

3-2 PERMITTED USE TABLE

TABLE 3-2.1 PERMITTED USE TABLE																							
P = Permitted, A = Accessory, SR = Use by Special Review, SE = Use by Special Exception, T= Temporary Use/Temporary Use Permit Required, Blank = Not Permitted																							
	Agriculture and Residential ^[1]										R-MF	MU	Non-Residential ^[1]					PUD Districts ^[2]	Overlay	Use Specific Standard			
	A-E	A-1	RR-A	RR-B	RR-C	R-1-A	R-1-B	R-1-C	R-1-D	R-2-A			R-2-B	R-M	B-1	B-3	B-4				B-5	I-1	I-2
																					PUD	SBC-O	Code Section
Transportation																							
Electric Charging Stations (Principal Use)	SR	SR									SR		P	P	P	P	P	P		SR			3-3.11
Electric Charging Stations (Accessory Use)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P			3-3.11
Helipad operations													SE	SE	SE	SE	SE	SE		SE			3-3.11.A
Airport																				SE			
Landing Strip for Private Aircraft and/or aircraft-related recreational facilities	SE	SE																		SE	Per Approved General, Specific Preliminary or Final Development Plan		

3-3.11 Transportation

A. HELIPAD

Helipad operations are allowed provided the facility is:

1. Approved by the Federal Aviation Administration (F.A.A) and
2. Not located closer than 1,000 feet to any existing or planned residential dwelling unit.

B. ELECTRIC VEHICLE

1. Electric Vehicle Charging Stations

EV Charging consists of Principal Use EV Charging Stations and Accessory Use EV Charging Stations. Accessory Use for Electric Charging Stations is an incidental or subordinate use to the principal use on the Subject property.

EV Charging projects are allowed per the applicable allowances in the Use Table and the Procedures specifications within this Code.

The absence of a principal use on a given parcel of land does not preclude the establishment of an Electric Vehicle Project as a Principal Use, in the following districts: A-E, A-1, R-R-B, & O.

a. Existing Principal Use Conformance Updates

Arapahoe County will not require existing land uses on the same subject property as a proposed Accessory Use EV Charging project to make site improvements or otherwise conform with land use regulations, unless the EV Charging application proposes simultaneous changes to their use, structures, or site that would otherwise require such conformance.

b. Regulation of Principal Use EV Charging Stations

- i. County will apply existing regulations from the Land Development Code to Principal Use EV Charging Projects. The regulations will not be more restrictive than other land uses.
- ii. Principal Use EV Charging regulations will also align with the Model Code base standards that apply to Principal Use EV Charging, including sections 6 (parking), 8 (equipment), and 9 b. (electrical equipment safety).
- iii. Agricultural zoned properties shall be permitted to have two (2) principal uses, provided that one of the uses is an Electric Vehicle (EV) Charging Station.

c. Planned Unit Development

In Planned Unit Developments:

- i. Principal Use EV Charging Projects are allowed in Commercial and Industrial zones as a permitted use.
- ii. Accessory EV Charging Projects are allowed as a permitted use in all zones, except for Floodplain (F).

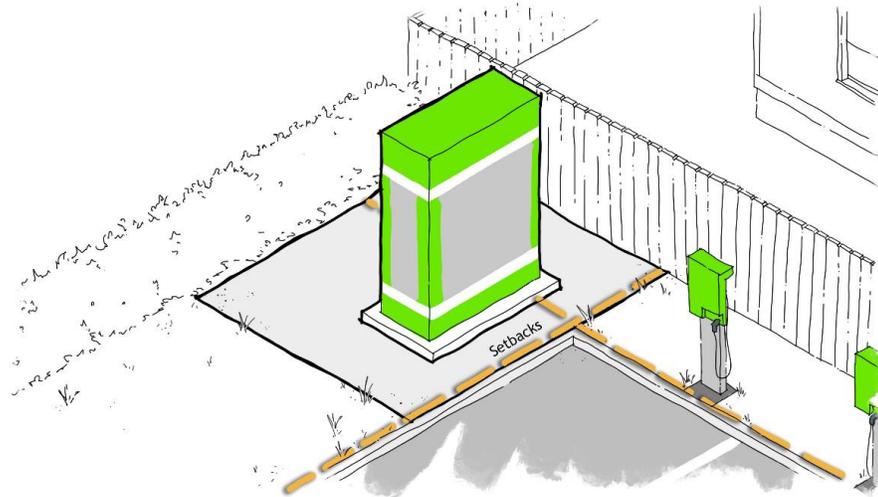
d. Parking

- i. Any parking space served by an EV Charging Port or any parking space used to site EV Charging Stations or Equipment will be counted toward applicable minimum parking requirements.
- ii. Accessible parking spaces shall be provided in accordance with the Americans with Disabilities Act Accessibility Standards for parking space size and quantities.

- iii. A minimum of one parking space that is served by EV charging shall be designed to accommodate persons with disabilities but not be restricted only for use by persons with disabilities.
- iv. Any reduction in total parking spaces of an existing site with an approved plan does not render the site in non-compliance.

e. Setbacks

- i. For Accessory Use EV Charging Projects, EV Charging Stations and Equipment and any required screening material are not permitted within designated setbacks of the subject property unless developers demonstrate in their application that siting such equipment outside of setbacks is infeasible.
- ii. Weather canopies are not permitted in designated setbacks.



f. Station and Equipment Design

- i. The appearance, materials, and dimensions of EV Charging Stations and Equipment shall be determined by current EV Charging manufacturing standards and utility design standards.
- ii. Projects located within residential zones will not be permitted to have design features such as large digital advertising screens or bright lighting that is stylistic rather than functional and may result in light pollution or nuisances to neighboring properties.

g. Screening

- i. Screening is required for EV Charging projects according to the following conditions and requirements:
 - (a) Screening is only required for visual separation between EV Charging Equipment and adjoining lots.
 - (b) Screening is only required where EV Charging Equipment is located.
 - (c) Screening is only required along the length of the EV Charging Equipment and parallel to the property line between the EV Charging Equipment and the adjoining lot (not wrapped around the entire perimeter of the equipment).
 - (d) Screening materials may include:

- (i) An earthen berm with average side slopes no greater than 3:1 and minimum height of 3 feet.
- (ii) An opaque fence or wall with a minimum height of 3 feet.
- (iii) A shrub hedge with a minimum height of 3 feet.
- (e) Applicants may request an exception to these screening requirements by demonstrating in their application that site-specific conditions negate the need for visual separation or where easements and space limitations preclude it. Requests for exceptions shall be processed as part of the stipulated review process based on the applicable allowances in the Use Table and the procedure specifications within this Code. All exceptions are approved by the Planning Division Manager.

h. Equipment Access

- i. Any screening, landscaping, signage, or light fixtures included in EV Charging Projects cannot be located within the electrical equipment safety and access distances as per National Fire Protection Association (NFPA) standards, and the National Electric Safety Code (NEC).

i. Lighting

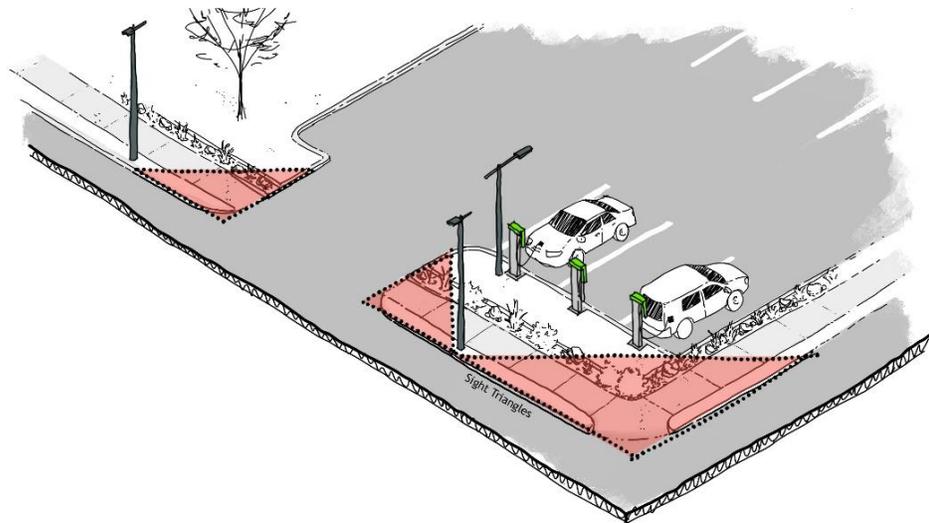
- i. Charging Stations proposed as part of an EV Charging Project must be within the Horizontal Illuminance of on-site lighting, as defined in Section 4-1.6. Lighting may be provided by existing on-site lighting and/or by new lighting fixtures integrated into EV Charging Stations or Equipment, or by new separate light fixtures.

j. Pavement Marking and Striping

- i. EV Charging Projects must comply with marking standards for parking spaces, as applicable, in accordance with Section 4-1.2.

k. Visibility

- i. EV Charging Stations and EV Charging Equipment must comply with regulations for sight lines/triangles, per Section 4-2.9.B.



l. Landscaping

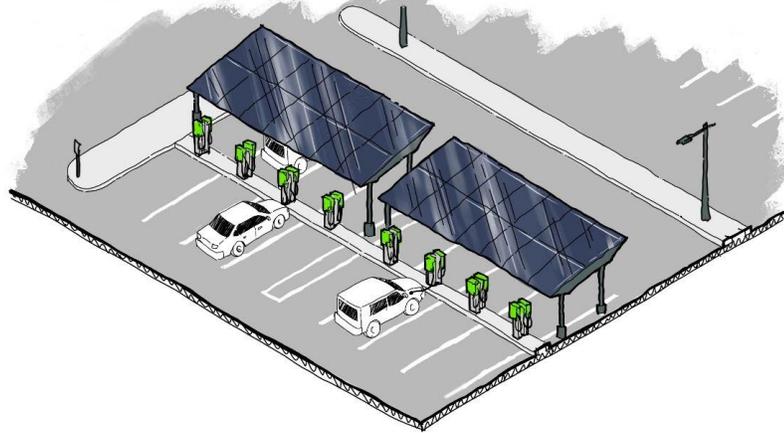
- i. When existing landscape plants on a Subject Property are removed during the installment of an Accessory Use EV Charging Project, they shall be replaced with similar plants so as to maintain the property's compliance with landscaping standards for the property's existing uses.
- ii. Applicants should note which plants will need to be removed, what they will be replaced with, and highlight the affected area on the Site Plan.

m. Signage

- i. Signage may be provided as part of an EV Charging Project to provide information about charging types, voltages, fees, parking management, wayfinding, or other information.
- ii. Any signage provided is subject to the applicable standards per section 4-7.1.

n. Weather Canopies

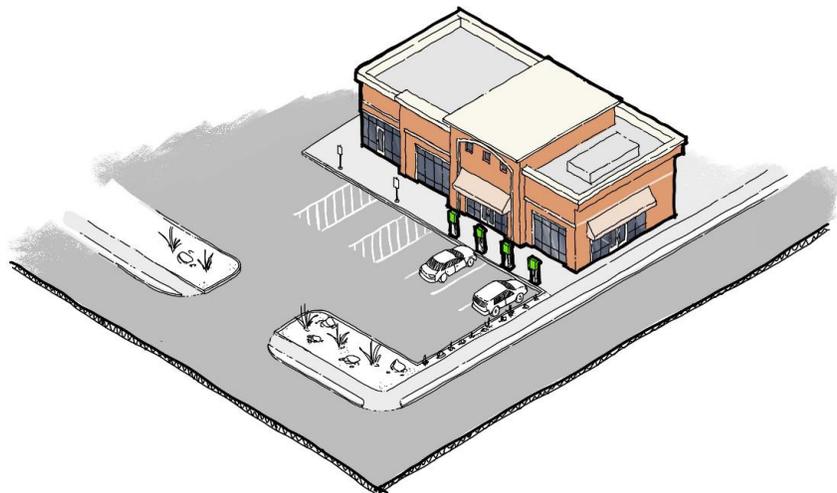
- i. If weather canopies are included as part of an EV Charging Project, they shall comply with the specifications below:
 - (a) Height of the canopy from the ground to the underside of the canopy shall not exceed 18 feet.
 - (b) The canopy shall not interfere with sight triangles or line of sight.
 - (c) The canopy structure shall not be enclosed.
 - (d) Any other applicable siting, dimensional, setback, appearance, materials, and other standards as per the zone district of the subject property.



7-2 DEFINITIONS

Accessory Use EV Charging Project

A proposed development of DCFC Charging Stations and Equipment that are incidental and subordinate to the Principal Use on the Subject Property



Direct Current Fast Charging (DCFC)

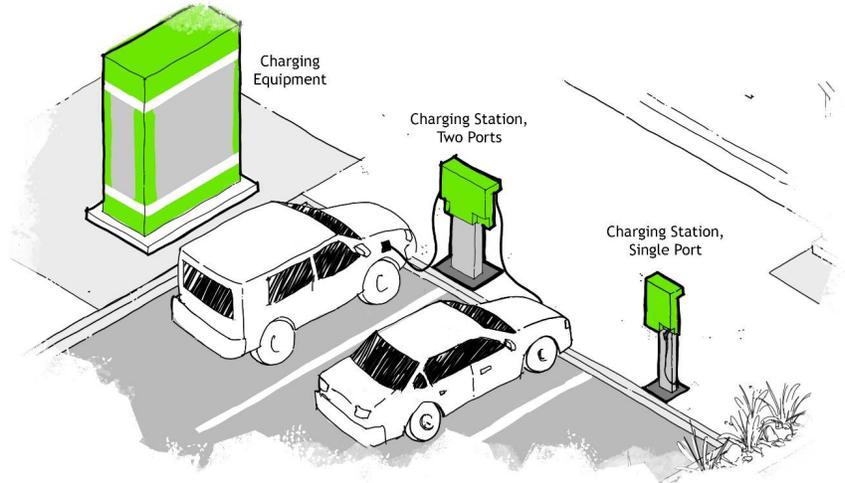
DCFC is high speed charging that provides about 50-350+ kW of power per hour and uses a 480 V three phase outlet.

Electric Vehicle (EV)

A motor vehicle which relies partially or entirely on electrical energy to power its movement, requiring periodic electrical current charging of its battery.

EV Charging Equipment

All equipment necessary to provide electrical current charging for EVs, except for EV Charging Stations. This may include power conversion equipment, electrical distribution equipment such as transformers, switchgear boxes, distribution lines, and other supportive equipment.



EV Charging Project

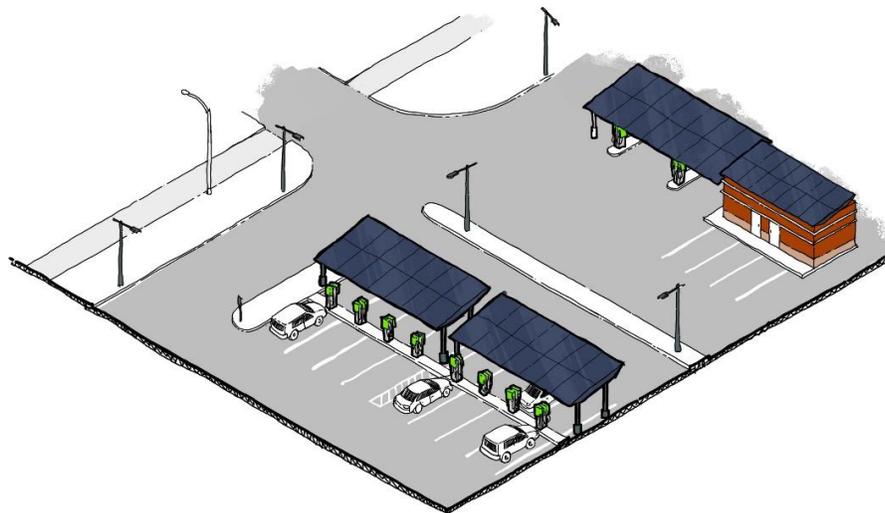
A proposed development of Principal or Accessory Use EV Charging Stations and Equipment, which may include other supporting site improvements like landscaping, lighting, or weather canopies.

EV Charging Station

Equipment that provides electrical current charging for EVs, located adjacent to dedicated space(s) for the vehicle(s) while they charge. One EV Charging Station may provide power for one or more vehicles.

Principal Use EV Charging Project

Any proposed development of DCFC EV Charging Stations and Equipment that serves as the principal function and land use on the Subject Property.



Subject Property

The property on which new development, redevelopment, or other investments subject to the regulations within this Land Development Code are proposed.

Horizontal Illuminance

The area on a horizontal surface in which a light fixture provides direct or high intensity light.

