

## AGENDA

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1. ROLL CALL: Harris, Allen, Montemayor, Carlson Weinberg, Ulbrich
2. CONSIDERATION OF MINUTES
  - A. Approve meeting minutes from the May 15, 2025, Planning Commission.
3. PUBLIC HEARINGS
  - A. An Ordinance Amending Sections of the Robbinsdale City Code Relating to Electric Vehicles, Electric Vehicle Charging Stations, and Solar Energy Systems
4. OLD BUSINESS
5. NEW BUSINESS
6. OTHER BUSINESS
7. INFORMATION ONLY
8. ADJOURNMENT

## MINUTES

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### ROLL CALL

Present: Chair Harris, Carlson-Weinberg, Montemayor, Ulbrich  
Absent: Allen  
Staff: Heather Rand, Community Development Director; Will Bucheger, Assistant Planner

### CONSIDERATION OF MINUTES

#### A. April 17th, 2025 Planning Commission Minutes

Commissioner Carlson-Weinberg MOVED, seconded by Commissioner Montemayor to approve the April 17th, Planning Commission minutes. The vote was unanimous and the motion carried.

### PUBLIC HEARINGS

#### A. Conditional Use Permit for Outdoor Service at 4050 Lakeland Ave N

Planner Bucheger did a staff presentation for Renaissance Fireworks Inc., on behalf of the property owner Robin Center Partners LLC, for a Conditional Use Permit (CUP). He spoke that the application was submitted on March 31<sup>st</sup>, 2025, and is to allow the operation of a temporary outdoor fireworks stand and accompanying storage container. The proposed use per the site plan will occupy 8 parking spaces within the Robin Center shopping mall parking lot and that staff support such a request.

Commissioner Ulbrich MOVED, seconded by Commissioner Carlson-Weinberg to open the public hearing at 7:18 pm. The vote was unanimous and the motion carried.

No one stepped forward.

Commissioner Carlson-Weinberg MOVED, seconded by Commissioner Montemayor to close the public hearing at 7:18 pm. The vote was unanimous and the motion carried.

Commissioner Carlson-Weinberg MOVED, seconded by Commissioner Montemayor to recommend approval of the staff resolution to allow a temporary fireworks business at 4050 Lakeland Ave N. The vote was unanimous and the motion carried.

### OLD BUSINESS

### NEW BUSINESS

### OTHER BUSINESS

### INFORMATION ONLY

### ADJOURNMENT

Commissioner Montemayor MOVED, seconded by Commissioner Ulbrich to adjourn the meeting at 7:25 pm. The vote was unanimous and the motion carried.



TO: Planning Commission  
PREPARED BY: Kayla Kirtz, Sustainability Coordinator  
DATE: July 17, 2025  
RE: An Ordinance Amending Sections of the Robbinsdale City Code Relating to Electric Vehicles, Electric Vehicle Charging Stations, and Solar Energy Systems

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**Background:**

The City of Robbinsdale is a member of two federally-recognized sustainability programs, SolSmart and Charging Smart. These programs provide technical assistance to local governments to help accelerate the growth of affordable solar energy and accessible electric vehicle (EV) charging in their communities. As a result of the program, city staff have been conducting an evaluation of our current zoning code to identify any potential restrictions that may prohibit the growth of solar energy and EV charging in Robbinsdale. There is currently no language in the Robbinsdale zoning code about electric vehicles, and there is minimal language about solar energy systems. Staff would like to recommend amendments to Chapter 5 of the City Code that clearly define EV, EV charging infrastructure, and solar energy terms, identify the uses of solar energy systems and EV charging stations in specific zoning districts, and set EV charging requirements for future high-density housing. Staff have spent time analyzing zoning code and requirements related to EV charging and solar energy systems in comparable neighboring communities such as Golden Valley, St. Louis Park, and Roseville. Cities across the metro are adopting similar requirements and standards to anticipate the growing industry that is electric vehicles and solar energy. This zoning text amendment intends to anticipate two strongly growing and evolving industries, set clear standards and definitions, and maintain the notion that Robbinsdale is a city that prioritizes clean energy and clean transportation.

**Analysis:**

There are two main components to this zoning text amendment: electric vehicle charging infrastructure and solar energy systems.

505.09. Definitions.

This section intends to provide clear definitions of the terms included in this amendment.

510.17. Off-street parking.

Subd. 10. Electric Vehicles.

This section identifies EV charging stations as permitted accessory uses in all zoning districts. This section also requires that all new parking areas or existing parking areas undergoing significant reconstruction (expanding or improving by more than 25% of the parking area) must install a minimum number of electric vehicle charging stations, based on the total number of parking spaces. Again, this requirement is intended to anticipate the growing electric vehicle industry. In the same way that private businesses and residential complexes are required to provide a certain number of parking spaces, city staff to ensure that those driving electric vehicles also have sufficient opportunities to park and charge their vehicles. This section also requires that properties anticipate future growth in market demand for electric vehicles by providing the electrical capacity necessary to accommodate future charging stations that may be

installed. This section outlines basic design standards to ensure reasonable aesthetic and quality construction of EV charging stations throughout the community. It is also important to note that these requirements may always be revised upward or downward by the City Council as part of a conditional use permit application.

515.01. R-1, single family residential district

This section permits solar energy systems as an accessory use in single-family residential districts. This section also ensures that solar energy systems comply with the height standards of said zoning district, and in the case of a ground-mounted system, they do not exceed 15 feet in height. This section also ensures that solar energy systems comply with the setback requirements of the R-1 district.

517.01. P, Public facilities district & 520.01. B-1, Neighborhood commercial district & 525.01. B-W, Business-warehouse District.

These sections permit solar energy systems as an accessory use in their respective districts, and ground-mounted systems as a conditional use in their respective districts. The height and setback requirements of each respective district apply accordingly.

**Recommendation:**

1. Hold the public hearing.
2. Motion to recommend that the City Council approve the amendments to sections 505, 510, 515, 517, 520, and 525 of the zoning ordinance related to electric vehicles, electric vehicle charging stations, and solar energy systems.

**Attachments:**

1. Zoning Text Amendment - EV + Solar

Member \_\_\_\_\_ moved and Member \_\_\_\_\_ seconded a motion that the following ordinance, which was given its first reading on \_\_\_\_\_, 2025, be given its second reading on this \_\_\_\_ day of \_\_\_\_\_ 2025, and that it be adopted.

**ORDINANCE NO. 25-\_\_**

**AN ORDINANCE AMENDING SECTIONS 505, 510, 515, 517, 520, AND 525 OF THE ROBBINSDALE CITY CODE RELATING TO ELECTRIC VEHICLES, ELECTRIC VEHICLE CHARGING STATIONS, AND SOLAR ENERGY SYSTEMS**

- 1) Sections 505, 510, 515, 517, 520, and 525 of the City Code are hereby amended with the following language to be removed shown by ~~strikeout~~ and new language added shown in **bold and underlined**:

**CHAPTER V PLANNING AND LAND USE REGULATION**

**505.09. Definitions.**

**Subd. 2. “Accessible Electric Vehicle Charging Station” means an electric vehicle charging station where the battery charging station is located within accessible reach of a barrier-free access aisle and the electric vehicle and is in compliance with Americans with Disabilities Act (ADA) guidelines.**

**Subd. 12. “Battery Electric Vehicle” means 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.**

**Subd. 13. “Battery Electric Vehicle Charging Station” means an electrical component assembly or cluster of component assemblies designed to specifically charge batteries within electric vehicles.**

**Subd. 22. “Charging levels” means the standardized indicators of electrical force or voltage, at which an electric vehicle’s battery is recharged. The terms 1, 2, and 3 are the most common charging levels, and include the following specifications:**

- a. **Level 1 is considered slow charging with 120-volt outlets.**
- b. **Level 2 is considered medium charging with 208/240-volt outlets.**
- c. **Level 3 is considered fast or rapid charging. Voltage is greater than 240.**

**Subd. 28. “Community solar garden” means a roof or ground mounted solar photovoltaic system that provides retail electric power to multiple community members or businesses residing or located off-site from the location of the solar energy system, consistent with Minn. Statutes 216B.1641 or successor statute.**

**Subd. 51. “Electric capacity” means at a minimum:**

- a. **Panel capacity to accommodate a dedicated branch circuit and service capacity to install a 208/240V outlet per charger;**
- b. **Conduit from an electric panel to future electric vehicle charging station location(s).**

**Subd. 52. “Electric Vehicle” means a vehicle that uses electricity, either partially or exclusively, for propulsion. “Electric vehicle” includes:**

- a. **Battery Electric Vehicle**
- b. **Plug-in Hybrid Electric Vehicle**

**Subd. 53. “Electric Vehicle Charging Station (EVCS)” means a public or private parking space that is served by battery electric vehicle 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.**

**Subd. 54. “Electric Vehicle Infrastructure” means conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle.**

**Subd. 55. “Electric Vehicle Parking Space” means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.**

**Subd. 75. “Ground-mounted” means a solar energy system mounted on a rack or pole that is ballasted on, or is attached to, the ground. Ground-mounted systems can be either accessory or principal uses.**

**Subd. 118. “Roof-mounted” means a solar energy system mounted on a rack that is ballasted on, or is attached to, the roof of a building or structure. Roof-mounted systems are accessory to the primary use.**

**Subd. 125. “Solar carport” means a solar energy system of any size that is installed on a carport structure that is accessory to a parking area, and which may include electric vehicle supply equipment or energy storage facilities.”**

**Subd. 126. “Solar energy system” means a device, array of devices, or structural design feature, the purpose of which is to provide for generation or storage of electricity from sunlight, or the collection, storage, and distribution of solar energy for space heating or cooling, daylight for interior lighting, or water heating.**

**Subd. 127. “Solar photovoltaic system” means a solar energy system that converts solar energy directly into electricity, the primary components of which are solar panels, mounting devices, inverters, and wiring.**

510.17. Off-street parking.

**Subd. 10. Electric Vehicles.**

- (a) **Permitted Locations. Level 1, Level 2, and Level 3 EVCS are permitted in every zoning district, when accessory to the primary permitted use.**
- (b) **Minimum Number of Required Electric Vehicle Charging Stations**
  - (1) **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 III.**

- (2) 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.
- (3) Table III.

<u>Table III. Minimum Number of Required Electric Vehicle Charging Stations</u>		
<u>Number of Spaces</u>	<u>New Parking Areas</u>	<u>Expansion or Improvement of Existing Parking Areas</u>
<u>&lt; 50</u>	<u>Optional</u>	<u>Optional</u>
<u>50+</u>	<u>Multiple-unit residential (5 or more units) land uses:</u> <ul style="list-style-type: none"> <li>• <u>10% of required parking spaces, of which at least one shall be an accessible EVCS, as Level 1 or greater</u></li> <li>• <u>One guest parking space as Level 2 or greater</u></li> </ul> <u>Non-residential land uses:</u> <ul style="list-style-type: none"> <li>• <u>5% of required parking spaces, of which at least one shall be an accessible EVCS, as Level 2 or greater</u></li> </ul>	<u>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.</u>

- (c) Notwithstanding the requirements of subsections above, all new gasoline service stations as defined in Section 1130.11 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:
- (1) New Non-Residential and Multiple-Unit Residential Land Uses (5 or more units): all new parking areas shall provide 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.
  - (2) Existing Non-Residential and Multiple-Unit Residential Land Uses (5 or more units): all existing parking areas that are expanded or improved by more than 25%, electrical capacity 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.
- (f) Reductions to EVCS requirements: When the cost of installing EVCS required by this Subdivision would exceed 5% of the total project cost, the property owner or applicant may request a reduction in the EVCS requirements and submit cost

estimates for city consideration. When City Council approval of the project is not required, the Community Development Director may administratively approve a reduction in the required amount of EVCS in order to limit the EVCS installation costs to not more than 5% of the total project cost.

**(g) General Requirements for Properties Comprised of Four or Fewer Housing Units**

- (1) EVCS shall be located in a garage, or on the exterior wall of the home or garage adjacent to a parking space.**
- (2) EVCS shall comply with all relevant design criteria as outlined in each specific Zoning District unless specifically exempted.**

**(h) General Requirements for Properties Comprised of Five or More Housing Units and Non-Residential Properties**

- (1) Accessibility: 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.**
- (2) EVCS for 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.**
- (3) Lighting: Site lighting shall be provided where EVCS is installed, unless charging is for daytime purposes only.**
- (4) 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 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.**
- (5) Usage Fees: The property owner may collect a service fee for the use of EVCS.**

- (6) 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.**

515.01. R-1, single family residential district

Subd. 3. Permitted accessory uses. Permitted accessory uses in an R-1 district are:

- (i) solar energy devices that are attached to principal or accessory structures or located in rear yards; (Amended, Ord. No. 23-08), **provided that they meet the following performance standards:**

**(1) Height, Solar energy systems shall comply with the following height requirements:**

**(i) Roof mounted solar energy systems shall comply with the height standards of the applicable zoning district.**

**(ii) Ground mounted solar energy systems shall not exceed fifteen feet in height when orientated at maximum tilt.**

**(2) Setback. Solar energy systems shall comply with the following setback requirements:**

**(i) Roof mounted solar energy systems shall comply with the setback requirements for the applicable zoning district and structure type (principal or accessory) on which they are mounted.**

**(ii) Ground mounted solar energy systems shall comply with the principal front yard setback requirements of the abutting zoning district.**

**(3) Visibility. Solar energy systems shall be designed to blend into their surroundings or the architecture of the associated building provided mitigating for visual impacts will allow the system to function within expected industry standards. The color of the solar collector is not required to be consistent with other roofing materials.**

517.01. P, Public facilities district

Subd. 3. Permitted accessory uses. The following are accessory uses in P districts:

- (b) **Roof mounted solar** Solar energy devices as an integral part of the principal structure., **provided that they meet the following performance standards:**

**(1) Height, Roof mounted solar energy systems shall comply with the height standards of the applicable zoning district.**

**(2) Setback. Roof mounted solar energy systems shall comply with the setback requirements for the applicable zoning district.**

**(3) Visibility. Solar energy systems shall be designed to blend into their surroundings or the architecture of the associated building provided mitigating for visual impacts will allow the system to function within expected industry standards. The color of the solar collector is not required to be consistent with other roofing materials.**

Subd. 4. Conditional uses. The following are uses permitted with a conditional use permit in P districts:

(e) **Ground mounted solar** ~~Solar energy devices NOT an integral part of the principal structure.~~, **provided that they meet the following performance standards:**

**(1) Height. Ground mounted solar energy systems shall not exceed fifteen feet in height when oriented at maximum tilt.**

**(2) Setback. Ground mounted solar energy systems shall comply with the principal front yard setback requirements of the abutting zoning district.**

**(3) Visibility. Ground mounted solar energy systems shall be designed to blend into their surrounded provided mitigating for visual impacts will allow the system to function within expected industry standards.**

520.01. B-1, Neighborhood commercial district

Subd. 3. Permitted accessory uses. Permitted accessory uses in a B-1 district are:

(f) **roof mounted** solar energy devices, **provided that they meet the following performance standards:**

**(1) Height, Roof mounted solar energy systems shall comply with the height standards of the applicable zoning district.**

**(2) Setback. Roof mounted solar energy systems shall comply with the setback requirements for the applicable zoning district.**

**(3) Visibility. Solar energy systems shall be designed to blend into their surroundings or the architecture of the associated building provided mitigating for visual impacts will allow the system to function within expected industry standards. The color of the solar collector is not required to be consistent with other roofing materials.**

Subd. 4. Conditional uses. The uses described in this subdivision require a conditional use permit based on procedures set forth in and regulated by subsection 535.01 of this code and are the following:

(k) **Ground mounted** solar energy devices, **provided that they meet the following performance standards:**

**(1) Height. Ground mounted solar energy systems shall not exceed fifteen feet in height when oriented at maximum tilt.**

**(2) Setback. Ground mounted solar energy systems shall comply with the principal front yard setback requirements of the abutting zoning district.**

**(3) Visibility. Ground mounted solar energy systems shall be designed to blend into their surrounded provided mitigating for visual impacts will allow the system to function within expected industry standards.**

525.01. B-W, Business-warehouse District.

Subd. 2 Permitted uses. Permitted uses in a B-W district are:

**(r) ground mounted solar energy devices, provided that they meet the following performance standards:**

**(1) Height. Ground mounted solar energy systems shall not exceed fifteen feet in height when oriented at maximum tilt.**

**(2) Setback. Ground mounted solar energy systems shall comply with the principal front yard setback requirements of the abutting zoning district.**

**(3) Visibility. Ground mounted solar energy systems shall be designed to blend into their surrounded provided mitigating for visual impacts will allow the system to function within expected industry standards.**

- 2) The following summary clearly informs the public of the intent and effect of the ordinance and is approved for publication:
  - a. To facilitate and encourage the use of electric vehicles, to expedite the establishment of convenient, cost-effective electric vehicle infrastructure, and establish minimum requirements for such infrastructure to serve both short and long-term parking needs.
  - b. To allow for and regulate the location, placement, design, and maintenance of active and passive solar energy systems to ensure such equipment are appropriately located and are used in a safe and effective manner.

3) This ordinance shall be effective immediately upon its passage and publication.

First Reading: YEAS:

NAYS:

Second Reading: YEAS:

NAYS:

**PASSED AND ADOPTED BY THE CITY COUNCIL ON THIS \_\_\_ DAY OF \_\_\_, 2025.**

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Bradley Sutton, Mayor

ATTEST:

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Chase Peterson-Etem, City Clerk  
(SEAL)