



CITY OF HENDERSONVILLE
ENVIRONMENTAL SUSTAINABILITY BOARD
Operations Center - Assembly Room | 305 Williams St. | Hendersonville NC
28792

Thursday, October 20, 2022 – 3:00 PM



MINUTES

1. CALL TO ORDER

A. Roll Call- *Kelly Pahle, Chairperson*

Nance Grady was also present

APPROVAL OF AGENDA

2. Approval of Agenda- *Kelly Pahle, Chairperson*

approved

APPROVAL OF MINUTES

3. Approval of Minutes from 09_15_2022- *Kelly Pahle- Chairperson*

approved

PRESENTATIONS

4. Alliance Auto Gas- *Happy Fox and Stuart Weidie, Alliance Autogas*

Presentation Notes-

2 dollars less per gal, odorless and colorless propane delivery, need multiple sources

96% of consumption requires fossil fuels

d- fossil, coal and diesel- need to get rid of

c- fossils- natural gas and propane

alliances role focuses on putting propane into commercial vehicles

5,800 to convert a vehicle

PUBLIC COMMENT

5. Public Comment (*allotted time, 15 minutes*)

OLD BUSINESS

6. Update on membership with ICLEI- *Kelly Pahle, Chairperson*
7. Community Garden Follow Up- *Guest, Crystal Cauley*

Set up a Sullivan park bird sanctuary

8 bird boxes and feeding stations

supports caregiver of mother earth

city has an account for Jackson park
8. EV Slide deck Approval- *Will Garvey, Board member*

#1 Thanks for allowing us to present our proposal to you today! My name is _____ and I am representing the ESB today. We are here with a proposal to support the installation of electric vehicle charging infrastructure in Hendersonville.

#2 To start things off - a bit of technical background – EVSE or Electric Vehicle Supply Equipment is a formal building code term that applies to the installation of the infrastructure necessary to support electric vehicle charging. EV capable is the most basic approach and includes installation of the raceway (usually steel or PVC conduit) to a likely future destination for charging equipment – it also includes a dedicated circuit at the electrical panel for future use. EV – Ready is basically the same approach but with wiring pulled in the conduit and a “live” 240 volt charging outlet at the terminus. EV Installed is the same approach with the exception that a working commercial EV charging station is installed at the terminus – this is the situation with the EV chargers at City parking lots.

#3 And very briefly – there are three charging levels for EV supply equipment. The first, LEVEL 1, is simply a 120 volt outlet such as where one might plug in a lamp – this approach is very basic and provides minimal charging speed – it is not part of the ESB recommendation. The second level is LEVEL 2 charging which is usually a commercial EV charger that provides “medium: charging speed – it is the most common home or work charging approach and can fully replenish an EV battery in generally 5-8 hours – the equivalent of overnight or a workday and is the current framework used in City Parking lots. LEVEL 3 or DC FAST charging is high voltage/high speed and is commonly found at commercial EV charging stations such as TESLA and ELECTRIFY AMERICA superchargers. The ESB recommendation would be for the installation of LEVEL 2 charging infrastructure for the City and in new development if the builder elected to pursue a full EV Installed approach.

#4 As you will recall, in December of last year the ESB prepared a draft Sustainability Plan that suggested that EVSE be required at all new development. At that time it was unclear whether such an approach was feasible. After researching implementation in other cities, we believe it is now appropriate to promote the concept in Hendersonville with a small adjustment.

#5 The ESB is now recommending that the City Council adopt a resolution that will promote (not require) Electric Vehicle Supply Equipment at new development in Hendersonville. The resolution would also require EVSE at new and renovated City Construction to support future City use of EVs. We believe this approach supports your continuing commitment to sustainability while providing flexibility to the development community and preparing City Public Works for future electrification opportunities.

#6 So why now? EVs are becoming more common. Automakers are increasing EV production and some will fully phase out the use of internal combustion engines by 2035 – far sooner than the life of residential development now under construction. Over 80% of EV owners charge their vehicles at home or work when they are not travelling long distances and this approach will future proof planned development in a cost effective way. In addition, and probably the biggest driver, significant funding has been allocated for the construction of EV charging infrastructure across North Carolina. This in turn, will help address the “range anxiety” that causes some new car buyers to avoid EVs. These funds are likely to be managed like the VW Settlement funds which were available to a wide range of applicants including private sector developers. And for the City, EVs are a perfect choice for future fleet replacement due to mileage use and ability to charge overnight.

#7 And as we can see from this graph, EV registration trends in NC are increasing. As of July of this year, Henderson County has approximately 290 registered EVs. (190 PHEVs)

#8 When we prepared the draft sustainability recommendations, you requested that we look for other examples where the recommendations might have been pursued. In North Carolina, the City of Charlotte recently adopted a Unified Development Ordinance that, when implemented, will require EV Charging stations as part of new construction. We understand that other cities in North Carolina are also considering this approach.

#9 There are other cities in the Southeast that have already implemented EVSE **REQUIREMENTS**. Clearly Hendersonville is not Orlando or Atlanta and we show you this only to show that the concept is not necessarily a new one and that the approach of using a certain percentage of parking space to guide the design is fairly consistent.

#10 Since the resolution would take the form of a recommendation, we have been asked what might be provided as incentives for the development community to pursue EVSE installation. While we would look to the Planning Division for the best approach, other cities have taken the approach of providing incentives such as expedited permitting and adjustments to density, parking and landscape requirements to promote EV infrastructure.

#11 And finally, if you approve a resolution supporting EVSE implementation on a voluntary basis, the ESB will work with City staff to prepare materials that can be provided to the development community. Further, we are committed to assist the City in researching the installation of infrastructure necessary to capitalize on the benefits of electric vehicles to the city’s fleet, including preparing draft grant applications.

#12 Thank you!

Will present EV proposal at NOV 3rd City council

9. parklet - sub pod bike rack- *Virginia Tegel, Board Member*

SUB COMMITTEE UPDATES

10. Earth Day Subcommittee - Setup meeting dates and times- *Ann Twiggs, CoChair*

11. Bee City - *Will Garvey, Board Member*

12. Recycling and Plastics- *Geri Conley / Nance Grady Mountain True Contact*

13. City Council - *Lyndsey Simpson, Council Woman*

NEW BUSINESS

14. Invite Southeast Sustainability Directors Network for November -*Will Garvey, Board Member*

15. Timing of Agenda Items- *Will Garvey, Board Member*

ADJOURNMENT

The City of Hendersonville is committed to providing accessible facilities, programs and services for all people in compliance with the Americans with Disabilities Act (ADA). Should you need assistance or an accommodation for this meeting please contact the City Clerk no later than 24 hours prior to the meeting at 697-3005.