



Councilmember Ben Bartlett
City of Berkeley, District 3

CONSENT CALENDAR
June 13, 2017

To: Honorable Mayor and Members of the City Council

From: Councilmembers [Ben Bartlett](#), [Kate Harrison](#), [Sophie Hahn](#), [Susan Wengraf](#)

Subject: Referral to the Energy Commission and the City Manager: Electric Vehicle Charging Ordinance

RECOMMENDATION

Refer to the Energy Commission and the City Manager to develop an Electric Vehicle (EV) Charging Ordinance for the City of Berkeley.

The Ordinance shall consider the following requirements for installation of electric vehicle charging infrastructure in all new buildings or buildings undergoing major alterations:

- 1) Electrical capacity is sized to simultaneously charge vehicles in 20% of parking spaces. At this electrical capacity, load management systems can readily be installed later as needed to enable cost-effective electrical vehicle charging to 100% of parking spaces.
- 2) 10% of parking spaces have full circuits (breakers, conduit, wiring, etc) enabling simple installation and activation of standard Level 2 chargers.
- 3) 10% of parking spaces have conduit installed from the electrical panel(s) to each parking space enabling either Level 2 chargers or the option to upgrade selected circuits to higher amperages.
- 4) 80% of parking spaces are “electrical vehicle capable” with project plans indicating the path of future wiring to each parking space and conduit is installed at critical points such as trenches, concrete wall penetrations, etc.
- 5) Allow the option of installing fast chargers to meet the EV-Ready requirements.¹

¹ San Francisco officials estimate that installing such infrastructure during construction is expected to save developers and the city 75% of the cost to retrofit buildings and parking spaces to meet future electrical vehicle charging needs.

6) 10% of new parking spaces have Level 2 electrical chargers installed.

BACKGROUND

As adoption of electric vehicles grows in the region and statewide, there is a greater demand for residential, workplace, and commercial electric vehicle charging stations.

An abundance of publicly accessible electrical vehicle charging infrastructure is critical to reassuring consumers who purchase, clean, low carbon electric vehicles that they can reach desired destinations by recharging their car batteries along the way. Access to ample electrical vehicle charging for those living in apartment and condo buildings is also essential.

Charging infrastructure not only needs to be installed for existing electric vehicles, but also to accommodate up to 1 million zero-emission vehicles by 2020 and 1.5 million zero-emission vehicles on California roadways by 2025 per Governor Brown's Executive Order.²

California's Green Building Standards Code was the first state-adopted green building code in the nation. It includes mandatory and voluntary measures to ensure residential and commercial new construction projects are ready for electric vehicle infrastructure.

Local jurisdictions have authority to adopt more stringent electric vehicle readiness standards beyond the mandatory requirements. Many other Cities in the region, including San Francisco, Fremont, Palo Alto, and Oakland, have already done so. Berkeley is lagging behind.

Berkeley must establish additional policies to support electric vehicle charging infrastructure. Transitioning to renewable energy will benefit the health, welfare, and resiliency of Berkeley and its residents. It will make Berkeley less vulnerable to climate change, heat events, rising sea levels, and the associated health and infrastructure impacts.

FINANCIAL IMPLICATIONS

Staff time.

ENVIRONMENTAL SUSTAINABILITY

This item will result in positive effects on the environment.

CONTACT PERSON

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² Governor Brown's Zero-Emission Vehicle Executive Order, March 23 2012.
<https://www.gov.ca.gov/news.php?id=17463>