

NOTICE OF COVID-19 PROCEDURES FOR WYOMING CITY COUNCIL MEETING

The current Michigan Department of Health and Human Services (MDHHS) emergency order restricts indoor gatherings to reduce viral spread during the COVID-19 pandemic. Accordingly, the City Council provides modified seating accommodations for persons attending the meeting.

Building Entry

To reduce viral spread, visitors to City Hall are required to follow safety protocols.

1. Wear a face covering unless they meet an exception recognized in the MDHHS emergency order.
2. Enter through the front entrance off 28th Street SW.
3. Complete a health questionnaire.
4. Follow meeting requirements and procedures, including seating instructions.

Meeting Room Requirements and Procedures

Council Chambers

Under the MDHHS order, occupancy is limited to 51 persons. The 7 City Council members will be seated at the dais with the city clerk, city manager, and, perhaps, other city officials and staff.

West Conference Room

This room is reserved for up to 20 city staff members or others if there is insufficient capacity in the Council Chambers. Persons in this room will individually enter the Council Chambers to provide information as needed. Speakers in this room allow them to hear what is occurring in the Council Chambers.

Rotunda

If the Council Chambers and West Conference Rooms are filled to capacity, up to 20 individuals may be seated in the city hall rotunda. A television will display the broadcasted meeting and council chamber doors will remain open. During a public hearing and public comment periods, a city staff person will invite individuals to enter council chambers to comment at the podium. All guests are asked to provide their name and address.

SPECIAL ACCOMMODATIONS

Persons with impairments or disabilities needing accommodations to participate in the meeting or persons who need language interpretation services may contact the City Clerk at either clerk_info@wyomingmi.gov or 616.530.7296 at least 36 hours before the meeting to make arrangements for appropriate accommodation.

ACOMODACIONES ESPECIALES

Personas que deseen asistir a esta reunión y necesiten acomodación para participar, como servicios de interpretación, deben comunicarse con la Oficina del Administrador de la Ciudad al 616.530.7296 o Clerk_info@wyomingmi.gov al menos 36 horas antes de la reunión para hacer arreglos para el alojamiento apropiado.

REMOTE VIEWING AND COMMENT

Watch Council Live Online

The meeting will be broadcast live on WKTV (Comcast Cable Channel 26) or online at wktv.org/live26.html and streamed live on WKTV Community Media's Facebook page at facebook.com/WKTV.org.

Public Comment Before the Meeting

Those wishing to comment on agenda items or to raise other issues to the City Council are encouraged to send written comments by e-mail or leave voice messages by phone. All written comments and all voice messages received by 5:00 p.m. on the meeting day will be provided in full to all City Council members.

[Email Comments](mailto:CityCouncilComments@wyomingmi.gov) – Email to: CityCouncilComments@wyomingmi.gov.

[Voicemail Comments](tel:616.228.6179) – Call 616.228.6179 to leave up to a 3-minute voice message.

[Email City Council Members Directly](http://wyomingmi.gov/CityCouncil) –City Council members may be directly contacted using contact information at wyomingmi.gov/CityCouncil.

**WORK SESSION AGENDA
WYOMING CITY COUNCIL MEETING
CITY COUNCIL CHAMBERS**

Monday, June 14, 2021, 5:30 P.M.

- 1) Call to Order**
- 2) Student Recognition**
- 3) Public Comment on Agenda Items (3 minute limit per person)**
- 4) Electric Vehicle Charging Station Update**
- 5) 28th Street Development Discussion**
- 6) Boards and Commissions**
 - Reappointments**
 - Appointments**
- 7) Continuation of Retreat Discussion**
- 8) Any Other Matters**
- 9) Acknowledgement of Visitors/Public Comment (3 minute limit per person)**

MEMORANDUM

DATE: June 8, 2021

TO: Curtis Holt, City Manager

FROM: Nicole Hofert, Act. Director of Planning and Economic Development

RE: Electric Vehicle Charging Station Discussion Update

At the February 8th work session, staff presented on “Electric Vehicle Infrastructure in the City of Wyoming.” At that meeting, City Council directed staff to continue its research on the implementation of an Electric Vehicle (EV) charging station on city property as well as advance the drafting of zoning incentives that would encourage the installation of EV charging stations in current and future developments. Since that meeting, staff has:

- A. Obtained one public charger Level 2 Charging Station rebate worth \$5,000. The rebate is part of Consumers Energy’s PowerMIDrive Program.
- B. Procured a quote for the purchase and installation of an electric vehicle charging station at City Hall. The cost of installation for a Level 2 commercial charging station with 2 ports at City Hall is \$27,368. This cost includes the rebate provided by Consumer’s Energy.
- C. Initiated discussion with Consumers Energy in regard to their PowerMIFleet Program which is anticipated to kick off this summer. The program offers a free electrification assessment of the city’s current fleet.
- D. Drafted a text amendment that would allow for every one (1) parking space provided for electric vehicle charging usage to count as one (1) minimum required parking space, up to a total of six (6) required parking spaces per site. This zoning approach was identified previously by staff in the report discussed at the February work session.

Please find the attached documents to support the above:

- 1. A quote for the purchase and installation of an EV charging station at City Hall from Westside Solutions, a partner of Consumers Energy.
- 2. A map of the proposed location for an EV charging station at City Hall (based on the attached quote).
- 3. Fact sheet on PowerMIFleet program.

4. Proposed zoning ordinance text amendment regarding electric vehicle charging spaces.
5. A copy of the “Electric Vehicle Infrastructure in the City of Wyoming” report that was discussed at the February 8, 2021 City Council Work Session.

Staff looks forward to joining with you in presenting this information at the June 14, 2021 City Council Work Session.

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Date: May 20, 2021

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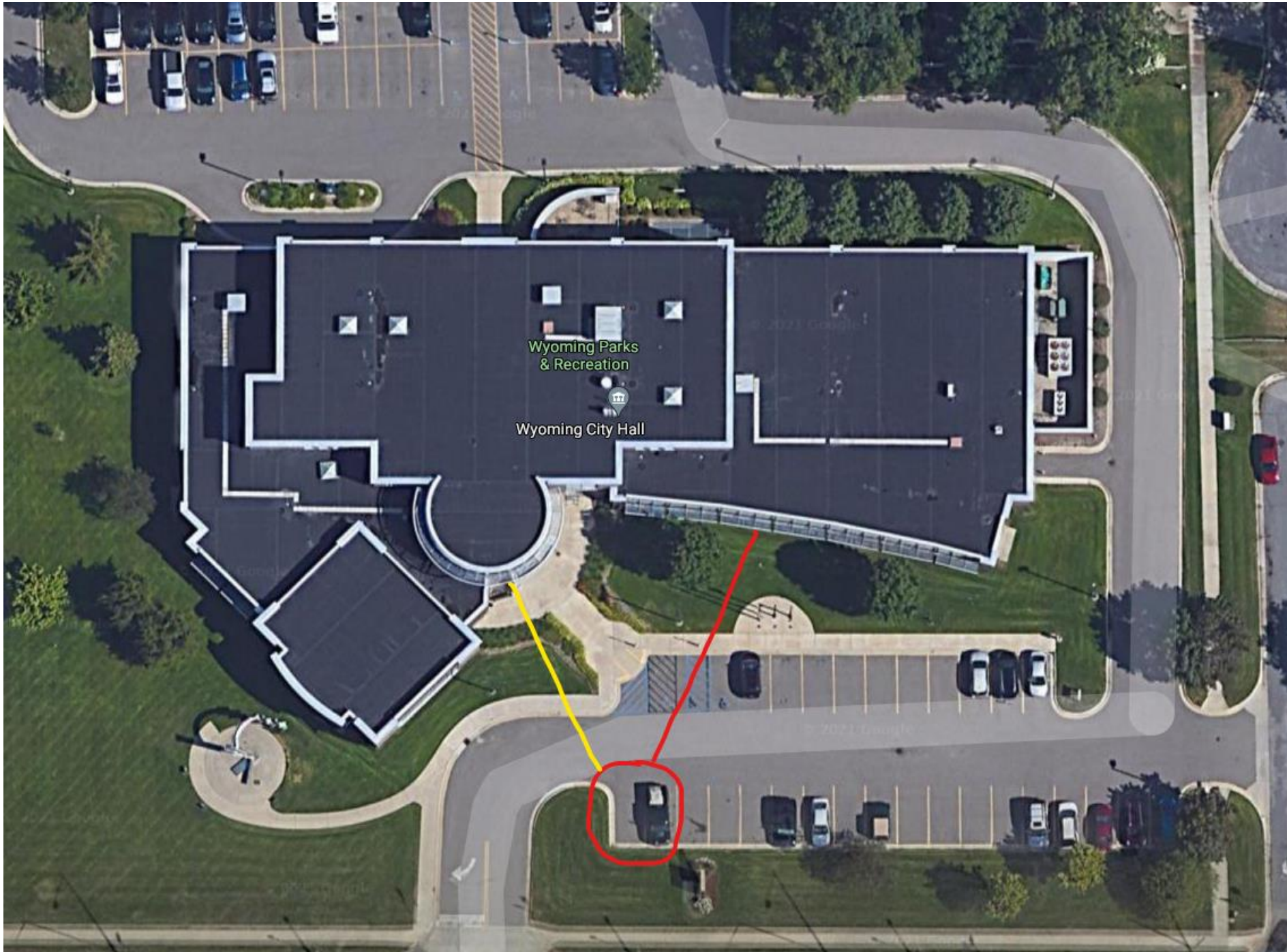
Item	Model	Description	Qty	Cost	Total
Charging Station Model	CT4021-GW1	Level 2 Commercial Charging Station w/ 2 ports - 18' cords	1	\$7,210	\$7,210
Commercial Cloud Plan	CPCLD-COMMERCIAL-5	Cloud Plan for 5 years (price per port)	2	\$1,319	\$2,638
Assure Warranty	CT4000-ASSURE5	ASSURE warranty program for 5 years (price per unit)	1	\$2,495	\$2,495
Install Validation	CTSUPPORT-SITEVALID	ChargePoint Validation that site is installed correctly	1	\$0	\$0
Initial Station Activation and Configuration	CP SUPPORT-ACTIVE	Activation of charging station (price per charger)	1	\$0	\$0
Shipping		Freight to Contractor or Site	1	\$225	\$225
Estimated Construction/Installation Cost	100' Directional Boring, Conduits, Concrete bases, 2 Steel Bollards, placing charger, permits and cleanup				\$19,800
Total					\$32,368
*Applicable taxes not included					
Estimated Rebate	Consumers Energy Level 2 Charging Station Rebate				(\$5,000)
*Customer Net Total After Rebate					\$27,368

Commercial Cloud Plan	Includes Secure Network Connection, On-going Station Software updates, Station Inventory, 24X7 Driver Support, Host Support, Session Data and Analytics, Power Management, Scheduled Charging, Driver Access Control, Pricing and Automatic Funds Collection, Waitlist and Videos on screen
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Assure Warranty Plan	Assure is the most comprehensive parts and on-site labor warranty. Parts and On-Site Labor to repair or replace any manufacturing defect and includes station management, remote monitoring of station and proactive repair dispatch.
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Install Validation	On-site validation of electrical capacity, transformers, panels, breakers, wiring, cellular coverage and that the station installation meets all ChargePoint published requirements and local codes.
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Initial Site Activation & Configuration	Initial Station Activation & Configuration Service includes activation of cloud services and configuration of radio groups, custom groups, connections, access control, visibility control, pricing, reports and alerts.
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Proposed EV Charging Station Location

- Red line indicates preferred power source location (Inspections Dept. Utility Closet).
- Yellow line indicates alternative power source location (near City Hall entrance).
- Proposed location creates minimal interference for snowplowing or tripping hazards, while also being placed in close proximity to ADA accessibility ramp.
- This location was used in the provided quote from Westside Solutions.

PowerMIFleet™

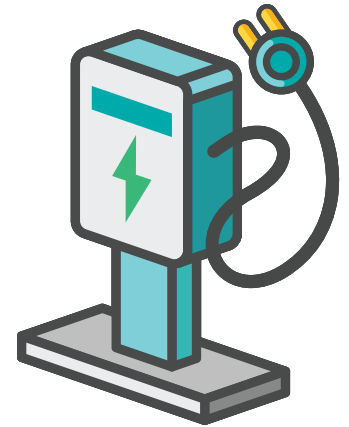
Electrifying Michigan's fleet vehicles



PowerMIFleet is a program designed to help fleet owners and operators reduce operating costs, eliminate emissions, and simplify vehicle maintenance by transitioning to electric vehicles.

We're here to connect your organization with the planning resources, expert guidance and financial incentives to easily and cost-effectively transition to an electric fleet.

It's part of our commitment to help drive savings for your wallet and the environment, while keeping the grid operating efficiently and sustainably through clean energy transportation.



Charging Station Rebates

PowerMIFleet offers rebates of up to \$5,000 per Level 2 Charge Port, \$35,000 per non-public DC Fast Charger and \$70,000 per public-use DC Fast Charger.



Make Ready Upgrades

We will pay for upgrades to electric infrastructure from the power lines to the transformer and meter to get your site charger ready.



Electrification Assessment

We'll partner with your team and a fleet electrification consultant to gather and analyze performance data on your existing fleet vehicles. You'll receive a customized electrification assessment, including vehicle and charging station recommendations, cost savings, and environmental benefits.

PowerMIFleet™

Electrifying Michigan's fleet vehicles

Benefits for Your Bottom Line & The Environment

Fuel Savings

EVs are more efficient than diesel and natural gas engines and offer significant fuel cost savings. Electricity prices are more stable, making it easy to budget fueling costs with confidence.

Maintenance Savings

EVs have fewer and less complex parts, which simplifies maintenance, results in less down time, and lowers overall lifetime operation and maintenance costs. Plus, EV batteries are covered by a minimum warranty of 8 years or 100,000 miles.

Better Performance

EVs offer instant torque, providing quick, smooth, responsive acceleration. Electric vehicle batteries also provide a low center of gravity which improves handling, responsiveness and ride comfort.

Support Sustainability

Transportation is the single largest source of climate-related pollution. An electric vehicle fleet can be part of a larger strategy for reaching your sustainability goals by decreasing harmful greenhouse gas emissions.

Fewer Emissions

EVs produce fewer emissions over their operational life than gas- or diesel-powered counterparts. EVs don't have a tailpipe and don't produce direct emissions like carbon dioxide, reducing air pollution locally.

Managed Charging

With a bi-directional Vehicle to Grid (V2G) or Vehicle to Building (V2B) power flow demonstration project, you could add additional reliability. Save even more when charging off-peak.

Eligibility Requirements

Be a Consumers Energy Electric Customer

Customers who purchase electricity through an Alternate Electric Supplier ("Retail Open Access") are not eligible to participate.

Own or Lease the Property

You must have authority to install charging infrastructure at your site.

Own and Use at Least One EV

Your business or organization must acquire and deploy a minimum of one light, medium, or heavy-duty electric fleet vehicles.

Provide Data Related to Charger Use

Once the chargers are installed and operational, your organization must agree to share charger use data with Consumers Energy for the duration of the PowerMIFleet pilot program.

Article 6 – Off-street Parking
CITY OF WYOMING ZONING ORDINANCE

- (d) The parking lot shall conform to the landscaping requirements of section 90-328. More extensive buffering or screening may be required during site plan review, if necessary, to protect adjacent uses, particularly if the lot is located within or adjacent to a residential district.
- (7) *Required off-street parking spaces.* The minimum number of required off-street parking spaces shall be provided and maintained on the premises or as otherwise allowed by this article, on the basis of the following and the specific requirements of table 90-646.
- (a) When units or measurements determining the number of required parking spaces result in a fraction over one-half, a full parking space shall be required.
- (b) In the case of a use not specifically mentioned, the requirement for off-street parking facilities for a specified use which is most similar shall apply, as determined by the city planner.
- (c) Each 24 inches of bench, pew or similar seating facilities shall be counted as one seat.
- (d) Where parking requirements are based upon maximum seating or occupancy capacity, the capacity shall be as determined by the Building Code and the Fire Code.
- (e) In order to minimize excessive areas of pavement, which reduces aesthetics and contributes to high rates of stormwater runoff, the minimum parking space requirements shall not be exceeded by more than 20 percent, except as approved by the site plan approval authority. In granting additional spaces, the site plan approval authority shall determine that the parking is needed, based on documented evidence of use and demand provided by the applicant.
- (f) Each parking space provided for electric vehicle charging usage may count as one (1) minimum required parking space up to a total of six (6) required parking spaces.

Table 90-600	
Required Minimum Number of Parking Spaces by Use	
Use	Number of Parking Spaces
Residential Uses	
Single- and two-family dwellings	2 spaces for each dwelling unit.
Multiple-family residential dwellings	2 spaces for each dwelling unit.
Senior apartments and senior independent living	1 space for each unit, and 1 space for each employee. Should units revert to general occupancy, 2 spaces per unit shall be provided.

1. Purpose, Validity, and Scope	2. Definitions	3. General Requirements	4. Zoning Districts	5. Development Review	<ul style="list-style-type: none"> • Site Plans • Special Land Uses • Condominiums • PUDs
6. Off-street Parking	7. Signs	8. Alternative & Renewable Energies	9. Nonconformities	10. Appeals and Administration	11. Form Based Code
Use Table	Zoning Map				

Electric Vehicle Infrastructure in the City of Wyoming

Factors to Consider in the Implementation of Electric Vehicle
Charging Stations

Prepared by the City
of Wyoming's
Department of
Community Services

Date: 1/15/2021



OBJECTIVE:

The City Manager requested the Director of Community Services research the following questions posed by Councilmembers Postler and Bolt:

1. What is the potential for installation of electric vehicle charging stations along 28th Street?
2. What are the various cost breakdowns of charging stations?
3. Which various government grant resources are available to support such installation?
4. For the construction of new commercial, multi-family residential, or similar projects, can the City require that new developments include at least one charging station for every 50 parking spaces, for example?

Additionally, the following was proposed by the Director of Community Services:

5. What considerations for geographic equity, policy questions related to subsidy for consumer choice should be considered?

This report is divided into several sections that each work to address the above referenced objectives identified by Council, the City Manager and the Director of Community Services. These sections utilize information collected from sources including the State of Michigan's Department of Environment, Great Lakes, and Energy (EGLE); the City of Boston's Department of Transportation; the Center for Sustainable Energy; the United States Department of Energy; and various municipalities across the United States to supplement the findings provided by staff. The information that has been included in this report has been presented via infographics, data tables, and written form to not only provide City leadership with a basic understanding of electric vehicles and their infrastructure, as well as to raise policy questions that are likely to be deliberated and further investigated by staff, if requested.

The objectives stated above have been addressed within the following sections and pages:

- *Objective 1: POTENTIAL FOR EV CHARGING STATIONS ALONG 28TH STREET- pg. 6*
- *Objective 2: PUBLIC INVESTMENT OPTIONS- pg. 10*
- *Objective 3: GOVERNMENT GRANT RESOURCES AVAILABLE- pg. 16*
- *Objective 4: PRIVATE INVESTMENT OPTIONS- pg. 7*
- *Objective 5: GEOGRAPHIC EQUITY OF CLEAN ENERGY INFRASTRUCTURE- pg. 7*

INTRODUCTION:

Electric Vehicles (EVs) have entered the market and are expanding in availability to consumers across the United States. These vehicles generate lower carbon emissions than traditional gasoline fueled vehicles and are expected to provide significant cost savings on fuel for future users. The State of Michigan's Office of Future Mobility and Electrification has stated that EVs are expected to represent 33% of new vehicle sales by 2025, and 51% by 2030. As a City that is home to numerous automotive suppliers and consumers, there is reason to begin analyzing this emerging market as demand and access to these products increase over the next decade.

EVs require a much different type of fueling network than gasoline engine vehicles. While there are many theories as to how infrastructure to support the needs of EV vehicles may develop over time, there are limited examples of what this infrastructure will look like in the future. Currently, EV charging stations are usually restricted to a handful of chargers in a corner of a parking lot, more often resembling a cluster of parking meters than a traditional gasoline station.

To further discussions on the integration of EV charging stations throughout the Wyoming community, staff has prepared this report to address the initially proposed questions, including those provided by Councilmembers Postler and Bolt. The information may be used as an initial overview of the subject to be used as a starting point for future discussion and deliberation. Staff has been asked to evaluate the potential for the installation of EVs on property along the 28th Street Corridor and has also been asked to evaluate the feasibility of installing EV Charging Stations at public facilities, such as City Hall. Staff has additionally provided information on the cost breakdown of installing and maintaining electric vehicle infrastructure, while also detailing development incentives that could be utilized by the City to encourage future EV infrastructure integration. Geographic equity for providing EV charging stations was also considered by staff in this report.

UNDERSTANDING ELECTRIC VEHICLES AND THEIR CHARGING STATIONS

With advances in new technologies and discussion of policies advocating for alternative energy sources, automakers have begun to focus more efforts on the development of electric vehicles. These vehicles utilize banks of rechargeable batteries to power their electric motors and can be recharged by plugging the vehicle into an electrical outlet. Decreases in the cost of batteries has made this form of automobile more feasible for manufacturers to produce.

According to the City of Boston's Department of Transportation and the Center for Sustainable Energy, electric vehicles not only reduce greenhouse gas emissions, they also utilize domestically produced electricity at 1/3 of the cost of foreign oil, resulting in savings for EV owners. Electric vehicles also accelerate quicker and have fewer moving parts than traditional combustible engine vehicles, making them less costly to repair and maintain. Over the last

decade several major automobile manufacturers have announced plans to add electric or plug-in hybrid vehicles to their product lines, including Michigan-based manufacturers General Motors, Ford, and Chrysler.




Currently, electric vehicles can be categorized into two different classifications.

1. Plug-In Hybrid Electric Vehicles (PHEVs): Vehicles that can run on either electricity or gasoline.
2. Zero Emission Vehicles (ZEVs): Vehicles that emit zero tailpipe emissions and do not require gasoline to operate. These include battery powered and fuel cell (hydrogen) powered vehicles.

Electric vehicle charging stations can be broken down into three separate classifications.

1. Alternating Current Level 1 Charger (AC Level 1): Infrastructure that provides up to 120 volts and is generally used for at-home residential charging. This type of station can provide roughly 6 miles of driving range per hour.
2. Alternating Current Level 2 Charger (AC Level 2): Infrastructure that provides up to 240 volts and are generally placed at shopping centers and workplaces for customers and employees to utilize. These stations provide roughly 10-15 miles of driving range per hour.
3. Direct Current Fast Charge (DCFC or Level 3): Infrastructure that provides the strongest power generator, providing up to 480 volts of electricity. This level of infrastructure is most comparable to a traditional gasoline fuel station use, where consumers can quickly come and go to charge their vehicle. Level 3 charging stations have the potential to charge up to 80% of a 24-kilowatt-hour battery in 30 minutes.

Images of each type of charging station follow.

KNOW YOUR EV CHARGING STATIONS		
		
VOLTAGE 120v 1-Phase AC	VOLTAGE 208V or 240V 1-Phase AC	VOLTAGE 208V or 480V 3-Phase AC
AMPS 12–16 Amps	AMPS 12–80 Amps (Typ. 32 Amps)	AMPS <125 Amps (Typ. 60 Amps)
CHARGING LOADS 1.4 to 1.9 kW	CHARGING LOADS 2.5 to 19.2 kW (Typ. 7 kW)	CHARGING LOADS <90 kW (Typ. 50 kW)
CHARGE TIME FOR VEHICLE 3–5 Miles of Range Per Hour	CHARGE TIME FOR VEHICLE 10–20 Miles of Range Per Hour	CHARGE TIME FOR VEHICLE 80% Charge in 20–30 Minutes

EV CHARGING STATION INVENTORY IN WYOMING:

In researching for this report, staff documented the following electric vehicle charging stations at locations in Wyoming. Charging station manufacturer and charge level have been included. Payment methods for charger usage by patrons are unknown.

1. Family Fare Quick Stop- 2260 Gezon Parkway SW (Tesla Level 3)
2. Gastrointestinal Associates of Western Michigan- 2093 Health Drive SW (ChargePoint Level 2)
3. Consumers Energy- 4000 Clay Avenue SW (ChargePoint- Level Unknown)
4. Marks Photo and Video- 3822 Division Avenue S (ChargePoint- Level Unknown)



Level 3 Charging Station at Family Fare Quick Stop



Level 2 Charging Station at Gastrointestinal Associates of Western Michigan

ChargePoint supplied electric vehicle charging stations can also be found just outside of the City of Wyoming's border at the following locations:

1. Hampton Inn & Suites Grandville Grand Rapids South- 4755 Wilson Avenue SW (Grandville)
2. Springhill Suites by Marriott Grand Rapids West- 4274 Parkway Place (Grandville)
3. Mobil Gas Station- 4380 Kenowa Avenue (Grandville)
4. Land Rover Grand Rapids- 1030 28th Street SE (Grand Rapids)

POTENTIAL FOR EV CHARGING STATIONS ALONG 28TH STREET:

One of the objectives of this report is to explore what potential exists for the installation of EV charging stations along 28th Street. This section explores the conditions of the corridor and discusses the outcomes that could be seen in the future if new residential and commercial development continues to grow in this area of the City.

In 2013, the City of Wyoming adopted a Form Based Code in targeted areas of the City to encourage development through a compact, transit-oriented development pattern that fosters multi-modal corridors, mixed-uses, and a diversity of residential development. One of these Form Based Code corridors includes a portion of 28th Street that stretches between Clyde Park Avenue and Burlingame Avenue. With a set of development standards that have the ability to shape and transform the built environment over the coming decades, the potential exists for the integration of electric vehicle infrastructure throughout this portion of the 28th Street Corridor.

The 28th Street Form Based Code region has begun to witness new, transformational development. HŌM Flats, for example, is a new mixed-use multi-family residential development introducing a total of 386 new residential units to the corridor through its final phases of project completion. This residential community is predicted to serve as an anchor for future development, drawing in new employers and services to interact with this influx of community members. Opportunities for new development or redevelopment are expected to occur at Roger's Plaza and other nearby parcels, creating further opportunity for the integration of new electric vehicle charging infrastructure by developers looking to provide an attractive amenity that could serve as much as 51% of the new car buying population by 2030, as stated by the State of Michigan's Office of Future Mobility and Electrification.

While it is expected that the supply of new charging station infrastructure will be provided in part by developers in order to meet the potential demand by consumers as the electric vehicle market continues to grow, the City of Wyoming could choose to pursue policies incentivizing the private investment in EV charging stations along 28th Street. Examples of this include providing density bonuses or relaxed minimum parking space requirements for developers who integrate this infrastructure. The City could also investigate the possibility of requiring a specific number of EV charging station spaces for new development through policy tools, such as zoning, if there is desire to see future growth of this infrastructure along the corridor. More information on these incentives and requirements are provided in the following section. Another option for the City is to consider investment in its own infrastructure, such as placing a charging station at City Hall. This topic is discussed in more detail beginning on page 10 titled "*Public Investment Options*".



Aerial Map of 28th Street Corridor

GEOGRAPHIC EQUITY OF CLEAN ENERGY INFRASTRUCTURE

It should be noted, that while staff’s research was focused on the potential of new EV infrastructure being placed along the 28th Street Corridor, future consideration could also be given to other corridors in the City of Wyoming, such as Division Avenue and Burton Street. Like 28th Street, these corridors are included within the provisions of the Form Based Code, and are expected to be shaped by new development in the future. Should the City desire to look further into expanding the geographic equity of clean-energy infrastructure, both the Division Avenue and Burton Street Corridors are recommended to be included in such future discussions or considerations.

PRIVATE INVESTMENT OPTIONS

As discussed in the previous section, incentivizing the installation of EV Charging Stations by developers can take many forms. Using policy initiatives to encourage the implementation of this clean-energy infrastructure by private entities is a possible technique that can be applied by the City of Wyoming without having to utilize public funding. After conducting research on municipal practices across the country, staff presents the following for the City Manager and City Council’s consideration:

Minimal Incentive Program

A minimal first step that the City of Wyoming could take towards enabling the supply of EV charging stations is by creating an ordinance framework that affirms the installation and scale of such infrastructure. Electric vehicle infrastructure is not clearly defined in the City’s Zoning

Code. The provisions of the use are not discussed, and there are no current development standards that require its installation. In terms of scale, the Code fails to articulate whether or not an automotive service station with 20 charging stations is permitted, nor does it delineate the number of charging stations permissible in a residential context.

In order to remove this administrative uncertainty, the City could develop an ordinance that clearly defines which levels of charging stations could be permitted, where they could be located, and how many could be installed at each permitted site. The City of Auburn Hills, Michigan, the home of Chrysler's corporate headquarters, has developed an EV-friendly policy that allows and encourages the development of EV infrastructure, but does not require it. This minimalistic approach provides the opportunity for EV development to take place without placing any burden on the City.

Zoning Incentive Programs

In addition to providing a policy framework that would permit the installation of EV infrastructure, the City of Wyoming could further encourage implementation through additional development incentives. These non-financial incentives generally target property developers and encourage them to include electric vehicle charging stations in their site plans. These incentives for developers can increase patron access to charging stations. Unlike regulations, such as mandated percentages of EV ready parking spaces, these types of incentives encourage developers to consider the value of adding patron-serving amenities, such as EV charging. Two popular forms of development standards are Density Bonuses and Relaxed Parking Requirements.

1. Density Bonuses

Local governments specify how much parking should be provided at different locations. By allowing developers additional floor area in return for providing electric vehicle charging stations, local governments can provide a tangible, non-cash financial incentive that increases public access to charging amenities.

Examples

- The City of San Carlos, California provides developers with a density bonus for providing parking with EV infrastructure. Under the City's Municipal Code, developers are allowed to exceed the maximum allowable floor area ratio by

10% if they provide additional environmental design features, including EV facilities.

- The City of Scottsdale, Arizona’s zoning code specifies special improvements that achieve public benefits and qualify a development plan for bonus development standards consideration. EV charging is included in the list of “special improvements”, and in order to receive a bonus, developers must install at least 5 charging stations or 5% of the total number of required spaces within the development plan, whichever is greater.

2. Parking Requirements

The City of Wyoming’s zoning code provides minimum parking requirements that specify the number of spaces that must be provided for new developments. In some municipalities, EV parking spaces are counted separately from the minimum parking requirement for a use. If EV parking spaces are counted separately, developers may be discouraged from installing charging stations, as it forces developers to either reduce the amount of developed space in order to accommodate the extra EV parking, or build more structure parking to allow the extra spaces. Some municipalities have addressed this issue by amending the zoning code to allow EV parking to count toward minimum parking requirements.

Examples

- Kansas City, Missouri allows EV parking spaces in off-street parking facilities to be counted toward the off-street parking space requirements required by the Zoning Code.
- The City of Indianapolis, Indiana allows for the minimum number of required off-street parking spaces to be reduced by two for each EV charging station provided. Each charging station counts toward the minimum number of required parking spaces.

Zoning Mandates

If the City of Wyoming wishes to ensure that EV charging stations are included in all new developments, the City could require through the Zoning Code that each new development provide a certain number of EV charging stations.

- The City of Ann Arbor, Michigan has taken this approach, as their community has set a city-wide net-zero carbon emissions policy goal. One of the action steps taken towards achieving this goal has been to amend their parking schedule to include EV parking requirements for each use included in the table.

While the pros of this are reassurance that more EV stations will be integrated throughout the community, there is a possibility that this new amendment could serve as a deterrent to future development if some developers are unwilling to provide this infrastructure.

PUBLIC INVESTMENT OPTIONS

In addition to private financing, City Council could also assess the potential for public investment opportunities to purchase one or more electric vehicle charging stations to be placed at a public facility, such as City Hall. The practice of cities integrating this infrastructure within parks, public parking ramps, select on-street parking locations, and municipal buildings, such as city halls, has occurred across the United States, especially in cities that have established ambitious net-zero greenhouse gas emission goals. This investment could come in the form of using City funds to finance the installation and upkeep of new chargers, or it could come through the acceptance of grant funding. In the following section, staff has performed a cost analysis to calculate a high-level estimate that would be required for the purchase, installation, and continued maintenance of an electric vehicle charging station. Items that were analyzed include Electric Vehicle Service Equipment (EVSE), installation costs, and operating and maintenance costs.

In addition to financial cost, staff also evaluated the technological and physical considerations of implementing electric vehicle infrastructure at public facilities, such as City Hall. Technological capacity evaluation includes conversations such as charging speeds, the number of ports available per unit, and networking capabilities (which could enable the charger to have Wi-Fi connection power), communication support, electric consumption and usage control software, or payment gathering and processing capabilities. Information on these technological features are discussed in more detail in the following section. The physical feasibility for installing charging stations at City Hall was considered by staff, which refers to the measurement of the impact that a charging station would have on the operation, traffic flows,

and parking availability at City Hall. However, more focus was placed on the financial and technological feasibility of the site in this report.

In November of 2015, the United States Department of Energy generated a report based on a series of studies that were performed to analyze the costs associated with Electric Vehicle Supply Equipment (EVSE) Infrastructure purchasing, installation, and operation. While this report was published over five years ago, staff believes these numbers still provide a reasonable representation of the costs associated with investing in this type of infrastructure. This 2015 United States Department of Energy report yielded the following cost estimate breakdowns.

EVSE Unit Costs

Electric Vehicle Supply Equipment (EVSE) units are available from many different manufacturers with a variety of designs and features. Common operating units found throughout West Michigan include those manufactured by ChargePoint and Tesla. Features range from a simple unit that turns on and off, to units that collect data, communicate to users, and provide a billing option for the owner of the charging station.

EVSE unit costs have decreased over the past decade as the EV industry has matured and manufacturers have improved EVSE technology. The EVSE unit costs presented in Table 1 are based on single port products available in 2014 and 2015. EVSE with multiple ports may have a price higher than these ranges.

EVSE Unit Costs

EVSE Type (single port)	EVSE Unit Cost Range
Level 1	\$300-\$1,500
Level 2	\$400-\$6,500
DCFC	\$10,000-\$40,000

Table 1. EVSE unit cost ranges based on units available in 2015

The lowest price Level 1 unit is a simple plug-in cordset costing about \$300. A wall mounted cordset with a keypad for access control is at the middle of the cost range. A hardwired Level 1 pedestal unit with access control and cable management could cost closer to \$1,500.

Single port Level 2 units are available spanning a \$400-\$6,500 cost range depending on the included features. These units are most commonly utilized for fleet, workplace, and casual public use, as they are cheaper than a level 3 unit, yet stronger and more convenient than a level 1 unit.

A low price Level 3 (DCFC) costing approximately \$10,000 would typically have low power (25-50kW) with low charging amperage, a single port, and no display or networking components. The lower cost for a low power output is a tradeoff for a slower charging speed but it is a lower cost option for vehicles that are expected to use the DCFC.

A mid-price DCFC will have higher power (50kW+), single or multiple ports, a keypad or some other simple form of access control and a simple display. As with all other levels of charging stations, it might also be networked and include payment collection and processing capabilities, adding an additional expense to be considered.

The highest price DCFC will have higher power (50kW+) with high charging amperage enabling multiple vehicles to charge at once, RFID or some other advanced access control method, an advanced display, and software enabling energy consumption monitoring and data analysis, in addition to being networked and having POS. A high-end single port DCFC could cost up to \$40,000.

Installation Costs

Installation costs are highly variable and are difficult to compare from one site to another. The installation cost ranges and averages described in the table below are based on past installation data that was provided in the 2014-2015 United States Department of Energy report, which provides a ballpark idea of how much future installations may cost. These installation costs do not include the cost of the EVSE unit.

Ballpark EVSE Installation Costs

EVSE Type	Average Installation Cost (per unit)	Installation Cost Range (per unit)
Level 1	not available	\$0-\$3,000* <i>Source: Industry Interviews</i>
Level 2	-\$3,000 <i>EV Project (INL 2015b)</i>	\$600-\$12,700 <i>EV Project (INL 2015b)</i>
DCFC	-\$21,000 <i>EV Project (INL 2015d)</i>	\$4,000-\$51,000 <i>EV Project (INL 2015d) and (OUC 2014)</i>

Table 2. Ballpark costs for installation of Level 1, Level 2, and DCFC EVSE (not including the EVSE unit.)

**The \$0 installation cost assumes the site host is offering an outlet for PEV users to plug in their Level 1 EVSE cordsets and that the outlet already has a dedicated circuit.*

Operation and Maintenance (O&M) Costs

Operation and maintenance (O&M) costs for EVSE include charges for:

- electricity,
- software subscriptions,
- station management,
- billing,
- site rental or lease,
- preventative maintenance, and
- corrective maintenance.

Electricity Consumption Costs

EVSE operating costs include the cost of electricity to charge the vehicles. This rate can be negotiated between the property owner and the electric utility company, or as an investment by the utility company and with the cost being charged to the person owning the electric vehicle receiving the benefit. In general, the annual electricity consumption cost for an EVSE owner is determined based on the electricity rate measured in dollars per kilowatt-hour (\$/kWh) and the amount of electricity consumed. Commercial electricity rates typically range from \$0.08-\$0.15 per kWh. The consumption of electricity will vary based on the number of vehicles using the EVSE, power output of the EVSE, vehicle power acceptance rate, climate, and amount of time the vehicles charge.

In addition to the cost of consumption, further discussion would need to take place regarding the processing of payments made at the charging station. A process would need to be structured for payments made by patrons at the charging station to later be batched and processed by the Treasurer's Office at City Hall. Council may also want to discuss whether to subsidize personal consumption usage at the charging station for consumer benefit, or to instead ask taxpayers to underwrite the cost of public use.

Network Fees

If an EVSE unit is networked, the charging station may have WI-FI, communication support, electronic usage control software, or payment gathering capability. If networked, the owner could pay a fee that covers the cost for cellular/Wi-Fi network communications and back office support. Network fees will vary from \$100-\$900 annually, depending on the type of EVSE unit (Level 1, Level 2, DCFC), the EVSE unit features, and the EVSE manufacturer or provider.

Maintenance and Repair Costs

Since the PEV market is relatively new, there is not much information available about the maintenance costs or lifespan of EVSE. The type of EVSE and its features will affect the maintenance and repair costs. Based upon a review of current information, regular maintenance is limited, or generally not required for Level 1 and Level 2 basic EVSE units. If the EVSE is damaged due to vandalism or driving over a cord, it is more common to replace the damaged component than to try to repair it. For budgeting purposes, some industry stakeholders assume EVSE has a 10-year lifespan.

EVSE units with advanced features or communications systems may require more periodic maintenance than a basic unit simply because there are more components that have the potential to malfunction. In many cases a local electrician has the skills to trouble shoot problems with units. Extended warranties and other options made available by the EVSE manufacturers can reduce the long-term maintenance and repair costs. In addition to warranties that cover replacement EVSE hardware, there may be warranties available to cover the labor to perform a repair.

Total Cost Breakdown

Based on the data and costs collected from the U.S. Department of Energy report, the following cost estimates illustrate the purchase and installation for a single Electric Vehicle Supply Equipment at Wyoming City Hall. Total costs were determined using the highest estimated cost per unit and installation for each level of charging station. Operating and Maintenance costs were not included in this equation due to range of variability.

Ballpark EVSE Unit and Installation Costs

EVSE Type	EVSE Unit* Cost Range (single port)	Average Installation Cost (per unit)	Installation Cost Range (per unit)
Level 1	\$300-\$1,500	not available	\$0-\$3,000** <i>Source: Industry Interviews</i>
Level 2	\$400-\$6,500	-\$3,000 <i>EV Project (INL 2015b)</i>	\$600-\$12,700 <i>EV Project (INL 2015b)</i>
DCFC	\$10,000-\$40,000	-\$21,000 <i>EV Project (INL 2015d)</i>	\$4,000-\$51,000 <i>EV Project (INL 2015d) and (OUC 2014)</i>

Table 4. Ballpark costs for EVSE units and installation.

*EVSE unit costs are based on units commercially available in 2015.

**The \$0 installation cost assumes the site host is offering an outlet for PEV users to plug in their Level 1 EVSE cordsets and that the outlet already has a dedicated circuit.

TOTAL COST RANGE BREAKDOWN

EVSE Type	EVSE Unit* Cost Range (single port)	Installation** Cost Range (per unit)	Total Cost Range
Level 1	\$300 - \$1,500	\$0 - \$3,000***	\$300 - \$4,500
Level 2	\$400 - \$6,500	\$600 - \$12,700	\$10,000 - \$19,200
DCFC Level 3	\$10,000 - \$40,000	\$4,000 - \$51,000	\$14,000 - \$91,000

**EVSE unit costs and installation are based on units commercially available in 2015*

***Average installation costs were recorded by the Idaho National Library in their 2015 report on Electric Vehicles and Infrastructure. This data was also included in the United States Department of Energy's 2015 report*

**** The \$0 installation cost assumes the site host is offering an outlet for EV users to plug in their Level 1 EVSE cordsets and that the outlet already has a dedicated circuit*

The calculations provided in the table above summarize the total cost ranges to be expected when purchasing and installing each type of electric vehicle service equipment. Level 1 unit acquisition and installation was found to be the least expensive, ranging from \$300 to \$4,500, and DCFC Level 3 chargers were found to be the most expensive, ranging from \$14,000 to \$91,000. The total cost of Level 2 units fell in between the other models, ranging from \$10,000 to \$19,200. When reviewing these totals, it should be noted that EVSE unit and installation costs were based on data collected in 2015 when the USDE report was published. However, as stated earlier in this report, staff believes these numbers provide an accurate representation of the costs associated with investing in this type of infrastructure.

Additional Cost Considerations

The engagement of an architect and other consultants to craft the necessary construction document development, bidding and project administration related to location, parking lot reconfiguration, electrical access, contingency, etc. will also be necessary for projects on public property. A standard practice by the City is to apply an additional 13% cost estimate for these needs.

Gross Project Cost Estimate For Public Property Project

EVSE Type	EVSE Unit* Cost Range (single port)	Installation** Cost Range (per unit)	Total Cost Range	Architectural, Contingency	Est. Project Cost
Level 1	\$300 - \$1,500	\$0 - \$3,000***	\$300 - \$4,500	\$585	\$900 - \$5,100
Level 2	\$400 - \$6,500	\$600 - \$12,700	\$10,000 - \$19,200	\$1,300 - \$2,496	\$11,300 - \$21,700
DCFC Level 3	\$10,000 - \$40,000	\$4,000 - \$51,000	\$14,000 - \$91,000	\$1,820 - \$11,830	\$16,000 - \$103,000

**EVSE unit costs and installation are based on units commercially available in 2015*

***Average installation costs were recorded by the Idaho National Library in their 2015 report on Electric Vehicles and Infrastructure. This data was also included in the United States Department of Energy's 2015 report*

**** The \$0 installation cost assumes the site host is offering an outlet for EV users to plug in their Level 1 EVSE cordsets and that the outlet already has a dedicated circuit*

GOVERNMENT GRANT RESOURCES AVAILABLE:

If City Council is interested in publicly financing the purchase or installation of an electric charging station at City Hall, assistance in covering the cost could include grant funding. Staff has found that the City of Wyoming may be eligible in securing this additional funding through the following grant opportunities:

The Michigan Department of Environment, Great Lakes, and Energy (EGLE)

The State of Michigan's EGLE is currently providing grant funding to assist in the acquisition of EV charging stations for both public and private entities. Through their "Charge Up Michigan" program, EGLE is offering grants up to \$70,000 for Level 3 chargers. Grant funding can be applied to the cost of charging equipment, site preparation, equipment installation, networking fees, and signage. Under the program, EGLE, the host site owner, and the electric utility that serves the site must each pay for a third of the cost to install the charging station. The grant has been sourced from the more than \$9.7 million allocated to Michigan from the Volkswagen diesel emissions settlement. As of August 6, 2020, the program had awarded close to \$1.7 million for 36 charging stations across 24 grantees from both the public and private sectors.

Sample Michigan communities received the following sums. Opportunities to apply are still available.

- *City of Marshall: 4 chargers=* \$98,140.00
- *City of Rogers City: 2 chargers=* \$80,000.00
- *City of Gaylord: 2 chargers=* \$41,212.50
- *City of Saginaw: 2 chargers=* \$40,370.00
- *City of Flint DDA: 2 chargers=* \$40,228.04
- *Dehli Charter Township: 2 chargers=* \$35,909.00
- *City of Norway: 1 charger=* \$26,311.30

Consumers Energy

Consumers Energy, the City of Wyoming’s electric utility provider, also has grant funding opportunities available through their “PowerMIDrive” program. Like EGLE’s Charge Up Michigan program, Consumers Energy will also provide rebates up to \$70,000 for the installation of a Level 3 charger. Unlike the EGLE grant, Consumers Energy will also provide rebates of up to \$5,000 for level 2 charging stations.

CONCLUSION

This report has reviewed, discussed, and addressed the original questions posed by the City Manager, Director of Community Services and Councilmembers Postler and Bolt. It provides additional background information on function of electric vehicles and their infrastructure, while also dissecting costs and potential investment options. However, there is further discussion that could take place regarding electric vehicle infrastructure if Council desires to continue these conversations. While there is potential for the installation of charging stations along 28th Street, does Council wish to develop a policy to encourage this development? And if so, in which manner (private investment incentives, public investment, or both)? There is also opportunity for the installation of EV infrastructure at City Hall. If this is of interest, how much of the cost is Council willing to subsidize? Staff awaits the direction of the City Manager and City Council for further action.

ACKNOWLEDGEMENTS

Report author: Jordan Meagher, Planner I
Contributors: Rebecca Rynbrandt, Director of Community Services
Nicole Hofert, City Planner

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MEMORANDUM

DATE: June 9, 2021

TO: Curtis Holt, City Manager

FROM: Nicole Hofert, Act. Director of Planning and Economic Development

RE: 28th Street Development

The City Council approved the city's master plan, Wyoming [re]Imagined, in March 2021. Recently, staff has begun a review of the city's zoning codes alignment with the vision identified in the plan. Specifically, a review of the 28th Street corridor has been started, which will analyze the compatibility of the 28th Street Special Area Plan vision and the master plan's goals, vision and implementation steps with the city's Form Based Code (which governs the area identified in the 28th Street Special Area Plan).

Staff anticipates amendments to the Form Based Code may be helpful to better align the desired vision and outcomes identified in the master plan for the 28th Street corridor. Possible amendments may address lot development standards, access requirements, building type standards, and permitted uses.

Concurrent to this review, staff has also begun working with the Michigan Economic Development Corporation (MEDC) Redevelopment Ready Services Team to identify priority redevelopment sites on 28th St SW. This work is a component of the city's Redevelopment Ready Certification status and once site selection is finalized, the team will work with the selected property owners to provide a variety of services ranging from site marketing to technical design services to potential interested party introductions.

Recent changes along the corridor such as the vacancy of the Advantage Solutions space in the former Rogers Department Store/Klingmans Building and the HOM Flats development could also be considered during the collaboration with the MEDC as well as in the staff review of the Form Based Code.

While this review is being undertaken and work continues with the MEDC redevelopment team, staff recommends a pause on new development on 28th Street between Clyde Park Ave SW and Burlingame Ave SW (the area of the special area plan). The pause will allow staff to ensure that future development aligns with the public supported vision for the corridor and that the zoning in place permits that vision to be realized. The pause would be accomplished by a resolution to be considered at the June 21 City Council meeting.

It is anticipated that this review will be completed by the end of the summer.

Staff looks forward to joining with you in discussing this information at the June 14, 2021 City Council Work Session.

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STAFF REPORT

Date: June 9, 2021
Subject: Board and Commission Reappointments
From: Kelli A. Vandenberg, City Clerk
Meeting Date: June 14, 2021

BACKGROUND:

Each year, the terms of office of many board and commission members expire on June 30. The Clerk's Office works with board and commission liaisons and the members themselves to determine whether those members with expiring terms will be reappointed. In accordance with council policy, these reappointments will be reviewed at a work session prior to the City Council taking action.

RECOMMENDATION:

It is recommended the City Council proceed with the reappointment of the members who wish to continue serving and recognize those members whose terms will end.

COMMUNITY, SAFETY, STEWARDSHIP:

Community – Community is served when (i) community members serve on city boards and commissions, (ii) when board and commission members have needed qualifications and desired abilities and characteristics, and (iii) when boards and commissions broadly reflect the community.

Safety – This resolution will have no impact on safety.

Stewardship – This resolution will not affect stewardship issues.

DISCUSSION:

The following board and commission members have been recommended for reappointment and have expressed interest in continuing in their service:

Board/Commission	Appointed by:	Member	Appointed on:
Building Authority	Council	Curtis Holt	
Community Development Committee	Council	Luke Moeckel	02/01/2021
Community Enrichment Commission	Council	Sonia Riley	10/07/2019
Construction Board of Appeals	City Manager	Richard Postema*	04/21/1997
		Joe Simon	09/21/2015
Election Commission	Council	Bruce Robey*	08/19/2013
Housing Board of Appeals	Council	William Kerby*	05/07/2007
Housing Commission	City Manager	Diana Lanser	03/06/2017
Planning Commission	Mayor	James DeLange	12/19/2016
		David Micele*	06/15/2009
		Audrey Zapata	03/01/2021

Retirement Board	Council	Sam Bolt*	01/03/2006
Tree Commission	City Manager	Margaret Cartwright	06/17/2017
WKTV Commission	Council	Hung Nguyen	10/19/2015
		Amy Tzintzun	12/21/2020
Zoning Board of Appeals	Council	Canda Lomonaco*	07/17/2006
		Dan Burrill*	06/16/2003

Table 1 Members marked with an asterisk have reached the maximum term of service.

With Council support, resolutions will be prepared for the June 21 City Council meeting to reappoint these individuals. Unless council directs otherwise, all resolutions will be written with a waiver of Section 4.01 of the City Council policy which addresses the reappointment of members who have reached their maximum terms or years of service.

The following board and commission members will not be reappointed and resolutions of appreciation will be prepared for the June 21 City Council meeting to acknowledge their service:

Board/Commission	Member	Appointed on:
Community Enrichment Commission	Vicki Briggs	06/19/2006
	Renee Gardner	11/02/2015
Officers Compensation Commission	Barbara VanDuren	07/21/2014
Parks & Recreation Commission	Douglas Broek	04/16/2012

During our review, we were not able to finalize a recommended course of action for the three expiring terms on the Historical Commission. We will continue our efforts on those, with plans to share that information with the City Council in July.

In addition to the City's boards and commissions, the Council also makes appointments to external, regional boards. The City Manager's term on the EMS Consortium is set to expire on June 30. With Council support, a resolution will be prepared to initiate his reappointment to this board. In addition to the City Manager, Chief Koster also serves on this board.

I look forward to discussing this with you at the City Council Work Session on Monday, June 14 and addressing any questions or concerns that you might have.

STAFF REPORT

Date: June 10, 2021
Subject: Board and Commission Appointments
From: Kelli A. VandenBerg, City Clerk

Meeting Date: June 14, 2021

BACKGROUND:

In accordance with City Council policy and with few exceptions, all board and commission appointments are to be reviewed at a work session prior to the City Council taking action.

RECOMMENDATION:

It is recommended the City Council consider and/or recommend appointments to vacant board and commission seats where qualified applicants exist.

COMMUNITY, SAFETY, STEWARDSHIP:

Community – Community is served when (i) community members serve on city boards and commissions, (ii) when board and commission members have needed qualifications and desired abilities and characteristics, and (iii) when boards and commissions broadly reflect the community.

Safety – This resolution will have no impact on safety.

Stewardship – This resolution will not affect stewardship issues.

DISCUSSION:

Vacant positions exist on several boards and commissions and in the following circumstances, qualified applicants have expressed interest and are currently available to serve:

Board/Commission	Term Ends	Applicant(s)	Appointed by:
Community Enrichment Commission	06/30/2022	Renee Hill	Council
Greater Wyoming Community Resource Alliance	01/01/2022	Greg King	Council

With Council support, resolutions will be prepared for the June 21 City Council meeting to appoint these individuals.

I look forward to discussing this with you at the City Council Work Session on Monday, June 14 and addressing any questions or concerns that you might have.

City of **Wyoming** Michigan

BOARD/COMMISSION APPLICATION

Board(s) or Commission(s) applying for:

Board of Review; Community Enrichment Commission; Downtown Development Authority; Officers' Compensation Commission; Planning Commission; T

Name: Renee L. Hill Home phone: [REDACTED] Cell phone: _____

Home Address: 854 52nd St SW Wyoming MI 49509

Email Address: [REDACTED]

Business/Occupation: na Position: _____

Business Address: na

Business Phone: na

Name of Immediate Supervisor: Renee L. Hill

Work Experience:

Doctor of Physical Therapy as a Career.

Volunteer Experience and Involvement:

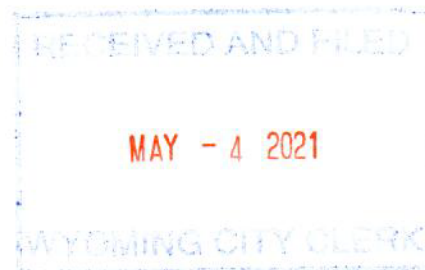
While my children were in School, I was very involved with school PTO as well as on the Health Committee at Roger's High School.
Planted Frontline Church with my Husband and friends about 23 years ago which extended into various volunteer opportunities through out these years.
Kent County Millennium Park Commissioner Member.

Educational Background:

Doctor of Physical Therapy is my highest degree.
BS in Biology. Post Baccalaureate in Physical Therapy.

Reason(s) for wanting to serve on this board or commission:

It is time to get involved at the City level and also School Board.



Are you able to take time off from your business/occupation to attend a meeting or meetings of a City Board or Commission if it is scheduled during your regular working hours (Y/N)? Yes

Are you a registered voter in the City of Wyoming (Y/N)? Yes

I have resided continuously in the City of Wyoming since: 11/15/1994

What school district do you reside in? Wyoming Public Schools

I agree my application will be reviewed against City records for dues owed and I may be ineligible? YES

Signature: Renee Hill Date: 05/03/2021

This application will be active for no more than two (2) years. Any applicant wishing to be considered for appointment beyond this time must complete a new application.

City of **Wyoming** Michigan

BOARD/COMMISSION APPLICATION

Board(s) or Commission(s) applying for:

Greater Wyoming Community Resource Alliance

Name: Gregory Stewart King Home phone: [REDACTED] Cell phone: [REDACTED]

Home Address: 4618 Pinehurst Avenue SW Wyoming Michigan 49548

Email Address: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Business/Occupation: Lakeshore Advantage Position: Business Solutions Manager

Business Address: 201 W. Washington Avenue, Loft 410, Zeeland, MI 49464

Business Phone: 616-772-5226

Name of Immediate Supervisor: [REDACTED]

Work Experience:

- Lakeshore Advantage, Business Solutions Manager
- Junior Achievement, Development Manager
- Grand Valley State University, Graduate Assistant

Volunteer Experience and Involvement:

- Wyoming Community Foundation, Board Chair
- Junior Achievement, Classroom Volunteer

Educational Background:

- Master of Public Administration, Grand Valley State University
- Bachelor of Business Administration, Grand Valley State University
- High School Diploma, Brandon High School

Reason(s) for wanting to serve on this board or commission:

I was asked to serve on this board by City Council Member Kenneth Walter, but more importantly I want to serve on this board because I believe there should be an established, friendly relationship between the GWCRA and the Wyoming Community Foundation based on similar goals and objectives and I would love to act as that conduit given my role with the foundation. I believe the opportunity to serve the city in this capacity will help, in some

Are you able to take time off from your business/occupation to attend a meeting or meetings of a City Board or Commission if it is scheduled during your regular working hours (Y/N)? Yes

Are you a registered voter in the City of Wyoming (Y/N)? Yes

I have resided continuously in the City of Wyoming since: 04/17/2017

What school district do you reside in? Kelloggsville Public Schools

I agree my application will be reviewed against City records for dues owed and I may be ineligible? YES

Signature: Gregory King Date: 3/15/2021



This application will be active for no more than three (3) years. Any applicant wishing to be considered for appointment beyond this time must complete a new application.