

Non-Residential Plug-in Electric Vehicle (PEV) Charging Station Pilot Program

BERKELEY'S

BEST BUILDERS

Driving an electric car in the Bay Area reduces about 70% of the greenhouse gases produced by a conventional car and eliminates toxic air pollutants from the tailpipe. Supporting electric vehicles, and other low-carbon vehicles and fuels, advance our community's Climate Action Plan.

If your Berkeley business would like to encourage electric vehicle adoption in our area by installing charging stations in your parking lot, please contact Sarah Moore in the Office of Energy and Sustainable Development, at 510-981-7494, about participating in our new Pilot Program.



How it works

The Non-Residential Plug-In Electric Vehicle (PEV) Charging Station Pilot Program offers a pathway for obtaining City of Berkeley permit approval in a fast, coordinated, and low-cost manner.

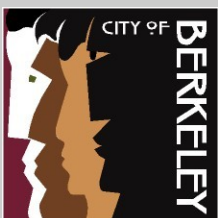
- Existing non-residential properties, in commercial or manufacturing districts, with off-street parking lots or structures are eligible to participate.
- PEV charging stations installed by Pilot Program participants will serve existing parking spaces to create dedicated PEV charging spaces.
- In parking lots of over 20 spaces, up to 12% of existing parking spaces may be converted to PEV charging spaces. One or two PEV charging stations may be installed in smaller parking lots.

Pilot Program applicants must initially submit a completed [Pilot Program Application and Questionnaire](#), site plans, and manufacturer's PEV charging station information to Sarah Moore, 510-981-7494. Once these materials have been reviewed and approved by the Zoning Administrator, applicants will need to pay the Zoning Certificate fee (currently \$180) and obtain [electrical permits](#) (currently \$127-\$297, potentially more in complex situations). In order to be accepted into the Pilot Program, applicants must agree to complete periodic surveys on their PEV charging station use, parking lot activity, and customer feedback. The questionnaire and follow-up surveys will be used to evaluate the impact of this Pilot Program and shape future City policy.

The Pilot Program is accepting applications through December 31, 2015. However, the City of Berkeley reserves the right to alter or suspend the Pilot Program at any time. After completion or termination, PEV charging stations approved through the Pilot Program may continue operating, consistent with Pilot Program requirements.

Planning Department Website: www.CityofBerkeley.info/Planning

Climate Action Plan Initiative



Non-Residential PEV Charging Station Pilot Program

General Requirements

- PEV charging stations must meet Underwriters Laboratories (UL) requirements and be installed in accordance with the manufacturer's guidelines.
- Existing non-residential parking lots with more than 20 parking spaces may convert up to 12% of the parking spaces to PEV charging spaces through this Pilot Program. In smaller parking lots, one or two parking spaces may be used as PEV charging spaces.
- Except for limited cases to create accessibility, the parking spaces served by PEV charging stations must be restricted to use by PEVs fueling at the adjacent charging station. These spaces must be designated with signage stating "Electric Vehicle Charging Only."
- One out of every 25 PEV charging spaces at a site must allow access for persons with disabilities including the first PEV charging space.

Accessibility Requirements

Accessibility at the first PEV charging space may be achieved in a variety of ways, but all must allow a disabled user access to the PEV charging station as specified by the California Building Code (CBC), Chapters 11B and 11C. Options include:

- Locating the first PEV charging station between an existing accessible parking space (ideally a van-accessible space) and an adjacent PEV charging space such that vehicles parked in either space could use the PEV charging station. In this case, only the adjacent PEV charging space will be dedicated as a PEV charging space; the existing accessible parking space will remain dedicated to disabled parking but must have full use of the PEV charging station.
- Creating a striped access aisle on the passenger side of the first dedicated PEV charging space that is at least 5' wide and 18' long (and is ideally 8' wide and 18' long). This space provides access to any user, but shall not be dedicated for disabled use or be counted as an accessible parking space to meet CBC parking requirements.
- Placing the first PEV charging station to serve an existing accessible parking space. In this case, the space will remain dedicated to disabled parking and must not be dedicated as a PEV charging space. This option would limit use of the first PEV charging station to vehicles with disabled plates/placards only.

How to participate

Please contact Sarah Moore, 510-981-7494, to discuss the details of your property and interests in providing PEV charging. Submission of the required Pilot Program Application and Questionnaire should be made to Sarah Moore by e-mail, smoore@cityofberkeley.info, in person, or by mail (2120 Milvia Street, 2nd Floor, Berkeley, CA 94704).

Forms

- [Non-Residential Plug-in Electric Vehicle \(PEV\) Charging Station Pilot Program Zoning Certificate Application and Questionnaire](#)
- [Electrical Permit Application](#)