

Sustainability Advisory Board

August 25th, 2022 MINUTES

Council Chambers / Streamed via Zoom

This meeting is in the Council Chambers for those to attend in-person and via Zoom for online attendees.

Greetings

Approve June 30, 2022 Minutes

- Bill Schutte makes a motion approve the minutes.
- Vice-Chair Harrison seconded. The motion passed unanimously.

Introduction of Guests

- Isaac Broadfoot, is a Life Scout for the Leawood based Troop 10.
- He is a student at Blue Valley North High School and is attending this meeting as a requirement to receive his Citizenship in Community Merit Badge and is very close in receiving his Eagle Scout rank.

CoCo from Compost Collective KC

- CoCo was not available for today's meeting.

Update on the Composting Grants

- Chair Sipple and Vice-Chair Harrison presented Angela Copp, Science Teacher, and Nativity a check for composting of the cafeteria waste. They were thrilled.
- Katie Geist, Educator, is doing composting and Bike Walk to School for Leawood Elementary. Alicia Jennings requests that a committee member assist her. She has completed the grant form and can be sent to anyone who is interested.
- Erin Chacey will take on Prairie Star and find a liaison. She will contact Dr. Shelley Bhattacharya, who has moved out of Leawood.
- Erin Chacey spoke with Mrs. Bond and learned that she is restarting the composting program this fall.
- Jackie Buser is assisting Cure.
- Chair Sipple briefly speaks to Isaac Broadfoot about what these schools are trying to accomplish with composting. The schools scrap off compostable waste to reduce the amount of cafeteria food waste that goes to the trash dumpster. The schools pay for the compost that is collected weekly. Through education, kids are learning this thought process and the reason SAB is involved. SAB offers a grant to help offset the compost costs to eligible elementary schools.

EV Charging Stations – Mark Klein

- One of Vice-Chair Harrison's goals with city council was to get in the Leawood Development Ordinance (LDO) that if new multi-family housing was going to be built in Leawood that the City would require them to put EV stations in those communities. She has learned that most people have an EV station in their house and that there are a few EV stations throughout Leawood.
- Chair Sipple wanted to find out what other municipalities in Johnson County are doing in terms of requiring them whereas a developer would install them as an incentive. The City cannot retrofit existing apartment buildings and they cannot be mandated.
- Katherine Geist, Planner with the City's Planning department, shares a broad overview of the EV stations and what other cities are doing. She presents a slideshow and answers questions.

ATTENDEES

7:30 am • Council Chambers /
Streamed via Zoom

- Chuck Sipple, Chair**
- Lisa Harrison, Vice-Chair**
- Bill Blessing**
- Erin Chacey**
- Mark Ciaramitaro**
- Dr. Sonya Evans**
- Alicia Jennings**
- Bob Pierson**
- Jim Potter**
- Bill Schutte**

- Chris Claxton**
Parks & Recreation Director
- Brian Anderson**
Parks Superintendent
- Marica Putman**
Administrative Graphics Tech
- Scott Gamerl**
Outdoor Education Supervisor
- Kevin Jeffries**
President and CEO
Leawood Chamber of
Commerce

- Invited Guest**
- Patrick Geschwind**,
Interim City Administrator
- Isaac Broadfoot**, Life Scout
- Katherine Geist**, Planner
- Ricky Sanchez**, Planner

- **What is an Electric Vehicle?**
 - “Electric vehicles (EV’s) have a battery instead of a gasoline tank, and an electric motor instead of an internal combustion engine, Plug-in hybrid vehicles (PHEV’s) are a combination of gasoline and electric vehicles so they have a battery, an electric motor, a gasoline tank, and internal combustion engine. PHEV’s use both gasoline and electricity as fuel sources.” – U.S. Environmental Protection Agency (EPA)

- **Leawood Development Ordinance Section 16-9-104(a)** – “A public or private parking space that is served by battery charging equipment with purpose of transferring electric energy to a battery, or other energy storage device and electric vehicle.”

- **Current locations for EV charging stations**
 - Park Place (Garage A, between buildings R1 & R2)
 - Barnes & Noble (Town Center Plaza)
 - Kansas City Orthopedic Institute (Tomahawk Creek Office Park)
 - Hen House, Camelot Court

- **Current City of Leawood Development Ordinance**
 - *Section 16-1-4.2 Minimum Standards (A)(6)* – Each electric vehicle charging station shall be posted with signage indicating the space is only for electric vehicle charging purposes. In addition, the electric charging station may include signage on the charging station. However, such listing of owners/sponsors shall be limited to a total of 48 sq. in. All signage must conform to the requirements of the Leawood Development Ordinance and shall not contain advertisements for products or services. Signage on any one side of the charging station shall be maximum of 50% of the surface area on that side. The maximum height of lettering for any sign shall be 6 in.
 - The Leawood Development Ordinance requires that in residential zoning districts, all new electric vehicle charging stations shall only be permitted within the interior of a garage.
 - *Section 16-1.4.2 Minimum Standards (Commercial Districts)*
 - (C)(2) – Electric Vehicle charging stations may be installed only with the approval of the Director of Community Development as being in compliance with this ordinance if the following apply.
 - I. The electric vehicle charging station has a height of 72" or less, or a pad footprint of 3 sq. ft. or less in area.
 - II. The electric vehicle charging station has a height of less than 56", and a footprint of 15 sq. ft. or less.
 - The City of Leawood has screening requirements for utilities, EV stations, etc. for commercial areas. These are outlined within the Leawood Development Ordinance.

- **What Are the Charging Options**
 - Level 1 (AC / Alternating Current)
 - 120 volt plug-in, a 3-prong outlet such as those typically found in residences.
 - Mileage range: ~ 5 miles per hour of charging
 - Level 2 (AC / Alternating Current)
 - 220 or 240 volt plug-in, typically used as a residential home dryer outlet.
 - Mileage range: ~ 25 miles per hour of charging
 - Level 3 (DC / Direct Current)
 - 208 or 480 volt DC plug-in, typically only found in a public charging station.
 - Mileage range: ~100-200 miles per 30 minutes of charging

- **Dimensions of EV Charging Stations**
 - Level 1 charger size (approximate): 12" H x 5" W x 16" D; cord length for output cable: ~ 21'
 - Level 2 charger size (approximate):
 - Residential: 13" H x 8" W x 3" D; cord length for output cable: ~ 20'

- Commercial: 4' – 6' H x 6"-14" W x 8"-10" D; cord length varies
 - Level 3 charger size (approximate): 5' – 7' H x 3'-4' W x 1'-2' D; cord length for output cable: ~ 24'
- **Length of Time to Charge an Electric Vehicle**
 - Level 1: 8-10 hours for a daily charge
 - Level 2: 2-3 hours for a daily charge
 - Level 3: Fast Charge – 30 minutes for ~ 80% charge
- **Cost to Install EV Chargers (Charging system and Labor)**
 - Level 1: \$1,300-\$2,300
 - Level 2: \$1,700-\$2,700
 - Level 3 (Supercharger): \$70,000-\$100,000
- **Largest Mileage Per Battery Charge**
 - Tesla Model S Long Range – 412 miles
 - Ford Mustang Mach-E – 379 miles
 - Tesla Model 3 – 360 miles
 - Chevrolet Bolt – 259 miles
 - Hyundai Kona Electric – 258 miles
 - Mini Cooper SE – 110 miles
 - Avg. for most electric vehicles – 250 miles
- **Standard Electric Vehicle Charging Station Requirements / Suggestions**
 - “National Electric Code states that cords can be no longer than 25 feet, unless equipped with a retraction or other control device.” – City of Boston
 - “The EVSE (Electric Vehicle Supply Equipment) type should match the time it would take a typical user to re-charge their vehicle within the time they already spend at the site.” – City of Boston
 - “Wayfinding signage helps EV drivers locate an EV parking space, and also increases awareness. Regulatory signage designates a space for a specific use, and can involve time restrictions. Parking spot stencils help to increase visibility and clearly identify spaces. All should be provided. - City of Boston
 - Some cities require a certain number of EV parking stalls in their parking ratios, along with ADA EV stalls.
- **Answers to General EV Charging Station Questions**
 - What is the typical size of an EV parking stall?
 - Stalls are typically the same as a normal parking stall, 9' wide by 18' long.
 - How are EV charges mounted?
 - Chargers can be either wall mounted or floor/ground mounted.
 - Are drivers charged a fee to plug their cars in?
 - Depending on the location and/or business, users may be charged a fee to charge their electric vehicles. EV charging stations installed in a home are charged via the home's metered electricity.
 - Can vehicles other than Tesla's charge at a Tesla charger?
 - Yes, but an adapter will be required to be able to charge any vehicle other than a Tesla.
 - How much does it cost to charge your car at a public charging station?
 - This varies, but it typically costs less than at home, which is approximately 12 cents per kilowatt hour. Some public chargers may be free.

- **EV Charging Stations – Other Cities in the KC Metro**

- Overland Park, KS
 - Allows for electric vehicle charging stations in residential within a garage. Code is being updated to expand requirements on public chargers.
 - Does not currently require new buildings to implement infrastructure, but may be considered as an incentive.
 - The City of Overland Park is currently in the process of updating their parking regulations to include requirement for EV parking stalls in the excess of the required / recommended range.
 - Olathe, KS
 - EV charging stations are allowed as an accessory use and structure in all commercial and industrial districts, a business park, and office districts.
 - Kansas City, MO
 - Private EV charging stations are permitted as accessory uses in all zoning districts. Public EV charging stations are permitted as accessory uses to allowed nonresidential uses in all zoning districts, depending on the type of charging station (public vs. private).
 - Shawnee, KS
 - Residential charging stations are allowed inside of garages, pursuant to the regulations of the building code.
- She shares additional information like future EV trends from the slides and answers member questions.
 - Vice-Chair Harrison does not want the charging stations for multi-family housing to be treated as single family homes. Someone cannot leave their car overnight because someone else may need to charge their cars. Should would like for them to consider tweaking some of those ordinances, bringing them to the governing body to reflect more modern thinking. Screening these charging stations were briefly discussed. Should would like them to be accessible by 2 or 4 cars at a time.
 - Katherine Geist mentioned that some EV chargers will start charging the car owner a fee if the car is not removed after a completed charge. She will do additional research on that topic. She continues to answer member questions concerning incentives. Ricky Sanchez shares that they currently have incentives in a mixed use and field developments. Sharing developer options from a recent development, he mentions that when EV charging stations want to come to Leawood, there's a giant utility box that comes with them. Leawood has minimum requirements that if the box hits certain dimensions, they are required to get a special use permits, excessive screening requirements, etc. and many developers do not want to do it. They are not interested in retrofitting these charging stations and ones who do not currently meet our ordinances are harder to fit these stations in, not having parking spaces dedicated to EV charging stations, or greenspace requirements. EV charging station ownership varies. Every owns several EV charging stations.
 - Chair Sipple ask the planner representatives to give them feedback to what other cities are doing regarding ordinances and incentives. He shares the process of a requirement through a work session with the governing body using data from other cities and mandating whether it is new or existing. This committee can recommend that the council entertain these issues and come up with any changes that is required to the development ordinances. Vice-Chair Harrison would like to push for this to be a requirement for a new build for a multi-family housing.
 - Members agreed that this was a great presentation.

 **Update on Electronics Recycling Event – July 23 – Lisa Harrison / Chuck Sipple**

- The event was amazing! It was wrapped with vehicles.
- They collected 40 tons - double the amount from last year. This was a huge event.
- People were thrilled for the Shred-it trucks – 3 large trucks filled. They are considering making the Shred-It trucks as separate events, several times a year.
- Signage was very visible.
- The cost is split with Town Center, approximately \$3,500 each. The Police paid \$1,200 for Shred-It. They would like to do this event again next summer. It was suggested to drop the word “Free” and have staged pricing or suggested donations of \$5 - \$10 per truckload to help with the overall cost.

- Bill Schutte suggested going to Overland Park's website and review their *After Action Report* that the do following an event which lists valuable information such as the number of participants, volunteers, tonnage collected, etc. This information can be put on the City's website to show all what this committee is doing and is helpful in recruiting volunteers. It is a good feedback loop. Vice-Chair Harrison has made a report for the city council. Bill Blessing suggested putting that info on the website.
- Erin Chacey had questions regarding the City's website and how it is so hard to find SAB info. The website is maintained by the Information Systems Department. Brian Anderson is to arrange a meeting for Chair Sipple, Vice-Chair Harrison, and Erin Chacey to meet with Information Services to improve the website's functionality for better communication.

Update on Tree Committee – Vice-Chair Harrison

- No updates.

SAB Committee Help with Recirculation Day (September 17th)

- Brian Anderson displays the event yard signs.
- Future signs will not have a date but will display "This Coming Saturday". Request to order 30 new signs.
- Website needs to display the actual event and to explain that this is not a large item pick-up.
- Members need to pick up several signs and display them in various HOAs.

Update on Bike Committee – Brian Anderson / Alicia Jennings

- Bike to Walk School signs are needed for October 5.
- Future signs to display "this week".
- Extra police protection really helps the school and kids keep safe.
- Bike hub had a stone issue. It was to be a staff project but due to Covid, constraints, etc. it was move to the aquatic project. The concrete thickness varied greatly with the stone. It was removed and re-poured. It will be finished soon. Landscaping, irrigation, plant material, etc. is ongoing. The hope is to be done in September. Lockers are being manufactured.

Pet Waste Bags – Brian Anderson

- Brian Anderson researched what they have been paying for those pet waste bags vs the compostable baggies. It was literally the same. The compostable bags come 18 per roll vs the 200 per roll that parks is using. The compostable baggies are smaller than the dispenser and parks would be constantly turning those over. Parks pays \$0.028 per bag. Parks ordered 80,000 bags. The compostable bags are doubled the cost at \$0.06 a bag. The company also makes a recycled plastic bag at \$0.03 a bag. He discovered a note on compostable bags that they must be taken to the right compostable facility. Heat does not get hot enough to kill off the potential pathogens in the dog waste under normal conditions.
- Members decided not to purchase compostable bags for now.

Proposed Future Meeting Dates: 3rd Thursday at 4 pm, Every Other Month

- October 20th as the next meeting at 4 pm.
- Vice-Chair Harrison, proposes that the committee might meet at Wave to see the new bike hub.

Adjourn

- Meeting is adjourned.