



Environmental Quality and Energy Commission Meeting

May 14, 2024

7:00 PM

Fridley Civic Campus, 7071 University Ave N.E.

Agenda

Call to Order

Approval of Agenda

Approval of Meeting Minutes

1. Approve the Minutes from the Environmental Quality and Energy Commission meeting of March 12, 2024

New Business

2. 2024 Meeting Schedule
3. Draft Electric Vehicle Ordinance Language
4. Bike Locker Rental Policy

Old Business

5. Energy Action Plan Updates
6. Grant Updates
7. Outreach and Events Updates

Other Items

8. Informal Status Reports

Adjournment

Accessibility Notice:

- If you need free interpretation or translation assistance, please contact City staff.
- Si necesita ayuda de interpretación o traducción gratis, comuníquese con el personal de la ciudad.
- Yog tias koj xav tau kev pab txhais lus los sis txhais ntaub ntawv dawb, ces thov tiv tauj rau Lub Nroog cov neeg ua hauj lwm.
- Haddii aad u baahan tahay tarjumaad bilaash ah ama kaalmo tarjumaad, fadlan la xiriir shaqaalaha Magaalada.

Upon request, accommodation will be provided to allow individuals with disabilities to participate in any City of Fridley services, programs or activities. Hearing impaired persons who need an interpreter or other persons who require auxiliary aids should contact CityClerk@FridleyMN.gov or (763) 572-3450.



AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

Approve the Minutes from the Environmental Quality and Energy Commission meeting of March 12, 2024

Background

Approve the minutes from the Environmental Quality and Energy Commission meeting of March 12, 2024.

Recommendation

Approve the minutes from the Environmental Quality and Energy Commission meeting of March 12, 2024.

Attachments and Other Resources

- Environmental Quality and Energy Commission Minutes- March 12, 2024

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.



ENVIRONMENTAL QUALITY & ENERGY COMMISSION MEETING

March 12, 2024

7:00 PM

Fridley Civic Campus, 7071 University Ave N.E.

MINUTES

Call to Order

Chair Klemz called the Environmental Quality and Energy Commission to order at 7:03 p.m.

Roll Call

Present: Aaron Klemz

Justin Foell

Sam Stoxen

Amy Dritz

Absent: Heidi Ferris

Avonna Starck

Mark Hansen

Others Present: Rachel Workin, Environmental Planner

Jeff Jensen, Operations Manager

Jessica Lindemeyer Coon Creek Watershed District

Justine Dauphinais, Coon Creek Watershed District

Approval of Agenda

Motion by Commissioner Dritz to approve the meeting agenda. Seconded by Commissioner Foell. The motion carried unanimously.

Approval of Meeting Minutes

1. Approval of February 13, 2024 Environmental Quality and Energy Commission Meeting Minutes

Ms. Workin noted that a listed date of February 13, 2023 should be changed to February 13, 2024.

Motion by Commissioner Stoxen to approve the February 13, 2024 meeting minutes with the listed change. Seconded by Commissioner Dritz. The motion carried unanimously.

New Business

2. Street Sweeping Feasibility Study and Operations

Ms. Lindemeyer provided background information on the Coon Creek Watershed District. Ms. Dauphinais shared the results of a street sweeping feasibility study conducted by the District. Mr. Jensen provided an update on the City's internal street sweeping operations.

3. Zoning Code Updates

Chair Klemz provided an update on the review of the zoning code being undertaken by the Planning Commission as part of the City's recodification process.

Old Business

4. Energy Action Plan updates

Ms. Workin shared that the City was preparing to table at the HRA Open House and will be preparing a Solar for Public Buildings grant application for Moore Lake Park.

5. Grant Updates

Ms. Workin shared that the City had submitted a grant application for a recirculating splash pad at Moore Lake Park and a Bike Fix-It Station for Edgewater Gardens Park.

6. Outreach and Event updates

Ms. Workin shared that no outreach and event updates had occurred.

Other Items

7. Informal Status Reports

Chair Klemz discussed the possibility of a co-hosted environmental board game night between the EQEC and North Suburban Center for the Arts, commissioners were supportive. Ms. Workin said she would check with the recreation department regarding promoting it as part of "Earth Week"

Adjournment

Motion by Commissioner Dritz to adjourn the meeting. Seconded by Commissioner Stoxen. The Motion carried unanimously. The meeting was adjourned at 8:17 p.m.

Respectfully submitted,

Rachel Workin

Environmental Planner



AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

2024 Meeting Schedule

Background

The EQEC meetings are scheduled for the second Tuesday of the month through the end of the year. All meetings require a minimum of four commissioners to have quorum. Meetings without quorum must be cancelled and publicly noticed.

Recommendation

Commissioners should discuss whether they will be able to attend upcoming summer meetings to determine if quorum is expected.

Attachments and Other Resources

- None

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.



AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

Draft Electric Vehicle Ordinance Language

Background

The City of Fridley is updating its zoning code as part of a comprehensive recodification process. The City's code does not currently discuss electric vehicle charging. As electric vehicles (EVs) grow in market share, there will be an increasing need for electric vehicle supply equipment (EVSE). Staff are considering adding code language to prevent unintended negative impacts from EVSE and to influence equitable access to electric vehicle charging for all Fridley residents. It is estimated that approximately 80% of electric vehicle charging occurs at home. While single-family homeowners usually have the autonomy to install their own charging infrastructure or can use existing outlets within their garage, renters and owners within multi-family buildings often face barriers to modifying their parking areas to charge their vehicles. Inclusion of electric vehicle charging requirements for multi-family buildings was included as an action step within the City's approved Energy Action Plan.

Recommendation

Staff recommend discussing the attached draft ordinance as well as Table of EV Charging Space Requirements.

Attachments and Other Resources

- Draft Ordinance Language
- Richfield City Code
- Roseville City Code

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

EV Ordinance Language

Permitted uses in all districts

Electric vehicle chargers and related equipment are an accessory use subject to the following requirements.

Purpose. Ensuring that electric vehicle (EV) charging serves both short and long-term parking needs throughout the city, while limiting adverse impacts of electric vehicle chargers, to reduce emissions and improve environmental health outcomes in our community.

Definitions:

Charging Levels: Standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged from Electric Vehicle Supply Equipment. The terms 1, 2, and DC are the most common charging levels, and include the following specifications:

1. Level 1 is considered slow charging and includes a range from 0v with 120v outlets.
2. Level 2 is considered medium charging that includes a range from 120 volts to 240 volts outlets, charging head and cord hard-wired to the circuit.
3. Level 3 or DC is considered fast or rapid charging and includes a range greater than 240v.

Electric Vehicle: A vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on board for motive purposes. "Electric vehicle" includes:

1. Battery electric vehicle
2. Plug-in hybrid electric vehicle

Electric Vehicle Charging Station: A public or private parking space that is served by electric vehicle supply equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

Electric Vehicle Ready Parking Space: Parking space with sufficient electrical capacity and conduits to support future EV chargers, but not including an installed charger unit. Adequate electrical service is required to allow for future simultaneous charging of all future installed chargers.

Electric Vehicle Supply Equipment (EVSE): Any equipment or electrical component that has the primary purpose of charging electric vehicles at a specific location. EVSE does not include equipment located on the electric vehicles themselves.

Electrical Capacity shall mean, at minimum:

1. Panel capacity to accommodate a dedicated branch circuit and service capacity to install a 208/240V outlet per charger;
2. Conduit from an electric panel to future EVCS location(s).

EV Supply Equipment (EVSE) and Design Standards:

1. EVSE must be in a parking island; mounted to an adjacent pedestal, wall or similar structure; or protected by bollards, structures, or curb.
2. EVSE may be located adjacent to designated parking spaces in a garage or parking lot as long as the devices do not encroach into the required dimensions of the parking space (length, width, and height clearances).
3. EVSE shall be set back at least three feet from any property line. However, upon written request from the property owner, the Director of Community Development may reduce or rescind this setback requirement for shared access agreements or pursuant to a finding of necessity and public convenience.
4. Where EVSE is located within three feet of the public right-of-way, the location must be approved by the Director of Public Works. EV Chargers may be in the right-of-way, with permission from the Director of Public Works and a Right-of-Way Permit.
5. EVSE shall be designed and located so as not impede pedestrian travel. EVSE shall not be located within paths of travel and cords shall not extend across sidewalks or trails during charging.
6. EVSE shall be mounted in a manner that allows for any cords to be retractable or hung sufficiently above any pedestrian surface and shall be designed and located so as to not impede pedestrian travel or create trip hazards on sidewalks.
7. EVSE must be installed per manufacturer specification and must comply with all applicable building codes and relevant Americans with Disabilities Act (ADA) requirements.
8. Any EVSE in single-family or two-family residential zoning district shall be in a garage, on the exterior wall of the home or garage, or freestanding pole with footing adjacent to a parking space.
9. Any EVSE with a Charging Level 2 or Level 3 located inside a structure in a non-single or two-family residential zoning district must be approved by the Fire Marshal or their designee.
10. Maintenance: EV Chargers shall be maintained in all respects, including the functioning of the equipment.

a. The exterior of the station of the station shall be maintained in good condition including free of any rust.

b. A phone number or other contact information shall be provided on any Level 2 or Level 3 EVSE for reporting problems with the equipment or access to it.

11. When an EV Charging Station is not operational for 30 consecutive days, it shall be considered to have been removed from service and must be removed or have a repair plan approved by the Director of Community Development, and, if necessary, replaced if required for compliance with Table X below.

Minimum Electric Vehicle Charging Stations

1. Minimum Number of Required EVCS

- a. All new residential parking areas existing parking areas expanding by more than 25% of additional parking spaces, and existing parking areas being fully reconstructed by more than 25% of the parking area are subject to the standards of Table X.

Table X Minimum number of electric vehicle chargers required by land use are as follows:

NUMBER OF SPACES	INSTALLED EV CHARGING STATIONS*	EV-READY SPACES*	ADDITIONAL REQUIREMENTS

2. Accessible Parking Spaces. An EVCS will be considered accessible if it can serve as an accessible parking space as defined and required by the ADA. It is not necessary to designate the EVCS exclusively for the use of vehicles parked in the accessible parking space and it shall not count toward required ADA parking requirements.
3. For existing parking areas that are expanded or reconstructed (per Section X) by more than 25%, EVCS shall be provided at the minimum quantities required for new parking areas, prorated to the number of parking spaces in the area of expansion or improvement,
- a. If calculation results in a fraction, the next higher whole number shall be used.

4. This number may be reduced by the Director of Community Development if proof can be provided that such spaces will not be used.
5. These requirements may be revised upward or downward by the City Council as part of an application for a conditional use permit or S-2 Master Plan approval based on verifiable information pertaining to parking
6. Reductions to EVSE requirements.
 - a. When the cost of installing EVSE required by this Chapter exceeds five percent of the total project cost, the property owner or applicant may request a reduction in the EVSE requirements and submit cost estimates for City consideration.
 - b. When City Council approval of the project is not required, the Director of Community Development may administratively approve a reduction the required amount of EVCS in order to limit the EVSE installation costs to not more than five percent of the total project cost.

DRAFT

Group home (state licensed residential facility)	2 per 5 beds offered for residence purposes.	Item 3.
Nursing or convalescent home	5 plus one (1) per 5 beds offered for residence purposes.	

INSTITUTIONAL/PUBLIC USES	
Places of worship and/or assembly	1 parking space per 3 seats based on rated design capacity plus additional parking spaces, as applicable for accessory facilities which are used concurrently.
School	
K-8	1 per employee plus 8 for visitors
High school	1 per employee plus 1 per 8 students
Business or trade school	1 per employee plus 1 per 3 students based on rated design capacity.

*If calculation results in a fraction, the next higher whole number shall be used.

(Amended, Bill No. 2011-8; Bill No. 2011-13; Bill No. 2013-22; Bill No. 2015-15)

Subd. 7. Electric Vehicle Charger Requirements.

- a) Purpose. Ensuring that electric vehicle (EV) charging serves both short and long-term parking needs throughout the city, while limiting adverse impacts of electric vehicle chargers, to reduce emissions and improve environmental health outcomes in our community.
- b) Level descriptions:
 - i. Level-1 (or "L1") is considered slow charging and includes a range from zero (0) volts to 120 volts.

- ii. Level-2 (or "L2") is considered medium charging and includes a range from 120 volts to 240 volts.
 - iii. Level-3 (or "L3") is considered fast or rapid charging and includes a range of greater than 240 volts.
- c) EV-ready spaces and EV parking space standards:
- i. EV-ready spaces shall require appropriate electrical capacity and conduits to support future EV chargers, but shall not require an installed charger unit. Adequate electrical service is required to allow for future simultaneous charging of all future installed chargers.
 - ii. EV charger installation in excess of any minimum requirements may be substituted for up to five (5) percent of minimum off-street parking requirements. One (1) L2 or L3 charger is equivalent to one (1) parking space. This reduction may not be applied in addition to the parking reduction for excess bicycle parking spaces, as described in subsection 544.17 of the Richfield Zoning Code.
 - iii. EV charger locations and standards:
 - 1) EV chargers must be located in a parking island, mounted to an adjacent pedestal or similar structure, or protected by bollards, structures, or curb if located in a parking lot.
 - 2) EV chargers shall be set back at least three (3) feet from any lot line abutting another parcel. However, upon written request from the property owner, the Director may reduce or rescind this setback requirement for shared access agreements or pursuant to a finding of necessity and public convenience.
 - 3) EV chargers located along an alley, or located adjacent to a right-of-way which contains a public sidewalk, shall be set back at least three (3) feet from the nearest edge of such alley or sidewalk. When adjacent to the right-of-way, the location must be approved by the Director of Public Works. EV chargers may be located in the right-of-way, with permission from the Director of Public Works. EV chargers mounted on pedestals, light posts, bollards, or other devices for on-street charging stations shall be designed and located as to not impede pedestrian travel or create hazards within the right-of-way.
 - 4) EV chargers shall be set back at least 24 inches from the face of any adjacent curb.
 - 5) EV chargers shall be mounted in a manner that allows for any cords to be retractable or hung sufficiently above any pedestrian surface.
 - 6) EV chargers must be installed per manufacturer specification and must comply with all applicable building codes and relevant Americans with Disabilities Act (ADA) requirements.

- 7) When an EV charging station is not operational for 30 consecutive days, it shall be considered to have been removed from service. Item 3.
- 8) EV chargers must be operational during the normal business hours of the use(s) served. EV chargers may be de-energized or otherwise restricted after normal business hours of the use(s) served.

d) Minimum number of electric vehicle chargers required by land use are as follows:

USE	INSTALLED EV CHARGING STATIONS*	EV-READY SPACES*	ADDITIONAL REQUIREMENTS
Residential uses with up to 3 units	At least one (1) space shall support L1 charging.		
Residential uses with 4 to 14 units	Ten (10) percent of parking spaces shall support L1 charging.	Two (2) spaces capable of L2 or L3 charging. A minimum of fifty (50) percent of remaining spaces capable of L1 charging.	
Residential uses with 15 units or more	Ten (10) percent of parking spaces shall support L2 charging.	Twenty (20) percent of spaces capable of L2 or L3 charging. A minimum of fifty (50) percent of remaining spaces capable of L1 charging.	At least one ADA parking space shall have access to an installed EV charger.
Non-residential uses with up to twenty (20) spaces	One (1) space shall support L2 or L3 charging	Ten (10) percent of spaces capable of L2 or L3 charging.	

Non-residential uses with twenty-one (21) or more off-street parking spaces	Five (5) percent of parking spaces shall support L2 or L3 charging.	Twenty (20) percent of spaces capable of L2 charging. At least 1 space capable of L3 charging.	At least one ADA parking space shall have access to an EV charger.	Item 3.
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*If calculation results in a fraction, the next higher whole number shall be used.

- e) This number may be reduced by the Director if proof can be provided that such spaces will not be used.

(Added, Bill No. 2022-3; Amended, Bill No. 2022-14.)

Subd. 8. Parking Maximums. The maximum number of parking spaces for any building or use shall not exceed the amount determined as follows: (Amended, Bill No. 2022-3)

- a) Parking lots of more than 20 and less than 51 spaces. Parking lots may not have more than 120 percent of the number of spaces identified in the above table, not including accessible spaces.
- b) Parking lots of 51 spaces or more. No more than 110 percent of the number of spaces required as identified in the above table, not including accessible spaces, are permitted.
- c) Additional parking may be provided if it does not increase impervious surface beyond that which would be provided by meeting the maximum parking required. Examples of additional parking include, but are not limited to, under structure parking, roof top parking, or structured parking above a surface parking lot.
- d) An applicant may request a modification of the maximum allowed number of parking spaces by submitting a study of anticipated parking demand. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analysis, unless the Director authorizes an equally qualified individual.

Subd. 9. Modification of number of required parking spaces. (Amended, Bill No. 2022-3)

- a) An applicant may request a modification of the minimum required number of parking spaces by submitting a study of anticipated parking demand. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analysis, unless an equally qualified individual is authorized by the Director.
- b) Bicycle parking in excess of the minimum requirement may be substituted for up to five (5) percent of minimum off-street parking requirements. Four (4) bicycle spaces is equivalent to one (1) parking space. (Added, Bill No. 2021-17)

ORDINANCE NO. 1629

AN ORDINANCE AMENDING TITLE 10, ZONING, OF THE ROSEVILLE CITY CODE TO UPDATE AND AMEND SHORELAND MANAGEMENT AND ENVIRONMENTAL REGULATIONS

The City Council of the City of Roseville does ordain:

Section 1. Zoning Code Amended. After Planning Commission and City Council consideration of Phase 2 of Project File 0044, the Roseville City Code, Title 10 (Zoning) is hereby amended to add and update various definitions.

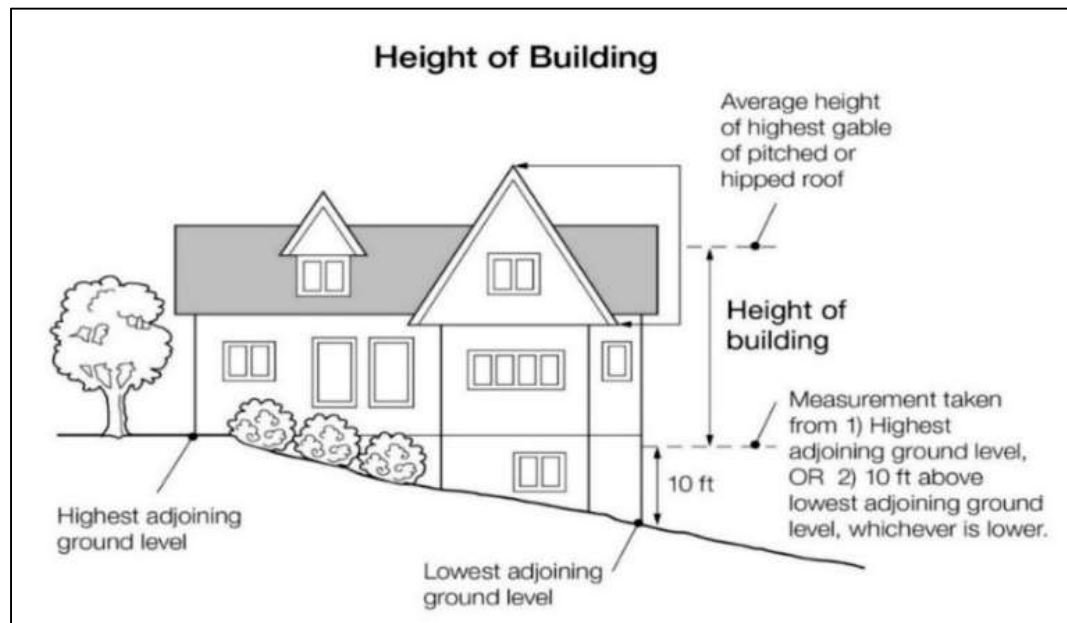
ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION: electric vehicle charging station where the battery charging station is located within accessible reach of a barrier-free access aisle and the electric vehicle.

BATTERY ELECTRIC VEHICLE: any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle's batteries and produces zero tailpipe emissions or pollution when stationary or operating.

BUILDING HEIGHT: The vertical distance between the highest adjoining ground level at the building or ten feet above the lowest adjoining ground level, whichever is lower, and the highest point of a flat roof or average height of the highest gable of a pitched or hipped roof.

CHARGING LEVELS: standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and DC are the most common charging levels, and include the following specifications:

1. Level 1 is considered slow charging with 120v outlets.



2. Level 2 is considered medium charging with 240v outlets, charging head and cord hard-wired to the circuit.
3. DC is considered fast or rapid charging. Voltage is greater than 240.

ELECTRIC VEHICLE: a vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on board for motive purposes. “Electric vehicle” includes:

1. Battery electric vehicle
2. Plug-in hybrid electric vehicle

ELECTRIC VEHICLE CHARGING STATION (EVCS): a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE: conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations and rapid charging stations.

ELECTRIC VEHICLE PARKING SPACE: any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE): any equipment or electrical component used in charging electric vehicles at a specific location. EVSE does not include equipment located on the electric vehicles themselves.

ELECTRICAL CAPACITY shall mean, at minimum:

1. Panel capacity to accommodate a dedicated branch circuit and service capacity to install a 208/240V outlet per charger;
2. Conduit from an electric panel to future EVCS location(s).

LOT WIDTH: The minimum distance between:

1. Side lot lines measured at the midpoint of the building line; and
2. Side lot lines at the ordinary high water level, if applicable (see figure below). Otherwise, side lot lines at the rear yard building setback line.

ORDINARY HIGH WATER LEVEL: The boundary of public waters and wetlands, and shall be an elevation delineating the highest water level which has been maintained for a sufficient period of time to leave evidence upon the landscape, commonly that point where the natural vegetation changes from predominantly aquatic to predominantly terrestrial. For watercourses, the ordinary high water level is the elevation of the top of the bank of the channel. For reservoirs and flowages, the ordinary high water level is the operating elevation of the normal summer pool.

PLUG IN HYBRID ELECTRIC VEHICLE: an electric vehicle that:

1. Contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor;
2. Charges its battery primarily by connecting to the grid or other off-board electrical source;
3. May additionally be able to sustain battery charge using an on-board internal-combustion-driven generator; and
4. Has the ability to travel powered by electricity.

SETBACK: The minimum horizontal distance required between a structure, sewage treatment system, or other facility and an ordinary high water level, sewage treatment system, top of a bluff, road or highway right-of-way, property line, or other facility. Also known as “required yard.”

STRUCTURE: A structure is anything constructed or erected, including paved surfaces, the use of which requires more or less permanent location on the ground, or attached to something having permanent location on the ground, and in the case of floodplain areas, in the stream bed or lake bed. Structures include, but are not limited to, decks, driveways, and at-grade patios. Structures do not include aerial or underground utility lines such as sewer, electric, telephone, gas lines, towers, poles, and other supporting structures.

Section 2. Shoreland Management Regulations After Planning Commission and City Council consideration of Phase 2 of Project File 0044, the Roseville City Code, Title 10 (Zoning) is hereby amended to reflect updates to the shoreland management regulations made to ensure that the provisions of the zoning code are in alignment with the model ordinance prepared by Minnesota Department of Natural Resources, including repealing the existing Chapter 1017 (Shoreland, Wetland and Storm Water Management) and replacing it with a new Shoreland Overlay District in Chapter 1012 (Overlay Districts). Regulations in Chapter 1017 pertaining to wetland and storm water management will be incorporated into City Code Title 8 under a companion ordinance.

§1004.09.C.2

Within this improvement area limit, impervious surfaces shall be limited to 25% of the area within a Shoreland Management Overlay District, or within the Stormwater Management or Wetland Protection Overlay Districts regulated in Title 8 of this Code, to mitigate surface water impacts caused by excess storm water runoff.

§1004.10.C

Improvement Area: Improvement area, including paved surfaces, the footprints of principal and accessory buildings, and other structures like decks, pergolas, pools, etc, shall be limited to 60% of the parcel area. The purpose of this overall improvement area for rather liberal construction on a residential property while preventing over- building.

§1004.10.C.2

Within this improvement area limit, impervious surfaces shall be limited to 25% of the area within a Shoreland Management Overlay District, or within the Stormwater Management or Wetland Protection Overlay Districts regulated in Title 8 of this Code, to mitigate surface water impacts caused by excess storm water runoff.

Chapter 1012 Overlay Districts

Section:

1012.03: Shoreland Overlay District

1012.03: SHORELAND OVERLAY DISTRICT

A. Statutory Authorization and Policy

1. **Statutory Authorization:** This shoreland ordinance is adopted pursuant to the authorization and policies contained in Minnesota Statutes, Chapter 103F, Minnesota Rules, Parts 6120.2500 - 6120.3900, and the planning and zoning enabling legislation in Minnesota Statutes, Chapter 462.

- ii. Development organization and functioning: Unless an equally effective alternative community framework is established, all residential planned unit developments must use an owners association with the following features:
 - A. Membership must be mandatory for each dwelling unit or dwelling site owner and any successive owner;
 - B. Each member must pay a pro rata share of the association's expenses, and unpaid assessments can become liens on units or dwelling sites;
 - C. Assessments must be adjustable to accommodate changing conditions; and
 - D. The association must be responsible for insurance, taxes, and maintenance of all commonly owned property and facilities.
- d. Erosion Control and Stormwater Management
 - i. Erosion control plans must be developed and must be consistent with the provisions of Section 1012.03.H.3 of this ordinance. Erosion control plans approved by a soil and water conservation district may be required if project size and site physical characteristics warrant.
 - ii. Stormwater management facilities must be designed and constructed to manage expected quantities and qualities of stormwater runoff.

[REPEALED]

Section 3. Environmental Regulations. After Planning Commission and City Council consideration of Phase 2 of Project File 0044, the Roseville City Code, Title 10 (Zoning) is hereby amended to revise certain regulations pertaining to landscaping requirements and add regulations for electric vehicle charging.

§1011.03.A.3.e.ii

Multi-family residential dwellings shall require 1 canopy and 1 evergreen tree per two thousand (2,000) square feet of site area not occupied by structures.

§1011.03.A.4

c. All plant materials shall be selected based on zone tolerance in accordance with the USDA Plant Hardiness Zone Map.

d. No new landscaping shall contain plant materials that are listed on the MN Dept. of Agriculture Noxious Weed List or the MN DNR Invasive Terrestrial Plants List.

Chapter 1019 Parking and Loading Areas

Section

1019.04: Minimum Parking Spaces and Electric Vehicle Charging Requirements

1019.04: Minimum Parking Spaces and Electric Vehicle Charging Requirements

1019.04

D. Electric Vehicle Charging Standards

1. The intent of this section is to facilitate and encourage the use of electric vehicles, to expedite the establishment of a convenient, cost-effective electric vehicle charging infrastructure, and establish minimum requirements for electric vehicle parking spaces and charging infrastructure to serve both short and long-term parking needs.
2. Minimum Number of Required Electric Vehicle Charging Stations (EVCS)
 - a. All new parking areas, existing parking areas expanding by more than 25% additional parking spaces, and existing parking areas improving more than 25% of the parking area are subject to the standards of Table 1019-2.
 - b. For all calculations of required parking spaces based on percentages, any result less than one shall be rounded up to one and, above that, fractional results of at least one half shall be rounded up to the nearest whole number.

Table 1019-2: Minimum Number of Required Electric Vehicle Charging Stations (EVCS)		
Number of spaces	EVCS by required parking spaces and charging levels (Level 1, Level 2, DC) for new parking areas	EVCS by required parking spaces and charging levels (Level 1, Level 2, DC) for expansion or improvement of existing parking areas
29 or fewer	Optional	Optional
30- 49	Multiple-family residential (5 or more units): 5% of required parking spaces, of which at least one shall be accessible, as Level 1 or greater Non-residential land uses Two parking spaces, of which at least one shall be accessible, as Level 2 or greater	For parking areas that are expanded or improved (per Section 1019.03) by more than 25%, EVCS shall be provided at the minimum quantities required for new parking areas, prorated to the number of parking spaces in the area of expansion or improvement.
50+	Multiple-family residential (5 or more units): 10% of required parking spaces, of which at least one shall be accessible, as Level 1 or greater - One guest parking space as Level 2 or greater Non-residential land uses 5% of required parking spaces, of which at least one shall be accessible, as Level 2 or greater	For parking areas that are expanded or improved (per Section 1019.03) by more than 25%, EVCS shall be provided at the minimum quantities required for new parking areas, prorated to the number of parking spaces in the area of expansion or improvement.

- c. Notwithstanding the requirements of subsections above, all new motor fuel sales (gas station) as defined in Section 1001.10 shall be required to install at least one EVCS as Level 2 or greater.
 - d. In addition to the number of required EVCS, the following accommodations shall be required for the anticipated future growth in market demand for electric vehicles:
 - i. New Non-Residential and Multiple-Family Residential Land Uses (5 or more units per building): all new parking areas shall provide electric vehicle supply equipment (EVSE) with the electrical capacity necessary to accommodate the future hardwire installation of EVCS as Level 2 or greater for a minimum of 10% of required parking spaces.
 - ii. Existing Non-Residential and Multiple-Family Residential Land Uses (5 or more units per building): all existing parking areas that are expanded or improved (per Section 1019.03) by more than 25%, EVSE shall be provided according to the preceding standards required for new parking areas, prorated to the number of parking spaces in the area of expansion or improvement.
 - e. These requirements may be revised upward or downward by the City Council as part of an application for a conditional use permit or planned unit development based on verifiable information pertaining to parking.
3. Reductions to EVSE and EVCS requirements. When the cost of meeting the requirements of this section would exceed five percent of the total project cost, the property owner or applicant may request a reduction in the requirements and submit cost estimates for city consideration. When City Council approval of the project is not required, the Community Development Department may administratively approve a reduction to the requirements in order to limit the installation costs to not more than five percent of the total project cost.
4. Permitted Locations
- a. Level 1, Level 2, and DC EVCS are permitted in every zoning district, when accessory to the primary permitted use. Such EVCS located at residential uses shall be designated as private restricted use only.
 - b. If the primary use of the parcel is the retail electric charging of vehicles, then the use shall be considered a motor fuel sales use for zoning purposes. Installation shall be located in zoning districts which permit a motor fuel sales use.
5. General Requirements for One- to Four-Family Dwellings
- a. EVCS shall be located in a garage, or on the exterior wall of the home or garage adjacent to a parking space.
 - b. EVCS shall comply with all relevant design criteria as outlined in subsection 6.d below, unless specifically exempted.
6. General Requirements for Multi-Family Dwellings (5 or more units per building) and Non-Residential Development
- a. Accessible Parking Spaces: An EVCS will be considered accessible if it is located adjacent to, and can serve, an accessible parking space as defined and required by the ADA. It is not

- necessary to designate the EVCS exclusively for the use of vehicles parked in the accessible parking space.
- b. EVCS – public use shall be subject to the following requirements:
 - i. EVCS shall be located in a manner that will be easily seen by the public for informational and security purposes.
 - ii. EVCS shall be located in desirable and convenient parking locations that will serve as an incentive for the use of electric vehicles.
 - iii. EVCS must be operational during the normal business hours of the use(s) that it serves. EVCS may be de-energized or otherwise restricted after normal business hours of the use(s) it serves.
 - c. Lighting: Site lighting shall be provided where EVCS is installed, unless charging is for daytime purposes only.
 - d. EVCS Equipment Design Standards
 - i. Battery charging station outlets and connector devices shall be mounted to comply with state code and must comply with all relevant Americans with Disabilities Act (ADA) requirements. EVCS mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks.
 - ii. EVCS may be located adjacent to designated parking spaces in a garage or parking lot as long as the devices do not encroach into the required dimensions of the parking space (length, width, and height clearances).
 - iii. The design should be appropriate to the location and use. Facilities should be able to be readily identified by electric vehicle users and blend into the surrounding landscape/architecture for compatibility with the character and use of the site.
 - iv. EVCS pedestals shall be designed to minimize potential damage by accidents, vandalism and to be safe for use in inclement weather.
 - e. Usage Fees: Service fee may be collected for the use of EVCS.
 - f. Maintenance: EVCS shall be maintained in all respects, including the functioning of the equipment. A phone number or other contact information shall be provided on the equipment for reporting problems with the equipment or access to it.

Section 4. Effective Date. This ordinance amendment to the City Code shall take effect upon the passage and publication of this ordinance.

Passed this 20th day of March 2023.



AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

Bike Locker Rental Policy

Background

The City of Fridley installed three lockable bike lockers (Dero Bike Locker -350 Series) at the 61st Avenue parcel as part of the CDBG grant for a multi-modal transit hub. It is the intent for these lockers to provide a more secure storage option for residents utilizing the adjacent bus stop. The lockers can be locked with a resident-provided padlock. It is the City's intent for these lockers to be available to rent. Additionally, two bike racks will also be available on a first-come, first-served basis,

Recommendation

Commissioners should review and approve bike rental policy,

Attachments and Other Resources

- <https://www.dero.com/product/bike-locker-350-series/>
- <https://www.metrotransit.org/bike-lockers>
- <https://pts.umn.edu/Bike-Scooter/Basic-Biking-Information/Bike-Lockers-Sheltered-Bike-Parking>
- <https://abc-ramps.com/parking/bicycle/>

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

City of Fridley Bicycle Locker Rental Policy

- Bicycle lockers will be rented annually from January 1- November 30
- Bicycle locker rental applications will be accepted on an ongoing basis until September 30 of each year for the following year.
- If more than three applications are received, renters will be chosen by lottery in October. Selected applicants will have fourteen days upon notification to claim their rental for the following year.
- A \$50 damage deposit will be required prior to the time of rental.
- The damage deposit will be returned following the end of the rental period unless the City determines that the inside of the locker is not clean or is damaged.
- Renters must clear their locker of all items and remove all locks by November 30 if not selected for a rental the subsequent year.
- Renters must supply their own locking device.
- Renters who are no longer using the locker are encouraged to notify the City as soon as possible. Upon cancelling their rental, the damage deposit will be returned.
- The renter is entitled to store one bicycle and related bicycle equipment such as a helmet, pump, or lock in their designated locker for the designated rental period. No other personal items may be stored in the locker.
- If items other than the bicycle and bicycle equipment are stored in the locker, the City reserves the right to terminate the agreement.
- The City has the right to empty the locker of any property stored therein. Such contents will be held by the City for 30 days and then disposed of as unclaimed property.
- The City reserves the right to inspect lockers with or without notice to the renter. The renter agrees that the City has the right to ensure that only a bicycle and related equipment is kept in the locker.
- The City is not responsible for fire, theft, loss, or damage to the bicycle or any other items left in the locker, and is not liable for any injury, loss, or damage arising from the use of any assigned lockers.
- It is the renter's responsibility to ensure the locker is secure at all times and to report any damage or malfunctioning of the assigned locker to the City.
- The City has the right to terminate the rental agreement for any reason.
- Any renter whose agreement has been terminated by the City is prohibited from renting a bicycle locker for a time period to be determined at the discretion of the City.

By signing this agreement, you agree to the terms listed above.

Name: _____

Signature: _____

Date: _____

Rental Period: _____



AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

Energy Action Plan Updates

Background

At the November 9, 2021 meeting, the EQEC recommended adoption of Phase 2 of the Energy Action Plan. The following activities were completed this past month:

- None

The following activities are projected:

- Discussions with new HES service provider
- Solar for Public Buildings grant application
- Door knocking Fridley Terrace (Spring 2024)
- EV Showcase at Touch A Truck event (Fall 2024)

Recommendation

None

Attachments and Other Resources

- None

Vision Statement

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AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

Grant Updates

Background

The purpose of this item is to provide Commissioners updates on sustainability grants held by the City.

Grants in the Pre-Application Stage

- 2024 Street Project Rain Gardens
- Solar for Public Buildings Grant for Moore Lake
- BWSR Pollinator Pathways Grant with ACD
- MPCA Resiliency Grant for Electric lawn Mower

Grants Under Review

- Regional Solicitation Grant- Mississippi St Trail
- Regional Solicitation Grant- Safe Routes to School
- Met Council Water Efficiency Grant pt 4

Active Grants

- Recycling grant (ongoing)
- Met Council Regional Solicitation Grant for 44th Avenue Bridge w/ Anoka County
- BWSR/RCWD grant for Moore Lake IESF project
- University Avenue Lighting Project
- Met Council Water Efficiency Grant pt 3
- MDH Well Sealing Grant pt 3
- RCWD grant for sumps in Farr Lake neighborhood
- MnDOT Active Transportation grant for University Avenue Trails
- DNR Preparing for Emerald Ash Borer Grant Pt. 3
- Dog Waste Stations in Moore Lake Park
- CDBG Grant for 61st Avenue Parcel
- DNR ReLeaf Grant

Vision Statement

We believe Fridley will be a safe, vibrant, friendly and stable home for families and businesses.

- Safe Streets and Roads for All Planning Grant to create a Safety Action Plan
- DNR Shade Tree Grant
- CCWD grant for improved street sweeping equipment
- RCWD grant for hydrodynamic separator in 2024 Street Project
- MWMO Grants in 2024 Street Project
- Sylvan Hills Park stormwater system
- SHIP grant for Bike Fix-It Station at Edgewater Gardens

Grants Closed (1/1/2024+)

- CCWD Water Quality Grant for Apex Pond

Recommendation

None

Attachments and Other Resources

- None

Vision Statement

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AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

Outreach and Events Updates

Background

Outreach at community events is an important strategy to build environmental awareness and increase engagement. Events that have been completed since the last meeting as well as upcoming outreach events are listed below.

Completed events (3/13-5/14)

- HRA Open House
- Arbor Day Celebration with North Park School for Innovation (4/25)

Confirmed events and topics

- Environmental Game Night at NSCA (5/16)
- Environmental Fun Fest with Pop-Up Community Toy Story (5/18)
- Bike Rodeo (7/22)

Potential Upcoming Events

- Baby Gear Swap at ECFE Fall Festival
- EV Showcase at Touch a Truck Event

Recommendation

None

Attachments and Other Resources

- None

Vision Statement

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AGENDA REPORT

Meeting Date: May 14, 2024

Meeting Type: Environmental Quality and Energy Commission

Submitted By: Rachel Workin, Environmental Planner

Title

Informal Status Reports

Background

Staff and Commissioners will share informal status reports on programs happening in the City.

Recommendation

None

Attachments and Other Resources

- None

Vision Statement

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