



## MEMORANDUM

To: Saint Anthony Village Parks and Environmental Commission  
From: Stephen Grittman, City Planner  
Date: May 21, 2025  
Request: SAV Electric Vehicle Charging – Code Amendment Draft

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### BACKGROUND

At a previous City Council work session, the City Council discussed EV charging and whether to regulate for new multi-family and commercial projects. In addition to being an action item in the City's Climate Plan, exploring the topic was identified as one of the City's 2024 goals during the annual Goal Setting. The following models were considered:

1. Incentives to encourage – but not require – EV charging installation.
2. Requirements for installing infrastructure (such as power supply and site plan provisions, but forgoing installation of chargers until a future date. That future date sometimes relates to a fixed period, or a time at the owner's discretion.
3. Requirements for installing EV charging facilities as a component of new or upgraded development. These requirements often create a tiered standard for the number of charging facilities based on size of the project.

During the work session, the City Council agreed to focus on option 3 - requirements for installing EV charging facilities as a component of new or upgraded development. Staff agreed to draft ordinance language to this option for Commission and Council review. Commission members are tasked with reviewing the ordinance language and providing feedback.

### STAFF RESEARCH

This memorandum forwards an initial draft of an amendment to the zoning ordinance providing for a requirement to install Electric Vehicle (EV) charging equipment when parking lots are being constructed or reconstructed. The draft follows the models used by Roseville and New Brighton in many details, but proposes some modifications to address aspects of Saint Anthony's code, and with the goal of simplifying the process where practical.

Both Roseville and New Brighton establish a basic threshold of 30 spaces as the lower threshold for requiring EV charging. Below that size, no requirement would be applicable. Additionally, both communities exempt certain levels of parking lot maintenance from triggering the addition of EV charging – essentially, only full reconstruction or major patching project (25% or more of the parking surface) would require a retrofit with EV charging facilities.

In practical terms, a new parking lot supporting a residential project of fewer than about 20 units would be exempt. Further, a parking lot supporting a new commercial development of about 8,000 square feet or less would also be exempt. These thresholds would typically require parking lots of fewer than 30 vehicles.

The one aspect of the comparison codes that raises a potential administrative issue is the suggestion that a project may choose to only develop the electrical infrastructure for EV charging, but without going the final step to provide the charging equipment. The language in the attached code draft referring to that option is highlighted. In this version, the draft language is modified in an attempt to create some limitation around that choice by inserting a timing deferral for final construction.

As with any deferral of this sort, there is an administrative burden in tracking the deferral, and then enforcing the construction at a later date. The alternative would be to disallow the option for “electric infrastructure only”. This approach could be simpler to administer, although it would offer less flexibility for the property owner.

Apart from these exceptions, the draft creates a fixed percentage of charging units, distinguishing between Level 1 and Level 2 requirements, based on land use (multi-family residential v. commercial/industrial), and parking lot size (0-29 spaces, 30-49 spaces, and 50+ spaces). This draft follows New Brighton’s structure, which is slightly less complex than the Roseville model, although the two communities have comparable standards.

## **DRAFT ORDINANCE**

The proposed ordinance would add to the existing Parking section of the code (§154.179). The proposed language is a new section that reflects the ordinance models by Roseville and New Brighton. Proposed language specific to Saint Anthony is highlighted in yellow. See the Draft Ordinance for specific language.

## **DISCUSSION ITEMS FOR COMMISSION FEEDBACK**

- What input does the Parks & Environmental Commission wish to provide after reviewing the draft language of the EV Charging Ordinance?
- With regards to the highlighted sections (A)(12)(f) of the draft ordinance, what feedback does PEC have for the option to defer equipment installation apart from the initial development of EV-ready infrastructure?

## **NEXT STEPS**

PEC’s comments and suggestions from this work session will be considered as discussions continue forward with the Planning Commission and City Council.

## **ATTACHMENTS**

- Draft Ordinance