

Development Activities Meeting Report (Version: 06/24/2020)

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

Logistics	Stakeholders
Project Name/Address: 251 Schenley Drive - Electric vehicle curbside charging station	Groups Represented (e.g., specific organizations, residents, employees, etc. where this is evident): Oakland Business Improvement District (OBID) Oakland Planning & Development Corporation (OPDC) Area stakeholders/residents/business owners City Planning & DOMI staff
Parcel Number(s): N/A	
ZDR Application Number: N/A	
Meeting Location: Zoom	
Date: July 14, 2024	
Meeting Start Time: 5:30 PM	
Presenter: City of Pittsburgh	Approx. Number of Attendees: 9
Boards and/or Commissions Request(s): Public Art & 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.

<p>The presenters, City Planning, Department of Mobility & Infrastructure (DOMI), and Duquesne Light Co., began by explaining the funding for the project, was supported by a CFI Grant from the Federal Gov in fall 2024</p> <p>Increased Electronic Vehicle (EV) usage requires an expansion of infrastructure to meet increased demand</p> <p>Current solutions are ad-hoc and many are unsafe</p> <p>As part of this effort, 100 ports will be installed across the city</p> <p>The charging station being installed curbside are 2/3 most powerful class of charges available, typical for public charging ports</p> <p>Duquesne Light company will pay for most costs, except purchase and installation of the physical charging station</p> <p>The stations will not hinder right-of-way</p> <p>The presenters shared the design details, including dual port; slim cylindrical or rectangular shaped and 6-foot tall</p> <p>Geographical distribution of ports across city is informed by equity principles, as per Biden Administration priorities (when grant was submitted)</p> <p>The proposed location in Oakland is between University of Pittsburgh Posvar Hall complex and Schenley Plaza</p>

Input and Responses

Questions and Comments from Attendees	Responses from Applicants
Where along that block will the charger be installed?	Michael Bethune (DOMI): One will be by the crosswalk, in order to adhere to ADA requirements regarding ramps, and south of that crosswalk

Questions and Comments from Attendees	Responses from Applicants
Have you been in conversation with the Parks Conservancy?	Michael Bethune (DOMI): We have not
That area has a lot of infrastructure already, a loading zone and a bike lane, as well as potentially a bike parking zone	The areas proposed would be south of those areas of alternate use. We want to put these charging stations near ADA accessible areas.
So you already have this funding?	Michael Bethune (DOMI): Yes. In terms of cost, we would build the cost of parking into the cost of charging, and would move people along by bumping up the cost of charging once their battery is full
Apologies if this was answered, but are these new EV Charging Station solar powered?	Bailey Knapp (Duquesne Light Co.) No. We would route them from the transformer
What kind of construction/excavation does this require, is the sidewalk and street going to be dug up while the wiring is connected, etc?	Yes it will be, they need to be trenched. There are solar powered chargers on the 2 nd Ave parking lot, but they aren't very efficient
And: does the city have rules concerning how EV stations must be connected (eg, exclusively through underground power connections)?	Bailey Knapp (Duquesne Light Co.): I'm not aware of any such regulation. Personally, I do not think this infrastructure will be visually obtrusive.
What would be the anticipated charging time per vehicle at these stations. 'Quick and Go' was mentioned	Bailey Knapp (Duquesne Light Co.) These would be slower, roughly 5 hours to full charge, not "Stop and Go"
In light of recent thunderstorm destruction, is electrocution or fire a danger in extreme weather conditions with these stations a risk?	We are not sure yet, although we doubt it. We will know more when we have a vendor for construction.
Bailey - there's been some concern from residents in Panther Hollow regarding the planned installation of an EV station in the Pitt-owned parking lot, viz. the sidewalk obstruction that the extra power line may create. Wondering if there's any code obligation to bury the power feed.	Bailey Knapp (Duquesne Light Co.) If there is, I'm sure this regulation will come up in the permitting process. Will reach out to member of my time about this.
Will the City include 'user education information' at these stations that are visible?	Michael Bethune (DOMI): Yes, this will be built into the project. Partnering with non-profit to run training programs. Often times there will be scannable QR codes on units with tutorials, as well as simple signs.

Planner completing report: Christian Umbach