



# **PUBLIC WORKS AND ENVIRONMENTAL SERVICES**

Quality Services for a Quality Community

## **MEMORANDUM**

**To: Commission on the Environment**

**From: Cathy DeShambo, Environmental Services Administrator**

**Date: January 20, 2019**

**Subject: December Staff Report**

City of East Lansing  
PUBLIC WORKS AND  
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Since our last meeting, I have been working on the following items that may be of interest to the COE:

- ✓ Continued participating on the Fire Apparatus Committee planning the purchase of a new fire truck and prepared purchase documents
- ✓ Continued participation on the review team for the joint RFP for City of Lansing and City of East Lansing for recycling transfer, haul, and processing
- ✓ Continued working with Golder Associates staff on monitoring Burcham Park and reviewed and approved the quarterly report
- ✓ Continued work on Solsmart program including documenting and completing tasks needed for certification and participating in a progress call along with Planning Staff
- ✓ Participated in a planning meeting for renovations to the Patriarche Park Baseball Fields
- ✓ Participated in a planning meeting for the Bailey Park design
- ✓ Conducted intern interviews and hired Marissa McNamara as the new Environmental Services intern
- ✓ Collaborated with staff from City of Lansing on a possible joint grant DEQ Infrastructure grant proposal
- ✓ Coordinated staff for nearly continuous snow/ice/extreme cold events; coordinated the communications and operations for the one day delay of trash and recycling services due to the cold weather closure of the Granger landfill
- ✓ Reviewed and scored applications for the City's Emerging Leaders program
- ✓ Presented to the East Lansing Rotary Club on Residential Recycling in East Lansing
- ✓ Participated in Sustainable Building Sub-committee meeting
- ✓ Attended the Michigan Climate Action Summit

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- ✓ Attended the BWL's General Manager Roundtable and tour of their cogeneration power plant
- ✓ Assisted several MSU students who reached out concerning school projects involving various Public Works functions
- ✓ Participated in several budget planning meetings for FY20 and completed FY20 budget planning

## **Other points of possible interest:**

Community Input for 5 Year Parks and Rec Plan:

<https://www.cityofeastlansing.com/CivicAlerts.aspx?AID=843>

Northern Tier Trail Improvements:

<https://www.cityofeastlansing.com/1849/Northern-Tier-Trail-Improvements>

ELPD Citizen's Police Academy Info:

<https://www.cityofeastlansing.com/1757/Citizens-Police-Academy>

Stay Connected (All the ways to access news and information about the City of East Lansing):

<https://www.cityofeastlansing.com/1897/Stay-Connected>

City Center District:

<http://www.cityofeastlansing.com/1789/Center-City-District>

East Lansing Buzz-Downtown Development News:

<https://www.eastlansingbuzz.org/>

Lead Service Line Replacement Plan:

<https://www.cityofeastlansing.com/CivicAlerts.aspx?AID=830>

Income Tax Info:

<https://www.cityofeastlansing.com/1812/Income-Tax>

Regional Composter and Rain Barrel Sale:

<https://midmichigancompostersale.ecwid.com/>



Department of Planning,  
Building & Development

Staff Contact: Jake Parcell  
Phone No.: 517-319-6828  
PC Agenda: February 13, 2019

**STAFF REPORT**  
**February 8, 2019**  
**Text Amendment**  
**Ordinance 1445**

**SUBJECT**

Ordinance 1445 is an ordinance to amend Section 50-38 of Article II – Administration and Enforcement – of Chapter 50 – Zoning – Of the Code of the City of East Lansing and to add Section 50-821 to Article VIII – Off Street Parking Requirements – to Chapter 50 – Zoning – to Establish Requirements to Provide for Charging Stations for Electric Vehicles.

This ordinance was introduced and referred to the Planning Commission on November 20, 2018.

**BACKGROUND**

This proposed addition is to establish requirements that provide for charging stations for electric vehicles at non-residential uses, combined residential, or some multiple-family residential properties under this provision.

The requirement would only apply to new or amended site plans which expand the current parking on the premises.

**PROPOSED TEXT**

Sec. 50-821. Electric Vehicle Charging Stations.

- (1) Each non-residential use of a property or combined residential with a non-residential use shall have one Level 2 or better charger installed in the parking lot and each multiple-family residential property with at least 50 required parking spaces shall have one Level 2 or better charger installed in the parking lot. One additional Level 2 or better charger shall be installed for each 50 additional parking spaces required or installed on the premises identified in this provision. All chargers required by this provision shall be maintained operational.
- (2) This provision shall apply to each new site plan and to each revised or amended site plan which expands the current parking on the premises.

- (3) A developer or property owner may apply for an exemption to this requirement or a reduction in the number of stations required if the developer or property owner can show one or more of the following:
- a. That the anticipated parking duration due to the particular use of the property, or similar considerations, would not make the presence of charging stations reasonable due to the lack of the likelihood of use of the station or stations.
  - b. That the expense of complying with this requirement significantly outweighs the level of cost of the improvement so as to preclude the improvement if this requirement was imposed.
  - c. That the imposition of this requirement would constitute a governmental taking as defined by law.

## **STAFF REVIEW**

Staff should note that this is a new section of the code, and is not amending any existing section.

The proposed ordinance addition is based on an addition to the site plan review requirements from Council. This language was added to the conditions of approval to the site plan application for the property at 955 Alton Road, the addition to the St. Thomas Aquinas School. The language used in that condition required the applicant to install at least one electric vehicle charging station with a level 2 or better charger in the parking lot, with no limitation to the location of the station.

The text provided here expanded this requirement and helped to create some clarification so that electronic spaces can be added to newly proposed or amended site plans. The additional clarification here will help apply the ordinance to more situations based on the application.

## **FOLLOW UP FROM THE JANUARY 9<sup>TH</sup> MEETING**

Commissioners were not enthusiastic about requiring the electric charging stations for commercial uses. Commissioner Wolf has provided text edits that reflect the dialogue from the January 9<sup>th</sup> Planning Commission meeting. Additional comments centered on what the cost of running the charging stations would be and if there were additional communities in Michigan that had these requirements.

Caleb Sharrow, the City of East Lansing Parking Administrator, stated that the basic trickle charging EV units that the City purchases are approximately \$600 per unit, and

the electrical work for the installation would vary by location. For an example of how much they cost to operate the City's M.A.C. Garage used approximately \$330 in electricity this past year.

There are two other cities with universities in Michigan that staff was able to find an electric vehicle charging station information for. Ann Arbor, home of the University of Michigan, has a coalition called Drive Electric Ann Arbor Partnership which attempts to support the adoption of electric vehicles in the community. There are options for workplace charging, home charging, and charging in the community with an interactive map on their website. The Ann Arbor "Developer's Guide to Electric Vehicles" is included to this packet. There is no ordinance that could be located specifying any EV requirements, however, for the signage the City states that they will make the EV charging spots use MDOT approved signage indicating their use and that installation will require a permit.

The City of Auburn Hills, home of Oakland University, has a sophisticated ordinance that allows EV charging stations in every zoning district (see attached). The ordinance recommends proactively planning to accommodate the anticipated future growth in electric vehicles, and in non-residential sites it is encouraged (not required) to provide electrical capacity to install a level-2 EV charging station.

## **SUMMARY COMMENTS**

If the Planning Commission should choose to take action on the proposed ordinance, staff provides the following draft motion:

### Motion of Approval

In the matter of Ordinance 1445, an ordinance to amend Section 50-38 of Article II – Administration and Enforcement – of Chapter 50 – Zoning – Of the Code of the City of East Lansing and to add Section 50-821 to Article VIII – Off Street Parking Requirements – to Chapter 50 – Zoning – to Establish Requirements to Provide for Charging Stations for Electric Vehicles, motion to **recommend approval** to the City Council, **for the following reasons...**

- Insert specific reasons...

## 50-821. Electric Vehicle Charging Stations.

- (1) ~~Each non-residential use of a property or combined residential with a nonresidential use shall have one Level 2 or better charger installed in the parking lot and e~~Each property containing a multiple-family residential use property withand at least 50 ~~required~~ parking spaces shall have one Level 2 or better charger installed in the parking lot. One additional Level 2 or better charger shall be installed for each 50 additional parking spaces ~~required or installed~~ on the property premises identified in this provision. All chargers required by this provision shall be maintained operational. ←
- 2) This provision shall apply to each new site plan and to each revised or amended site plan which increases the number of parking spaces on the property~~expands the current parking on the premises~~.
- (3) A developer or property owner may receive ~~apply for~~ an exemption to this requirement or a reduction in the number of stations required if the developer or property owner can show one or more of the following:
  - a. That use of the charging station(s) would likely be low, due to the anticipated parking duration or similar considerations. ~~the anticipated parking duration due to the particular use of the property, or similar considerations, would not make the presence of charging stations reasonable due to the lack of the likelihood of use of the station or stations.~~
  - b. That the expense of complying with this requirement would add significantly to the~~outweighs the level of~~ cost of the site plan improvement so as to preclude the plan improvement if this requirement was imposed.
  - c. That the imposition of this requirement would constitute a governmental taking as defined by law.



# COMMISSION ON THE ENVIRONMENT

Quality Services for a Quality Community

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## AGENDA

**February 25, 2019 – 6:30 p.m.**  
Courtroom 1, 54-B District Court  
101 Linden Street

- 1) **Call to Order**
- 2) **Approval of Minutes and Agenda**
  - a) Approval of December 17, 2018 Minutes (Attachment)
  - b) Approval of February 25, 2019 Agenda (Attachment)
- 3) **Public Comment**
- 4) **Business Items**
  - a) Ordinance 1445-Electric Vehicle Charging Station-Review
  - b) Commissioner Assignment-Transportation Sub-committee: Bicycle Friendly Community Award Application
  - c) "Green Schools" Update- Commissioner Anderson
  - d) Subcommittee Updates
  - e) Election of Officers
- 5) **Commissioner/Staff Communications**
- 6) **Upcoming Tentative Agenda Items/Announcements**
- 7) **Adjourn**