



Office of the City Manager

PUBLIC HEARING
February 27, 2018

To: Honorable Mayor and Members of the City Council
 From: Dee Williams-Ridley, City Manager
 Submitted by: Timothy Burroughs, Interim Director, Planning and Development
 Subject: Residential Curbside Electric Vehicle Charging Pilot Extension and Application Fee

RECOMMENDATION

1. Adopt a Resolution extending the Residential Curbside Electric Vehicle Charging Pilot (Pilot) through December 31, 2020, in conjunction with other efforts to plan for and increase electrical vehicle adoption. This Pilot, which allows Berkeley residents who lack off-street parking to install a space for charging an electric vehicle (EV) on their property or in the public right-of-way adjacent to their property, was originally approved by City Council on July 1, 2014, Resolution No. 66,707-N.S, for a three-year duration that concluded in December 2017; and
2. Conduct a public hearing and upon conclusion, adopt a Resolution establishing an administrative fee for processing Pilot applications to determine eligibility.

FISCAL IMPACTS OF RECOMMENDATION

When Berkeley's Residential Curbside Electric Vehicle Charging Pilot¹ (Pilot) initially opened in December 2014, it was supported by a \$100,000 grant from The 11th Hour Project, a program of the Schmidt Family Foundation. This grant covered the cost of staff time for program development and implementation as well the permit fees for applicants who qualified for curbside electric vehicle (EV) charging stations. Although awarded for a single year, this grant funding was generously extended for the three-year Pilot duration.

Staff time and associated costs for administration of this Pilot have been high. With the grant funding now exhausted for this effort, a fee of \$397 for the Pilot Application (formerly known as the Initial Inquiry Form²) is being proposed to recover a significant portion of the cost of staff time required to establish eligibility.³ Staff assessment of an

¹ See <https://www.cityofberkeley.info/evcurbside/> for more information.

² See https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Energy_and_Sustainable_Development/Initial%20Inquiry%20Form%2012-1-14%20for%20form.pdf for this Form.

³ Please see Attachment 3 for detail on the proposed fee calculation.

application includes reviewing files for the property within multiple City departments, conducting one or more site visits, and writing a Determination Letter.

In addition to the \$397 Pilot Application fee, eligible applicants would also continue to pay any applicable costs associated with permits, purchase and installation should they qualify for and pursue EV charging station installation through this Pilot. The proposed application fee would be deposited in the Permit Service Center Fund (833).

CURRENT SITUATION AND ITS EFFECTS

The Pilot provides a legal means of creating a space for charging an EV at a Berkeley residence that lacks off-street parking which would otherwise not be possible. An innovative model program, Berkeley's Pilot garnered significant attention and inquiries from local governments including Juno, AK, Montgomery County, MD, and New York City, NY, non-profits/think tanks, and reporters⁴. During the course of the Pilot's three-year duration, Philadelphia, PA, placed a moratorium on their curbside EV parking permit program⁵, to allow for the study of its impacts on overall parking availability, while Vancouver, Canada, created a Curbside Electric Vehicle Supply Equipment Pilot Program⁶ informed by Berkeley's Pilot.

The Pilot received significant interest from many Berkeley residents who contacted City staff for information as potential applicants. Fifty-six residents submitted applications (Initial Inquiries), resulting in a total of eight installations. The following table summarizes the determinations made on these applications and the installations:

Pilot Application Determinations and Resulting Installations

	Total	On-Site	Curbside	Didn't Qualify	Withdrawn
Applications	56 (100%)	8 (14%)	31 (55%)	16 (29%)	1 (2%)
Installations	8	3	5	N/A	N/A

Participation in the Pilot, as directed by Resolution No. 66,707-N.S, was limited to residents who lacked legal off-street parking. As a result, 16 applicants did not qualify for the Pilot, typically because their land use records indicated that they had legal off-street parking. Most of these applicants do not use their off-street parking, either because it has been converted, without permits, to another use or because its width, slope, or other factors make its use impractical or inconvenient. These applicants were

⁴ For example, Berkeleyside ran several pieces that referenced the Pilot. On November 24, 2017, the San Francisco Chronicle article, *For Drivers without Garages, Charging a Big Barrier to Electric Cars*, by Kate Galbraith, available at <http://www.sfchronicle.com/business/article/For-drivers-without-garages-charging-a-big-12382288.php>, also referenced Berkeley's Pilot.

⁵ See <https://philly.curbed.com/2017/4/6/15207600/philadelphia-electric-car-charging-permits-killed> for more information.

⁶ See <http://vancouver.ca/streets-transportation/curbside-electric-vehicle-pilot-program.aspx> for more information; Vancouver's Pilot includes a CAN\$656.53 plan review charge for proposals.

given other resources for EV charging and offered recommendations for restoring usable areas for parking and EV charging on their existing off-street parking spaces.

Qualifying Pilot applicants were approved for on-site locations (a new curbside and creation of a space for EV charging on their private property) whenever their property dimensions and topography allowed. Eight applicants were approved for on-site locations through the Pilot and three pursued installation. All of the installed on-site spaces through this Pilot are located in the Elmwood neighborhood (Council District 8). Applicants have reported average costs of \$10,000 to build on-site charging spaces.

Curbside determinations were made for 31 applicants. When approved for a curbside charging station, an applicant's determination letter specified the station location in order to avoid damage to existing trees and utilities, preserve areas for future street trees, and maximize on-street parking access to the station. Five approved curbside applicants pursued installation (up to 25 curbside stations were allowed through the Pilot); a sixth approved curbside applicant began the permitting process in December 2017 and is being allowed to continue under the original Pilot. These curbside installations are in north, central, and south Berkeley (Council Districts 3, 4, and 5).

The majority of approved curbside applicants who opted not to continue cited price as the primary factor. Applicants reported receiving estimates of \$5,000-\$20,000 for the purchase and installation of curbside charging stations, with the higher figures being associated with longer trenching runs to connect the curbside station to the property's electrical service. Some approved applicants were also concerned about accessing their curbside stations as the adjacent street parking remains available to all vehicles. There are no known issues for applicants who have installed curbside charging stations through this Pilot nor are there known complaints from neighbors or others.

To date, six Berkeley residents have contacted the City since the close of the original Pilot with potential interest in applying if the Pilot is extended.

BACKGROUND

The number of EVs in Berkeley has more than doubled since this Pilot began in December 2014, based on the State's rebates (Clean Vehicle Rebate Project) for the purchase or lease of an EV. In 2016 there were 1,508 EVs registered to Berkeley addresses and EVs were nearly 11% of new vehicle registrations in Berkeley.⁷ Significantly more models of EVs are now on the market, with a greater mix of purchase prices, and longer electric ranges. The State continues to offer rebates of up to \$7,000 for the purchase/lease of EVs and the existing \$7,500 Federal Tax Credit for EV purchase was retained in the new Tax Cuts and Jobs Act of 2017.

⁷ Sources: CA Department of Motor Vehicle data provided to the City of Berkeley by PG&E, International Council on Clean Energy, and HIS Automotive

In addition, the number of public charging stations has increased dramatically since 2014 when there were just two stations in the old Center Street Garage. Now there are approximately 32 Level 2 charging ports (14 are municipally owned) and 3 DC fast chargers available to the public in Berkeley; the new Center Street Garage will bring an additional 20 Level 2 ports this year. These factors, and others, suggest that EV adoption will continue to rise in Berkeley, but that home charging will remain a favored means of charging.

ENVIRONMENTAL SUSTAINABILITY

Driving an EV in place of a conventional automobile in Berkeley currently reduces the greenhouse gas (GHG) emissions associated with its travel by up to 70% and eliminates tailpipe emissions. When an EV is fueled by carbon-free electricity, as will soon be available in our region through East Bay Community Energy, or on-site renewable energy such as a rooftop solar system, the GHG emissions are eliminated. Transportation made up 56% of Berkeley's total GHG emissions in 2015; electrifying transportation and working to reduce petroleum use by 75% by 2050 is a key strategy for achieving Berkeley's overall goal of an 80% GHG reduction from year 2000 levels by 2050.

RATIONALE FOR RECOMMENDATION

Home charging remains the preferred location for charging, even as public and workplace charging opportunities increase. Residents without off-street parking lack the ability to create safe, legal home charging installations in Berkeley without this Pilot. The processing of Pilot applications to determine eligibility is time-consuming and grant funding is no longer available. The proposed administrative fee of \$397 will cover most of the staff time associated with the evaluation of a Pilot application, and may eliminate applications from residents with legal off-street parking or those who do not intend to follow through with installations if approved.

The proposed fee will increase the cost for Pilot applicants. Applicants approved for curbside locations are also subject to approximately \$2,000 in permit fees and are likely to spend \$5,000-\$20,000 for EV charging station purchase and installation. As a result, the recommendation to extend this Pilot through December 2020 is coupled with efforts to plan for and increase the use of EVs, particularly in low- and moderate-income households.

ALTERNATIVE ACTIONS CONSIDERED

Allowing the Pilot to conclude was considered, particularly given the high cost of staff time associated with its administration, the relatively small number of installations, and the applicant expense. However, interest in the Pilot continues and, without a legal means of installing curbside charging, Berkeley residents without off-street parking may be more likely to take unsafe actions such as stretching electrical cords over sidewalks.

Extending the Pilot rather than making it a permanent program at this point was favored because the Pilot has not yet been in place long enough to establish whether there will

be issues such as maintenance of the stations, continued EV use as Pilot participants' original EV leases expire, and potential changes in ownership if Pilot participants sell their homes. In addition, the extended Pilot period, coupled with planning efforts for EVs in Berkeley, may shape a permanent program, particularly with an equity lens. Similarly, thought was given to making more alterations to the Pilot, but allowing further planning within Berkeley and observation of other communities' actions with the existing Pilot features was deemed preferable at this point. Finally, the Pilot has not yet permitted the maximum of 25 curbside stations.

In the absence of grant funding, having no fee for application review would mean that staff time would need to be supported from the General Fund. Without a fee to recover staffing costs, other services would need to be cut. The proposed fee is a conservative estimate of the typical staffing time needed to review an application for Pilot eligibility, as detailed further in Attachment 3.

CONTACT PERSON

Billi Romain, Interim Manager, Office of Energy and Sustainable Development, Planning and Development Department, 510-981-7432

Sarah Moore, Sustainability Planner, Office of Energy and Sustainable Development, Planning and Development Department, 510-981-7494

Attachments:

- 1: Resolution: Residential Curbside Electric Vehicle Charging Pilot Extension
- 2: Resolution: Residential Curbside Electric Vehicle Charging Pilot Application Fee
- 3: Proposed Application Fee Calculation
- 4: Public Hearing Notice

RESOLUTION NO. ##,###-N.S.

EXTENDING BERKELEY'S RESIDENTIAL CURBSIDE ELECTRIC VEHICLE
CHARGING PILOT

WHEREAS, on September 10, 2013 the Council of the City of Berkeley requested that the City Manager determine appropriate staff and commissions to develop standards, conditions, and guidelines for a pilot program to allow for Electric Vehicle (EV) charging in the Public Right-of-Way (PROW) and return with a proposed solution to this challenge; and

WHEREAS, on July 1, 2014 the Council of the City of Berkeley adopted Resolution No. 66,707-N.S. authorizing the City Manager to establish a pilot program allowing residents who lack off-street parking to install a space for charging an EV on their property or in PROW adjacent to their property based on the conditions set forth by the Transportation Commission, Public Works Commission, Energy Commission, and Commission on Disability; and

WHEREAS, the Residential Curbside Electric Vehicle Charging Pilot (Pilot) program was established, for a three-year duration with a maximum of 25 curbside EV charging stations, beginning in December 2014; and

WHEREAS, three years later, the Pilot has resulted in three new spaces on private property (on-site locations) for charging and five curbside EV charging station installations; and

WHEREAS, regionally and locally, the number of EV drivers continues to increase and interest in the Pilot continues.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to extend the existing Pilot through December 31, 2020.

BE IT FURTHER RESOLVED that this extension will be supplemented by other efforts to plan for and increase electrical vehicle adoption in Berkeley.

RESOLUTION NO. ##,###-N.S.

ESTABLISHING AN APPLICATION FEE FOR BERKELEY'S RESIDENTIAL
CURBSIDE ELECTRIC VEHICLE CHARGING PILOT

WHEREAS, on July 1, 2014 the Council of the City of Berkeley adopted Resolution No. 66,707-N.S. authorizing the City Manager to establish a pilot program allowing residents who lack off-street parking to install a space for charging an EV on their property or in PROW adjacent to their property based on the conditions set forth by the Transportation Commission, Public Works Commission, Energy Commission, and Commission on Disability; and

WHEREAS, the Residential Curbside Electric Vehicle Charging Pilot (Pilot) program was established, for a three-year duration with a maximum of 25 curbside EV charging stations, beginning in December 2014; and

WHEREAS, the Pilot was original supported by a grant from The 11th Hour Project, a program of the Schmidt Family Foundation, that covered staff time associated with Pilot development and implementation as well the permit fees for applicants who qualified for curbside electric vehicle (EV) charging stations; and

WHEREAS, the grant funding is now exhausted for this Pilot; and

WHEREAS, the proposed administrative fee for processing Pilot applications to determine eligibility will cover the staff time associated with the evaluation of a typical Pilot application and may eliminate applications from residents with legal off-street parking or those who do not intend to follow through with installations if approved; and

WHEREAS, the revenue generated from the fee will be deposited into the Permit Service Center Fund (Fund 833); and

WHEREAS, the Council of the City of Berkeley held a public hearing on February 27, 2018 to review the proposed fees for this service.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that for an extension of the Pilot through December 31, 2020, an administrative fee of \$397 will be required of Pilot applicants for processing applications to determine eligibility.

Attachment 3: Proposed Application Fee Calculation

Classification	Department	Estimated Application Review (hours)	Personnel Costs (including fringe benefits)
Associate Civil Engineer	Public Works	0.5	\$ 73
Associate Planner	Planning & Development	2.0	\$223
Engineering Inspector	Planning & Development	0.5	\$ 54
Forestry Technician	Parks	0.5	\$ 47
Estimated Total Costs (per Application)			\$397

**NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL**

**ESTABLISHING AN APPLICATION FEE FOR BERKELEY'S
RESIDENTIAL CURBSIDE ELECTRIC VEHICLE CHARGING PILOT**

Notice is hereby given by the City Council of the City of Berkeley that a public hearing will be conducted by said city council of the City of Berkeley at which time and place all persons may attend and be heard upon the following:

The Department of Planning and Development is proposing to establish a \$397 administrative fee for processing applications to the Residential Curbside Electric Vehicle Charging Pilot to determine eligibility.

The hearing will be held on February 27, 2018, at 6:00 p.m.in the City Council Chambers, 2134 Martin Luther King, Jr. Way.

For further information, please contact Sarah Moore at 510-981-7494.

A copy of the agenda material for this hearing will be available on the City's website at www.CityofBerkeley.info as of **February 15, 2018**

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at 981-6900 or clerk@cityofberkeley.info for further information.

If you challenge the above in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Berkeley at, or prior to, the public hearing. Background information concerning this proposal will be available at the City Clerk Department and posted on the City of Berkeley webpage at least 12 days prior to the public hearing.

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I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of Council Chambers, 2134 Martin Luther King Jr. Way, as well as on the City's website, on February 15, 2018.

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Mark Numainville, City Clerk

