, one that will shape a cleaner future and redefine motor vehicle transportation for generations to come.

For the U.S. to be a leader in this transformation, we must work collaboratively to develop a comprehensive national vision and strategy. This is not just about the future of the auto industry in the U.S., it is about the nation's global competitiveness, economic security, and the transition of the U.S. workforce. Nations that lead the development and adoption of innovative technologies will also shape supply chains and job creation, define global standards and, potentially, reshape the international marketplace. However, neither the current trajectory of consumer adoption of EVs, nor existing levels of federal support for supply- and demand-side policies, is sufficient to meet our goal of a net-zero carbon transportation future.

We stand ready to work with your Administration to define the bold, comprehensive vision and innovation that will place the U.S. at the forefront of creating a cleaner future for motor vehicle transportation. This transformation is greater than any one policy, branch or level of government, or industry sector. It will require a sustained holistic approach with a broad range of legislative and regulatory policies rooted in economic, social, environmental, and cultural realities. Such an approach will complement and amplify significant private sector resources that will accelerate a net-zero carbon transportation future. If we work without a comprehensive plan, our nation will fall short of this goal.

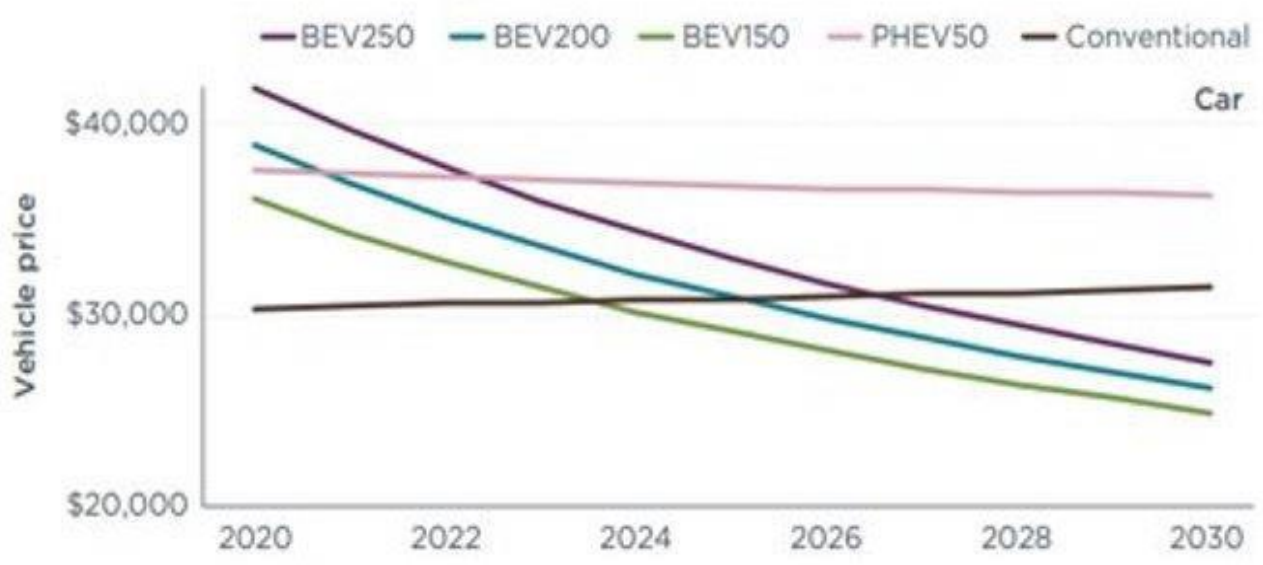
Automakers and suppliers will invest $250 billion in electrification by 2023, including Plug-in Hybrid Vehicles (PHEV), Battery Electric Vehicles (BEV) and Fuel Cell Electric Vehicles (FCEV) (collectively, "EVs"). IHS Markit predicts there will be 130 EV models available in the U.S. by 2026. Even with the collective efforts of the public and private sectors, of the 278 million light-duty vehicles currently registered in the U.S., only 1.5 million are EVs. And despite growing consumer interest and more than 50 EV models available, EVs only made up about two percent or roughly 300,000 of the 14.5 million new vehicle sales last year. This is why we need a comprehensive plan that takes the present market realities into consideration, as well as the on-going investment and innovation in internal combustion engine (ICE) technologies.

"...Currently, the majority of EV charging takes place at home, and that is likely to continue into the future. Charging at home can be inexpensive, convenient, and reliable. Extending these benefits to all EV owners will require new and targeted efforts. **Installing charging is a straightforward prospect for those who own their own homes and have dedicated off-street parking in a garage or driveway, but policymakers will need to carefully consider the tens of millions of Americans who rent or live in multi-unit dwellings (MUDs).** While public DC fast charging stations or other public chargers could meet some needs, the convenience of refueling at home is a key advantage of EVs, and it would be unreasonable and unequitable to expect renters and MUD residents to pay more and spend time away from home each week to charge publicly.

"**Numerous studies show that the cost to retrofit a home or business with EV charging equipment is several times more expensive than installing it during new construction, so designing EV-ready building codes must be part of the answer.** Supporting charger installation at apartment complexes or renter-occupied housing that already exists will be necessary, too. Public policies will need to account for this and find ways to support installation of charging options that serve all drivers."

Money Talks: EV are quickly becoming the most cost-effective vehicle

Upfront cost is a major deciding factor for consumers, a factor that will favor EVs soon.



Additionally.... "By 2029, EVs will reach upfront price parity with the average vehicle purchased by a low-income household, less than two years after the average vehicle purchased by a high-income household." (source: ICCT)

Benefits of EV's – People, Planet, Prosperity

Public health: Improve local air quality which frequently impacts more vulnerable racial and socioeconomic groups disproportionately

Climate action: The average EV produces 62% fewer GHG emissions compared to gasoline vehicles.

Direct economic benefits: EV drivers save over $1,000/year in operation and maintenance costs; and property owners to avoid future costly parking space retrofits.

Local economic development: EVs are powered by their local electric grid keeping those dollars circulating in the local economy instead of sending them further out of state, and sometimes the country.

Equity: A *just* clean energy transition to repair not repeat mistakes

Florida State Legislature endorses and encourages Electric Vehicles

Electric vehicles are an important emerging technology for Florida residents, as recognized by the Legislature of the State of Florida:

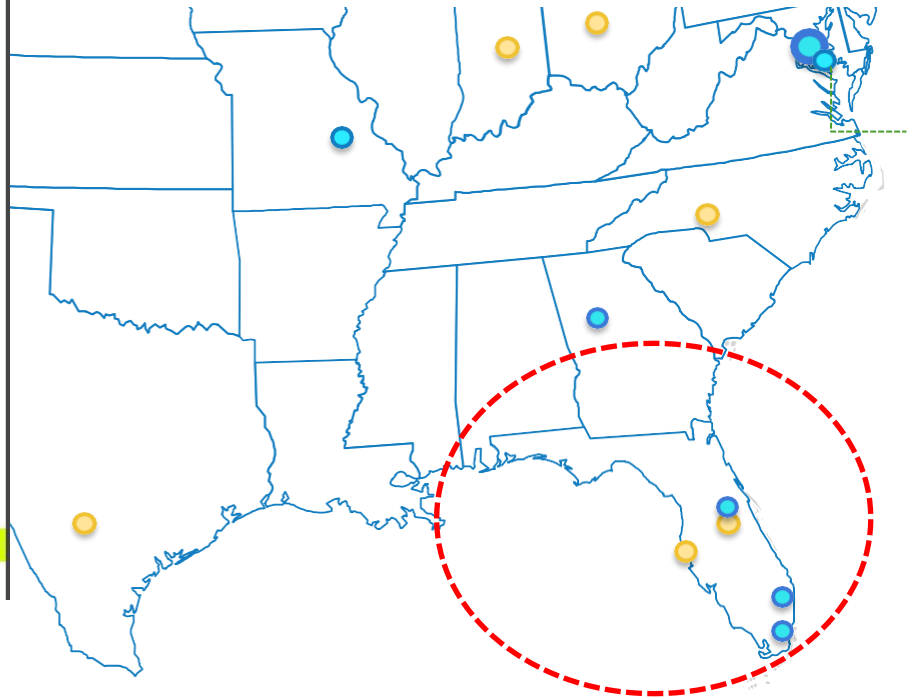
"...conserves and protects the state's environmental resources, provides significant economic savings to drivers, and serves an important public interest." F.S.S. 718.113(8)

In 2018, Florida passed *'Right to Charge*' law for Condo and apartment Owners

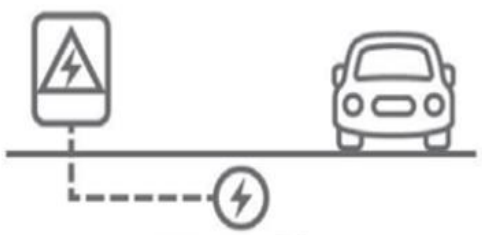
Best Practice in Florida – Alignment with FDOT

Florida Department of Transportation Electric Vehicle Master Plan (EVMP) identifies EV readiness as a key strategy:

5. "Provide Guidance and Best Practices to Local Jurisdictions and Agencies: Develop model building and zoning codes to incorporate EVSE"

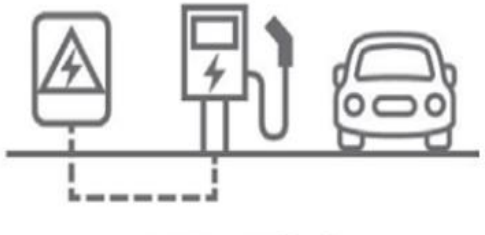


EV Readiness Code Options/Levels



EV Capable: Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.

EV Ready: Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).

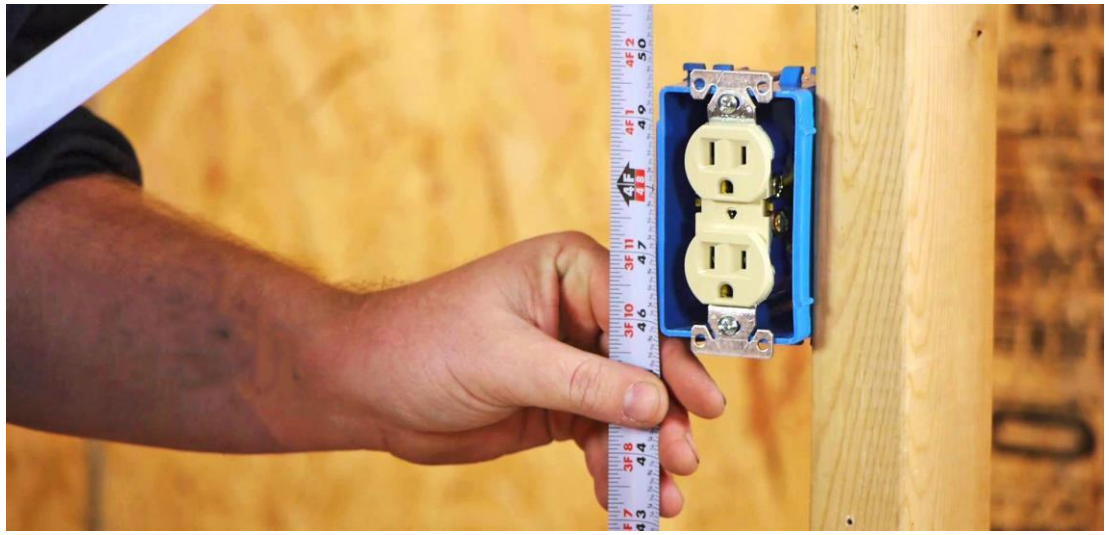


EVSE Installed: Install a minimum number of Level 2 EV charging stations.

EV Capable:	Electrical panel capacity + branch circuit + raceway constructed
EV Ready:	EV Capable + 240-volt outlet accessible to parking space
EVSE Installed:	EV Ready + Level 2 charging station installed

EV Ready (Level 1) required for all Single-Family Homes

- Florida Building Code requires 120V outlet for every vehicle in the parking garage.
- Level 1 EV Ready = 3-5 miles per hour of charging
- Provides opportunity for residents to “trickle charge” their vehicles



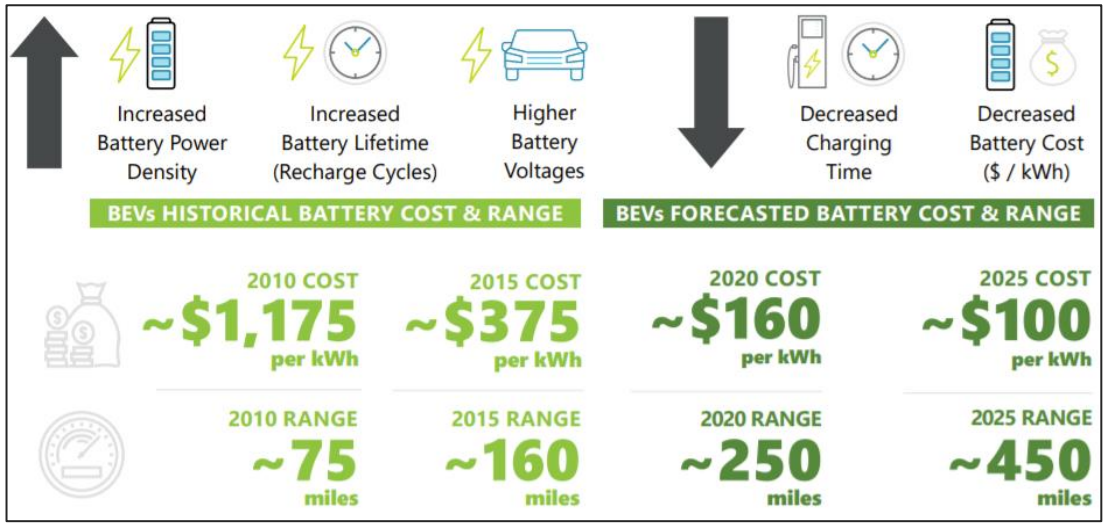
Current St. Pete EV Readiness Requirement: Parking Garages Only

16.40.090 - PARKING AND LOADING, DESIGN STANDARDS under “Parking Garages.” These regulations apply to any parking garage throughout the city, regardless of the zoning or land use

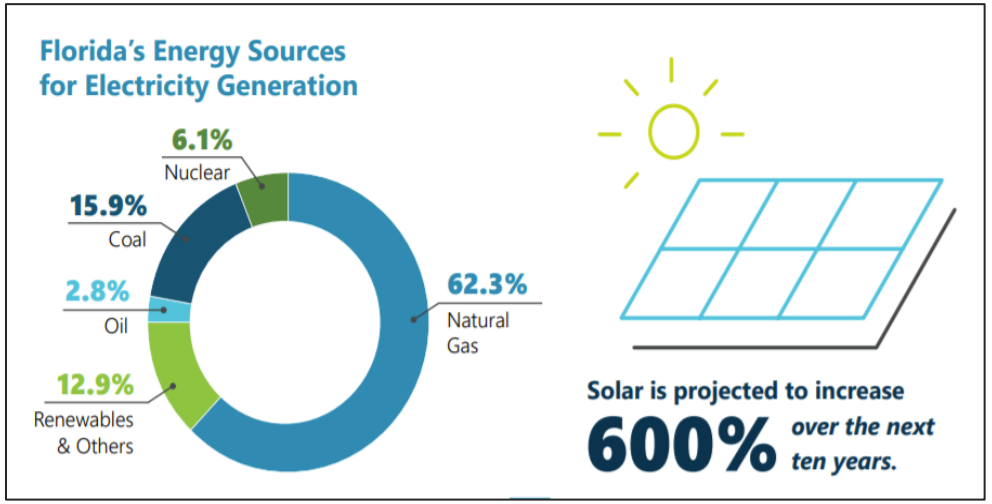
- For residential use parking spaces, a **15% shall be EV Capable** and **2% shall be EV Ready**.
- For all other uses, **20% shall be EV Capable** and **2% shall be EV Installed**.

Parking Spaces	Residential Garage **15% EV Capable** (#)	Residential Garage **2% EV Ready** (#)
50	8	1
80	12	2
100	15	2
200	30	4
500	75	10
Parking Spaces	Non-Res Garage **20% EV Capable** (#)	Non-Res Garage **2% EV Installed** (#)
50	10	1
80	16	2
100	20	2
200	40	4
500	100	10

Why Expand EV Readiness?



Company	Commitment
Ford	$30 billion by 2025 towards EV fleets
General Motors	100% EV fleet by 2035
Hyundai	1 million pure EVs by 2025; $7.4 billion in U.S. investment
Range Rover / Jaguar	100% EV by 2025
Volvo	100% EV fleet by 2030
VW	70 new EV's by 2030
Lyft	100% EV by 2030
Uber	100% EV by 2030 in. U.S.



Why Expand EV Readiness Code – Future Proof Costs

EV readiness level	New/Retrofit	Multi-family and Commercial[1]
EV capable	Cost during construction	$200-$810
	Retrofit cost	$1,010-$5,420
	Est. savings	*47-85%*
EV ready	Cost during construction	$1,160-$1,380
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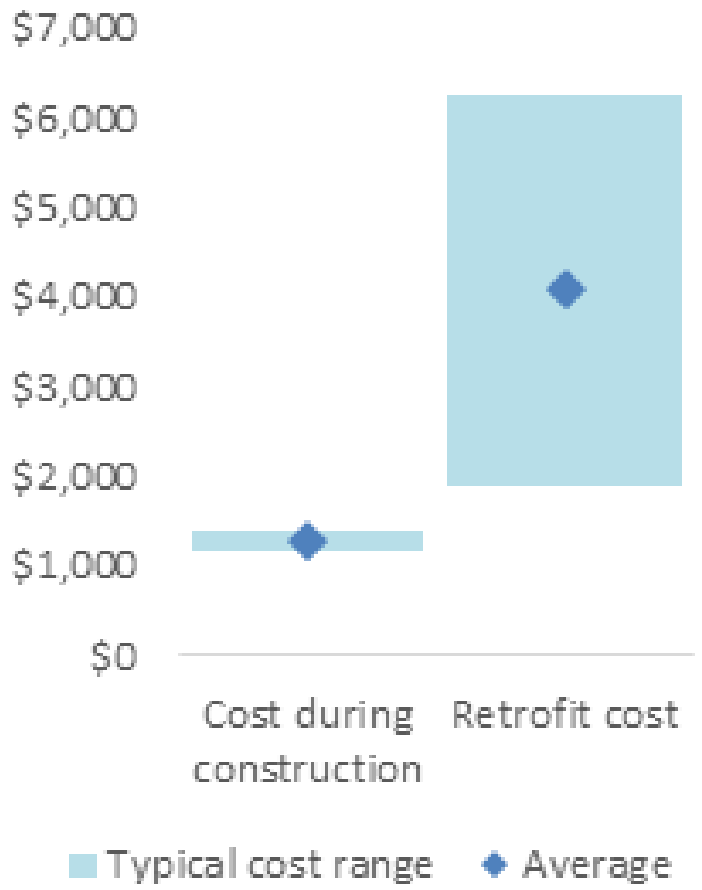

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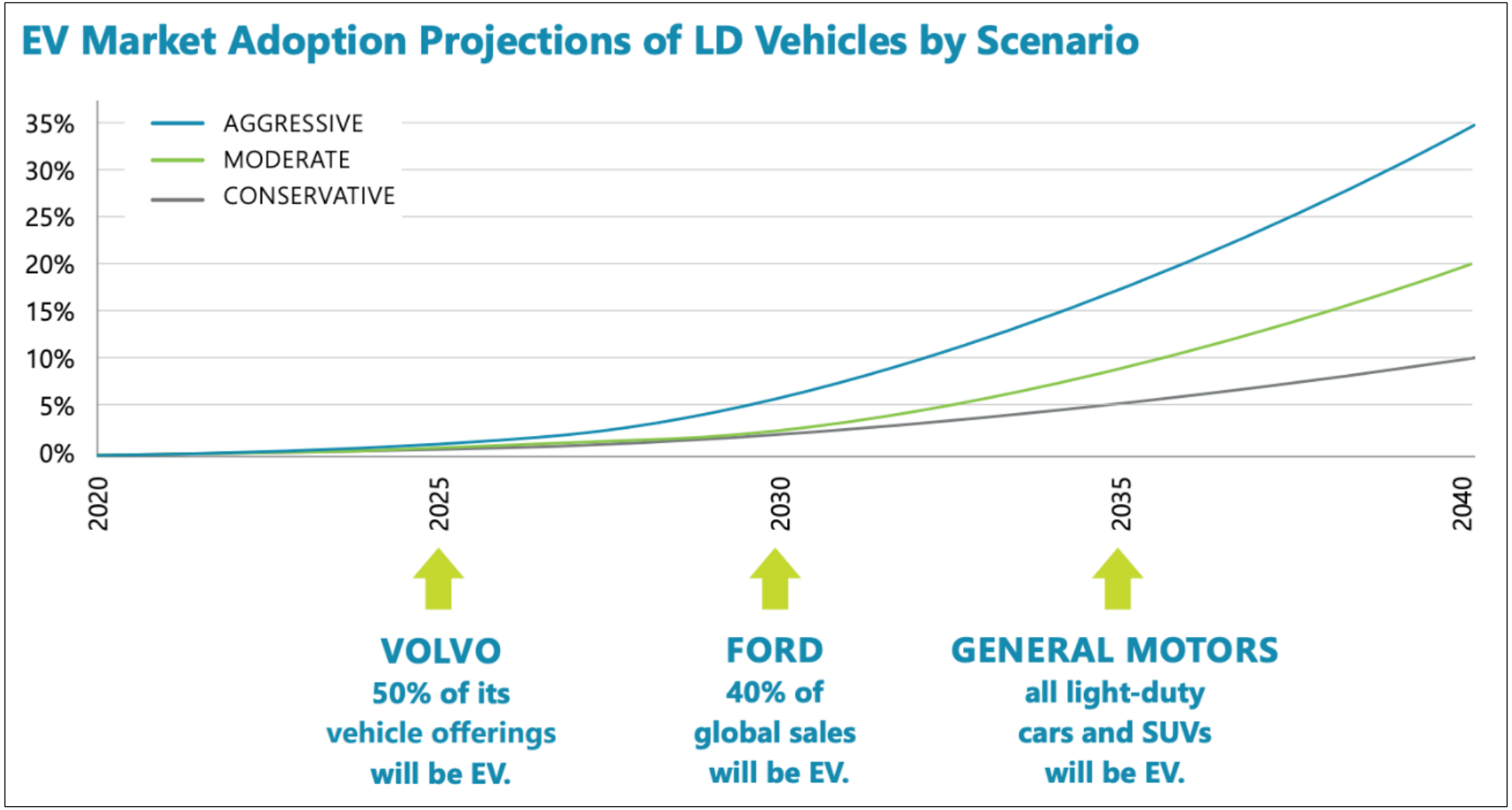

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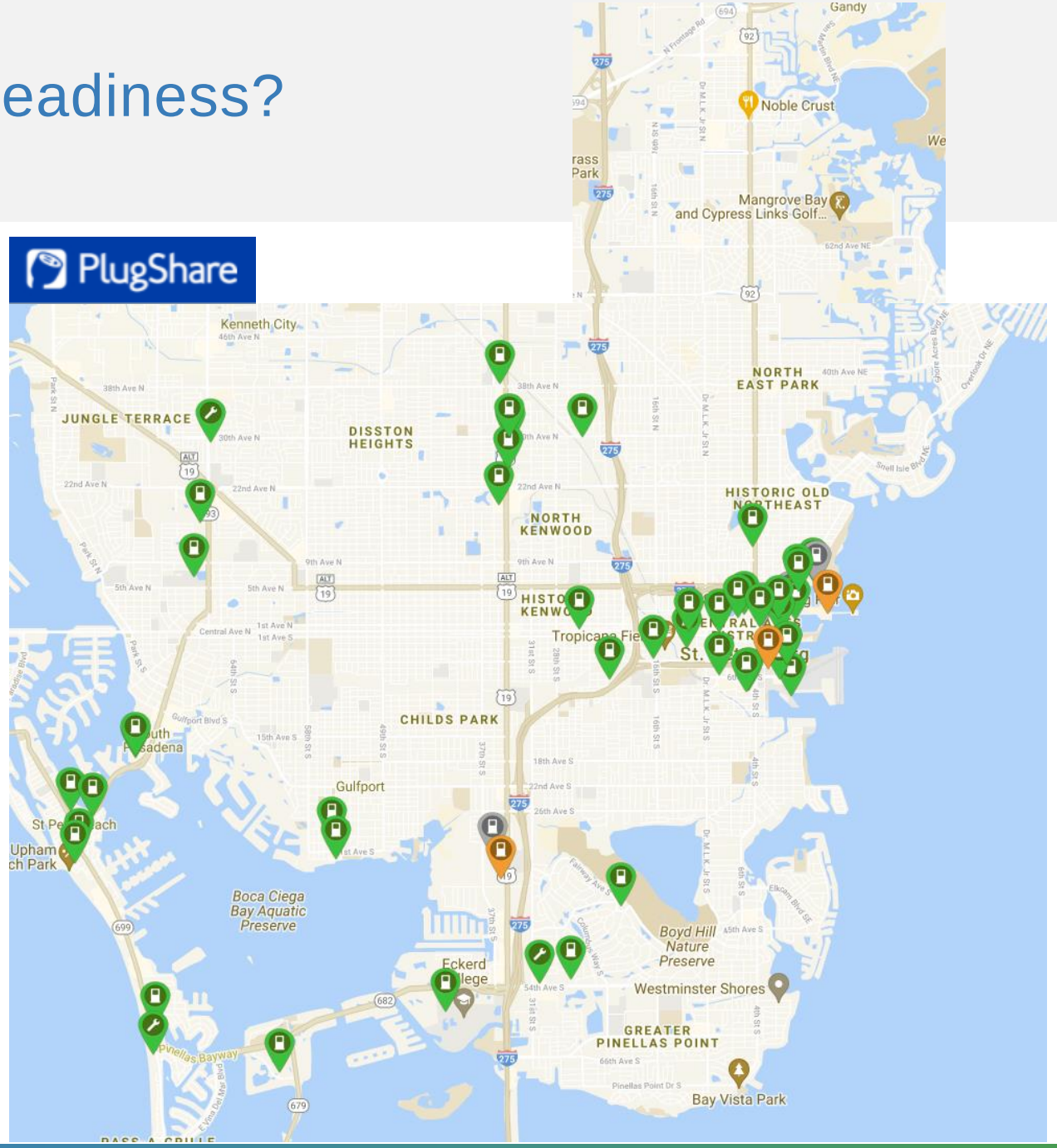
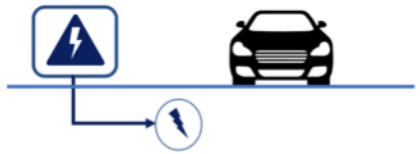


Why Update/Expand EV Readiness Code –
Meets existing demand and future proofs parking spaces for EV adoption

EV Capable & EV Ready: EV adoption will increase drastically over the next decade. 20% EV Capable prepares new parking with basic elements that avoid *cost prohibitive* future retrofits at *minimal costs*.

EVSE Installed: Electric Vehicle Supply Equipment (EVSE) is a charging station that powers EVs. 1% of vehicles on road and 2% *new* vehicle registrations are EVs in Florida, matching the proposed 2% requirement of new parking dedicated for EVSE

Three Tiers of EV Readiness



EV Capable

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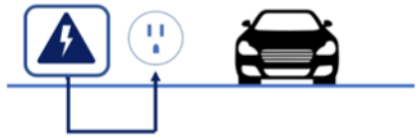

EV Ready

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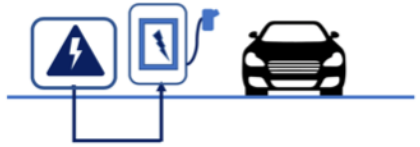


EV Installed

Install a minimum number of Level 2 EV charging stations.

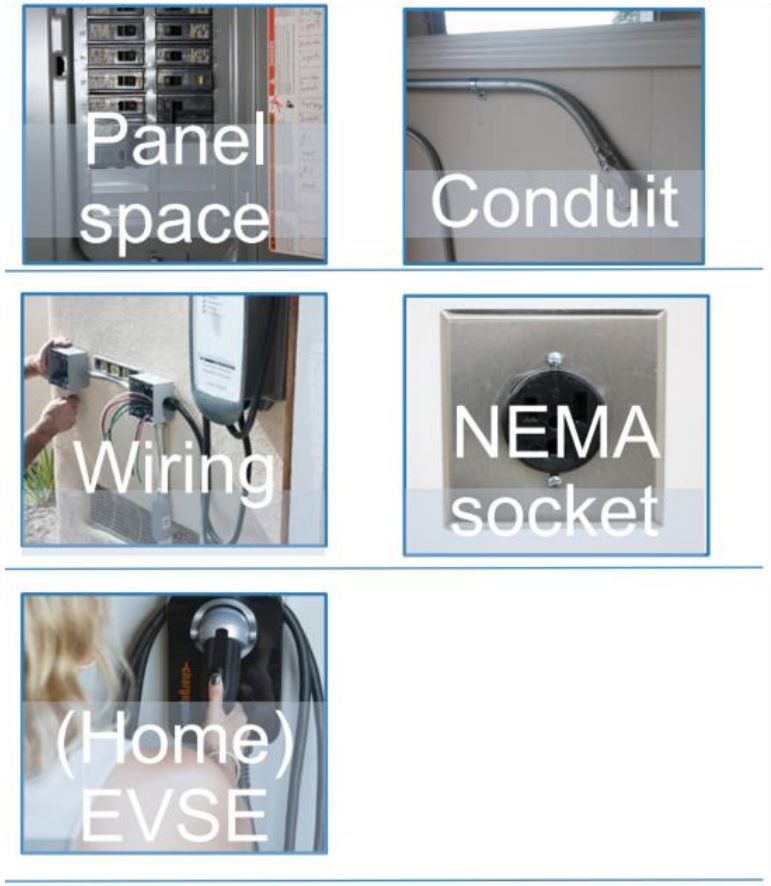


Image: City of Orlando

EV Readiness Code Ranges: Public/Stakeholder Engagement 2020 – 2022

Land use/ Building	Planning for the 2030 EV Market	Planning for the 2040 EV Market
Detached/ Single-family/ Four-plex	1 EV ready outlet per unit	1 EV ready outlet per unit
Multi-family	• 10% EV capable • 20% EV ready • 2% EVSE installed	• 30% EV capable • 25% EV ready • 5% EVSE installed
Commercial/ Industrial	• 20% EV capable • 10% EV ready • 2% EVSE installed	• 40% EV capable, • 15% EV ready • 5% EVSE installed

Stakeholder Engagement to Date

- 2.26.21 DEF
- 3.12.21 USF
- 4.13.21 Bay Area Apartment Association
- 4.21.21 ULI Meeting
- 5.18.21 Complete Streets Meeting
- 6.16.21 CONA Meeting
- 7.13.21 Local Developers Meeting
- 7.27.21 Downtown Partnership St. Petersburg
- 4.11.22 Tesla Review
- 5/12/22 Local Home Builders, Affordable Hsg, and Real Estate Stakeholders

Takeaways

- ✓ Affordable Housing – consider ready/capable more than charging
  - Demand not uniform in level or location
- ✓ Funding Models for Multi-family
  - it's common to "socialize" certain amenities/features *(outside lighting, pools, recreation)*
- ✓ Stakeholders already implementing in other markets
- ✓ Ranges presented not unreasonable (general)
- ✓ Not sure if could support beyond Orlando's code (BAAA)
- ✓ Funding, incentives, PACE
- ✓ Concerns about already expensive parking spaces

Stakeholder Engagement to Date (con)

Takeaways

- ✓ Consider minimums so there is never zero
- ✓ Multi-fam could be higher than retail/commercial because more charging takes place at home
- ✓ Multiple condo owner calls wanting requirements
- ✓ Single Family – Looks good. Suggest to get more specific with EV-Ready definition:
  - Full circuit installations should include 208/240V, 40-amp panel capacity, raceway, wiring, receptacle, and overprotection devices
- ✓ Consider getting more granular with Comm/Ind – grocery vs. schools/workplaces
- ✓ Consider DC Fast Charger compliance path for Commercial –owner flexibility to meet customer needs
- ✓ Min 20% EV Ready or Capable; 5% installed with 5:1 ratio for fast charger compliance
- ✓ Costs higher than studies; maintenance considerations

Proposed EV Readiness Code

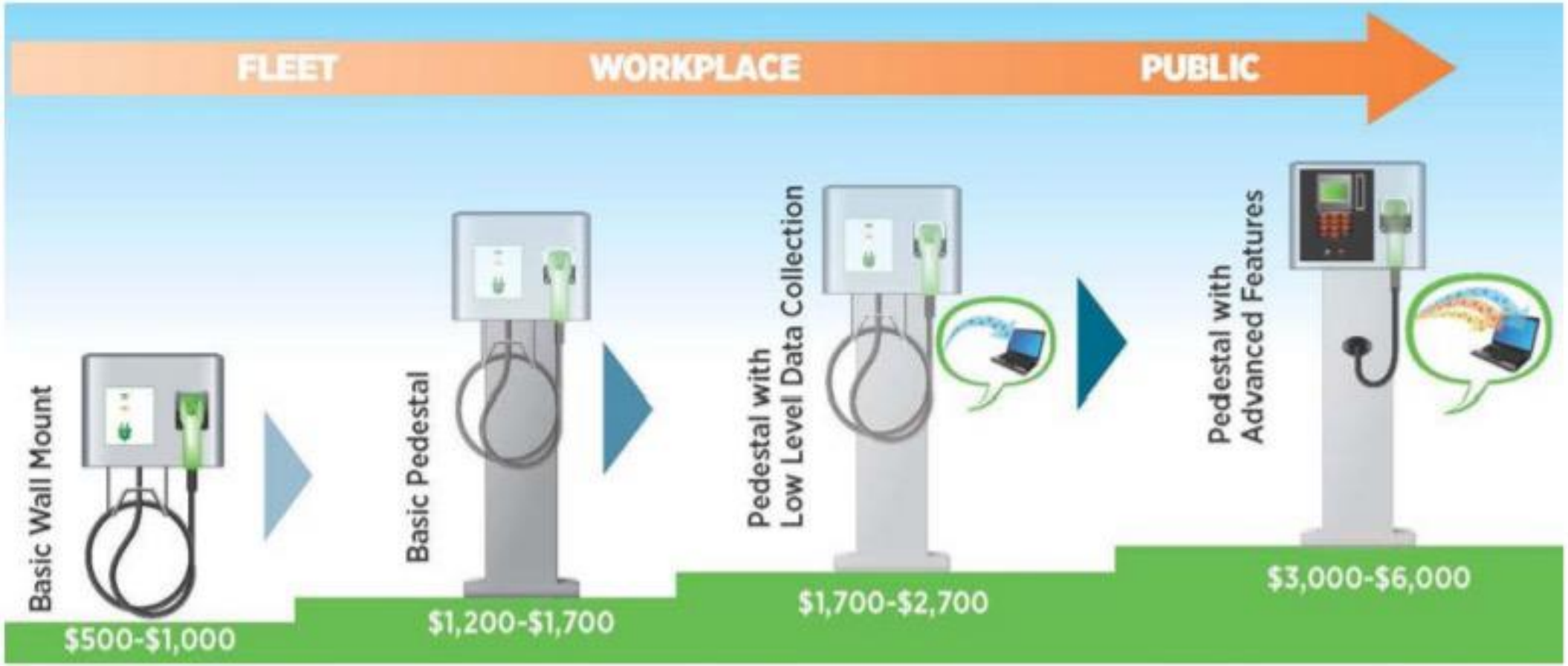
Land use/Building	August 2022 Proposed EV Readiness
Detached/Single-family	1 EV-ready outlet per unit
Multi-family	• 35% EV-capable • 5% EVSE-installed
Non-residential (office, institutional, hotel)	• 30% EV-capable • 2% EVSE-installed
Non-residential (retail, public recreation,)	• 20% EV-capable • 2% EVSE-installed
Non-residential (industrial)	• 30% EV-capable • 2% EVSE-installed

Proposed EV Readiness Code – Single Family Homes

- EV-ready homes can differentiate you from other builders
- Having a 240V outlet already installed increases home value and attractiveness to buyers
- Having an EV-ready home makes purchasing an EV an easier decision because they already have a place to safely install a charging station
- Installing a 240V outlet post-construction expensive - trenching and new conduit to run wiring or upgrades to the electrical service panel
- 80% of charging happens at home – overnight good time of use for grid

- ✓ Consider available space on the floor, walls, ceiling
- ✓ Ensure overhead doors/objects do not obstruct plugging in
- ✓ Avoid tripping hazard
- ✓ Consider outdoor outlet when no garage

Preliminary Budgeting



Next Steps

- Draft EV Readiness Code (90% complete)
- Calculate Incentives Possibilities
- Open House/Public Meeting
- HERS Committee presentation or other engagement and staff recommendation Development Review Commission (DRC)
- City Council Public Hearings

Discussion