# Development Activities Meeting Report (Version: 01/24/2024)

*This report created by the Neighborhood Planner and included with staff reports to City Boards and/or Commissions.*

| Logistics | Stakeholders |
|---|---|
| **Project Name/Address:** Electric Vehicle Charging Stations on Glen Caladh Street | **Groups Represented (e.g., specific organizations, residents, employees, etc. where this is evident):** Hazelwood Initiative<br>DOMI |
| **Parcel Number(s): --** | |
| **ZDR Application Number: --** | |
| **Meeting Location:** 107 Flowers Avenue & Zoom | |
| **Date**: 9/9/2025 | |
| **Meeting Start Time:** 6PM | |
| **Applicant:** City of Pittsburgh | **Approx. Number of Attendees:** 40 |
| **Boards and/or Commissions Request(s):** Public Art and Civic Design Commission | |

**How did the meeting inform the community about the development project?**

*Ex: Community engagement to-date, location and history of the site, demolition needs, building footprint and overall square footage, uses and activities (particularly on the ground floor), transportation needs and parking proposed, building materials, design, and other aesthetic elements of the project, community uses, amenities and programs.*

The City of Pittsburgh (DOMI & DCP[S+R]) and Duquesne Light have partnered on the installation of electric vehicle (EV) charging stations throughout the city. The city applied for the federal Charging and Fueling Infrastructure (CFI) Grant and was awarded the grant in early 2025. This grant will be used for the installation of EV charging stations, for various safety reasons, and to align with the EV charging strategic plan created in 2021.

The city aims to install a total of 100 charging ports across 21 stations throughout the city. These charging stations will include level 2 chargers (10 to 30 miles of range per hour) and include two plugs at each station. They will be installed in two phases: late 2025 and late summer 2026. Duquesne Light partnered with the city on the grant, some funds from which would be used for Duquesne Light projects. Most of the infrastructure for these chargers will be underground, and some photo examples of chargers were shown. However, the exact model of EV charger has yet to be determined. The applicant provided information on the benefits of wider EV adoption, including the long-term cost savings to EV owners, as compared to gasoline-powered vehicles.

The choice for location of the EV chargers was in part due to equity, and the grant required that at least 40% of the funds be used in Justice 40 neighborhoods. The location in Hazelwood will be on Glen Caladh Street. This is in close proximity to businesses on Second Avenue, and two dual port charging stations will be installed at this location across 4 parking spots.

**Input and Responses**

| Questions and Comments from Attendees | Responses from Applicants |
|---|---|
| Will there be a website where this will all be posted? | Yes, most of the information we just presented is on the EngagePGH page (QR code provided). Exact locations are not included as they aren't finalized, but that will be updated when that information is available. |
| What are the ways that the community benefits from this project? | In the Greater Hazelwood Plan, there are various goals around improving air quality, and more EV chargers may help increase EV adoption, which would decrease tail pipe emissions from gas-powered vehicles. We've also seen greater adoption of EVs throughout Allegheny County, and this will help support the continued adoption. |
| Is there any noise from the chargers? | There is a slight hum, though the sound can vary depending on the strength |
| You mentioned funding and how the federal government is cutting funding, so how will you continue to fund and maintain them once this grant money is used. | The grant requires that we report back on use of these chargers for 5 years. This data will help us determine if the city should continue to be in charge of installing EV infrastrucuture (i.e. the revenue from the chargers covers the cost) or if we need to permit out this role to some other company/organization.<br><br>We're required by the grant to have these chargers accessible 24/7/365, and there is money included in the grant to cover maintenance through a contracted company for the first five years. After that, we will need to determine a new source of funding for maintenance and determine who should fill this role. |
| Who is taking care of maintenance of the chargers, and can this create jobs for people in the neighborhood?<br><br>What is the solar-powered capacity of these units? | In the three years I've been with the city, I haven't seen any major issues with any of the city's EV charging stations. They're generally low maintenance. We are talking with vendors who we'll be choosing the chargers from. Given the timeline, there will likely not be time for new employees to be brought on staff for whichever vendor we end up going with in time to help install these chargers. There is a program through CCAC that educates people to fill these and similar jobs.<br><br>There are some solar EV chargers throughout the city, but the ones that were funded from this grant were not required to be solar, and unfortunately the solar option is less efficient and costs more. Thus, we did not go with a solar option. |
| Does the user pay for the electricity? | That is still to be determined. One of the options we've looked at is a price-dynamic model, where the price adjusts depending on demand/time of day. This would mean that charging at night would be cheaper than during the day. This would also allow the rate to go up after a |

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| | certain number of hours of charging, to encourage people to move along and not sit and charge their vehicle all-day or night. With this option, it would have the typical tap & go option with credit cards, but there would likely also be an option to download an application and connect your bank account. Unfortunately, cash will not be an option at these chargers. |
| Can you only park in that spot if you're charging? | We're still trying to figure that component out. In the public right of way, we're considering that this be EV parking only, which is what we see in most similar municipalities. |
| That would really be about enforcement? | Yes, we would be partnering with the Parking Authority for enforcement.<br><br>There is some technology out there that can read a license plate and determine if a vehicle is electricity, which would help with enforcement and could be a future option. |
| How long does it typically take to charge an EV? | It depends on the vehicle, and the charger. Additionally, vehicles have tools to limit the amount of electricity coming in to prevent overheating.<br><br>These chargers can provide 10 to 30 miles of range per hour. |
| Is there any opportunity to work with an artist to improve the look of these chargers? | We are going before PACD commission to seek approval for these chargers. Specifically, we'll be seeking "city standard approval," thus we would get all EV chargers approved for us to install across the city, with one specific design. There is nothing we can do as the city to alter the design of the actual charger. There are few companies that meet the federal requirements that we must meet, and so we are constrained to only a few options. |
| Where exactly on Glen Caladh are you proposing these and how many will be installed? | There will be two dual port charging stations, with capability to charge 4 vehicles and take 4 parking spaces. The exact location has yet to be determined, though the end of the street closer to Second Avenue is optimal in terms of not being directly in front of homes and taking parking spaces that are often used. |
| We own the adjacent lot, should we have a conversation? | Yes, this is why we're having this conversation, we anticipate further conversation, including with adjacent property owners. |
| What, if any pollution, do these chargers emit? | There is no pollution directly from the unit. In terms of the source of the electricity, a large portion of the electricity that would be provided by Duquesne Light is nuclear and is sustainable energy. |
| What are we doing with the damaged roadway/sidewalk in this area? | That would fall under DOMI's repaving and sidewalk repair programs. However, any portion of sidewalk/roadway |

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| | damaged through installation would either be patched or replaced. |
| Given how close this is to the senior high-rise, are there any health or safety risks to these units? | The electric equipment that Duquesne would install would have safety master cut-offs. My understanding is that there is very minimal risk, and these would meet the safety standards required for EV chargers. The EV has used these charging ports for its own EV fleet, and any risk is very low. |
| Are there any proposed for the Hazelwood Green site? | Right now, there are no plans for the city to install any EV chargers in Hazelwood Green, but that could be done in the future with potential additional funding. |
| What if there's a power outage? | If there is a power-outage, Duquesne Light and whoever is contracted with for the chargers would both work together to address any issue. |
| How is this the priority for the city when there are other social needs, like food and housing access in the community? | This is federally funded. We're not pushing aside other priorities for this opportunity, but instead, just taking advantage of this funding opportunity that has to be used specifically for this type of project. This is just the city making the most of the opportunity that we have through this grant. |
| How will this work for those with disabilities? | There are ADA requirements for these chargers. For instance, the cord can't be more than 48 inches off the ground, so that those with disabilities can access them. Additionally, there needs to be a nearby curb cut so that those in a wheelchair can access the charging station. |

**Planner completing report:** AJ Herzog