

Thursday, March 21, 2019

**CALL TO  
ORDER**

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Chairperson Bennett called the Planning Commission meeting to order at 6:00 PM in the City Council Chambers of the Bloomington Civic Plaza.

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**COMMISSIONERS PRESENT:** Bennett, Goodrum, Solberg, Swanson, Goltzman, Rohman  
**COMMISSIONERS ABSENT:** Korman  
**STAFF PRESENT:** Markegard, Segar, Johnson, Palermo, O'Day

Chairperson Bennett led the attendees in the reciting of *The Pledge of Allegiance*.

**ITEM 6  
6:54 p.m.**

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**APPLICANT:** City of Bloomington

**REQUEST:** Discuss Electronic Vehicle Charging requirements

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**DISCUSSION:**

Palermo stated the City Code is silent on electric vehicle (EV) charging standards. Electric vehicle sales are on the rise and will account for 0.85% of vehicle sales. St. Louis Park recently adopted an EV readiness ordinance.

**Question: how should the City Code address electric vehicle chargers as a land use?**

Staff's recommendation is to allow charging station as a primary use in zoning districts that currently allow fuel stations. Currently gasoline stations in Bloomington are located around other commercial uses. Stand-alone charging stations are often located along highways in rural areas. Rohman mentioned Level 3 (super-charging) stations should be allowed in zoning districts that allow for gas stations. Commission members mentioned that stand-alone super charging stations should be in conjunction with another use, like a convenience store. The main difference between a primary versus incidental charging station is a primary station is used solely for the charging, whereas the incidental is more of a convenience or "stopping by" scenario. It is important to keep in mind the multiple types of EV vehicles, including buses and trucks.

Goodrum mentioned chargers should be allowed as an incidental use at public facilities. Staff's recommendation is to include accessory chargers as permitted in all zoning districts and charging stations as a primary use in zoning districts that allow for gas stations. Goodrum shared concerns about requiring chargers, and mentioned it can be included as a tool or incentive in the affordable housing ordinance. The charge is either fairly cheap or free and is based on consumption. The Commission agreed to not allow the charging station as a primary use except where it meets the City's fuel station standards.

**Question: Should EV incidental charging spaces count toward required parking?**

Staff suggested having 5% of EV charging spaces count toward required parking. Should there be a sign that limits the time spent charging? Goodrum suggested treating the spaces similar to ADA spaces, only electric vehicles can use the space with a charger and the space would count

toward overall parking requirements. Picking a percentage toward the parking requirement is difficult because the technology is changing. In a public setting, the City should discourage putting up Level 1 chargers, as they have a limited value to the community. Solberg mentioned the charging spaces can count against the total parking and could be included as part of proof of parking. Does the turnover of using the charging spaces affect or have an impact on the parking requirement? The Commissioners discussed that the number of parking spaces is dependent on the market. At what point does a number of EV charging spaces become a station? The Commission decided not to have a maximum percentage as it will likely become self-regulated.

**Question: Are there circumstances where EV incidental chargers would not be allowed to count toward required parking?**

Rohman mentioned it is difficult to require a fee for charging. How much power can it provide? Some of the parameters regarding power is built in the electrical code. California requires parking lots to be EV capable. The Commission agreed there are no circumstances for incidental chargers that would not be allowed to count toward required parking unless the spaces were signed to be limited to EVs only.

**Question: Should incidental EV chargers be allowed outside in front of single family and two family homes? What standards would apply?**

Staff is suggesting EV chargers at single family homes be for private use only, the mounting device or post must meet principal building setbacks and must meet electrical standards. How is the post different than a fence? It could potentially go right up to the property line. However, energy needs to reach the charger. The line if outside could need to be buried. Staff will work with Building and Inspections to define a standard for outdoor mounted chargers.

**Question: Should property owners be required to install the requirement?**

It is less expensive to lay the conduit as part of a new construction. Staff suggests the property owner lay the conduit and demonstrate hookup to a panel as part of new parking lot construction, new or expansion of multi-family construction. Requiring conduit as part of a multi-family construction project, especially rental, would be difficult to get property owners to invest. Swanson mentioned he would rather have the property owner provide it as an incentive to their residents. Goodrum mentioned he would rather require for multi-family residential construction, it will be market driven. He is less likely to require it for all commercial construction. Solberg noted conduit that has been installed for years often do not work. Solberg and Swanson noted that invariably, previously supplied conduit that is not used immediately becomes blocked, is in the wrong spot or no longer meets required needs. Commissioners reached consensus not to proactively require conduit. There was discussion around a requirement for hotel construction. Solberg mentioned the property owner could possibly run electrical from parking lot lighting. Palermo discussed the possibility of designating potential charging spots on the plan and providing space in the electrical panel and electrical room in anticipation of future charging spots. St. Louis Park adopted an ordinance that required laying the conduit in both residential and commercial.

## EV Charging Requirements in Minnesota

### Edina

The City of Edina has required, as a condition of development approval, EV charging stations. It is often added as a condition when a property is rezoned or received PUD approval. They feel comfortable doing this because they have seen the success of installing chargers on public property. A recently installed EV incidental charger in Edina was used every day in the 90 days after installation seeing 175 charges in that time period.

### St. Louis Park

The City of St. Louis Park has the strongest EV readiness ordinance in Minnesota. It requires EV Chargers as well as EVSE in new construction. The requirements are show in Table 1 below. Additionally requirements are provided for handicap stalls and there is a provision that allows properties to appeal if the cost of installation would exceed 5% of total project cost.

**Table 1 – St. Louis Park EV Charging Requirements**

	Chargers	EVSE
15-49 spaces		
Multi-family	5% of required parking must have Level 1 stations	10% of required parking have EVSE for Level 2 chargers
Non-residential	One Level 2 station	10% of required parking have EVSE for Level 2 or higher chargers
50+ spaces		
Multi-family	10% of required parking must have Level 1 stations	10% of required parking have EVSE for Level 2 chargers
Non-residential	1% of required parking with minimum two Level 2 charging stations	10% of required parking have EVSE for Level 2 or higher chargers

The City of White Bear Lake is also considering this approach.

### Golden Valley

The City of Golden Valley requires properties seeking PUD flexibility to achieve a certain number of “Amenity Points.” Developers can receive an amenity point for installing EV Charging Stations.

### Public Funding

Many Cities throughout Minnesota, including the Cities of St. Paul and Rochester, require EV Charging stations to access public funding sources such as TIF. The Planning Commission recommended this approach especially for residential projects receiving funding from the City.