San Francisco Electric Vehicle Ready Proposal Snapshot

Objective
Minimize the cost of electric vehicle (EV) charging infrastructure in San Francisco, and ensure new buildings and major alterations have the flexibility to support growth of clean transportation.

Background
To support electric vehicle adoption, it is crucial to provide charging infrastructure, particularly at locations where vehicles commonly park for long periods, such as residences and workplaces.

Retrofitting wiring to deliver electricity to a parking stall can account for half the cost of installing an EV charger. By installing infrastructure for EV charging, or making a space “EV Ready”, net costs can be reduced by $1,000 to $1,600 per EV parking space in parking structures, and up to $5,000 per EV space in parking lots. As a result, California Green Building Standards require 3% of parking spaces in new multifamily (17 units or greater), and 6% of parking spaces in new commercial buildings, to be “EV Ready” – i.e. to have electrical service capacity and supporting electrical infrastructure sufficient for Level 2 charging.

Summary
As a state and global hub of electric vehicle market development, San Francisco Bay Area has supported development of a far greater EV market than other areas of California. Buildings built today will remain present for decades, so it is pragmatic to both support present growth and prepare for a clean transport future. The EV Ready ordinance proposes:

- Designate 100% of parking spaces as EV Ready, installing electrical infrastructure, such as conduit, in locations that would be difficult to access except in new construction.
- Provide sufficient electrical infrastructure to supply a total of 8 amps per parking space, delivered via a minimum of 40 amp circuits.

These two actions provide the flexibility to install standard “Level 2” chargers at 20% of parking spaces, or to use load management systems to provide charging at a greater number of spaces, up to 100%. DC Fast Chargers may be substituted for up to 5 EV Ready spaces.

This approach:
- Makes it easier and cost-effective to support electric vehicle growth.
- Provides flexibility to only install chargers as need. Charger and EV load management equipment are improving rapidly.
- Does not change parking requirements; creates no new parking.

Applicability
New residential, commercial and municipal buildings with 1 or more parking spaces, and major alterations of 25,000 square feet or larger to most commercial and residential buildings. (B, I, M, and R occupancies)
San Francisco EV Ready vs. CALGreen EV-Readiness Requirements

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<thead>
<tr>
<th>Minimum threshold</th>
<th>Non-Residential</th>
<th>Multifamily dwelling</th>
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<tbody>
<tr>
<td>CALGreen (January 1, 2017)</td>
<td>10 parking spaces</td>
<td>1-2 or 17+ units</td>
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<tr>
<td>Percent of new parking spaces that must be EV-ready</td>
<td>6%</td>
<td>100%</td>
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