

From: [Bill Hilton](#)
To: [PlanningCommission AP](#)
Subject: Reach Codes
Date: Monday, September 14, 2020 3:30:17 PM
Attachments: [PastedGraphic-2.png](#)
[PastedGraphic-3.png](#)
[PastedGraphic-4.png](#)

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To members of the Sunnyvale Planning Commission

I am writing to urge that you lead the City to adopt Reach Codes that include requirements for Electric Vehicle charging in Phase 1 in new residential construction—as recommended by Silicon Valley Clean Energy. The capability to charge EVs is especially critical for residents of multi-unit residences since many cannot connect to electricity directly from their apartment/condo.

SVCE's EV Reach Code as summarized in the attached slides from [PeninsulaReachCodes.org](#), addresses the biggest barrier to electric vehicle adoption, the lack of home charging by providing at least one outlet dedicated for an EV per residential unit. And, by providing options for either Level 1, Level 2 and or load sharing, the code does so in an extremely cost-effective manner.

When SVCE was drafting these Reach Codes, they were acutely aware of the difficulties of installing EV chargers in residential buildings particularly multifamily dwellings. Landlords (and condo associations) seldom spend money on anything unless they have to. To preempt the fight between tenants and the management to install chargers in “EV Capable” spaces (which to do so necessitates the services of an electrician, city permitting and more), SVCE would require each unit to have at least one space per unit be plug and play or “EV-Ready.”

While some may deem that the current EV adoption rate does not warrant this level of infrastructure deployment, by providing each unit with an EV-Ready parking space, the city addresses the chicken and egg problem. People are not going to acquire EVs unless they know where they are going to charge and home is simply the best place to do so.

Sincerely,

Bill Hilton

Bill Hilton
Cumberland Dr
Sunnyvale

EV Terms, Readiness of Charging Station

EV Capable - Some Assembly Required
Panel **capacity**, raceway (**conduit**) only at critical areas (underground, pinch points, etc.) Definition is less stringent than CALGreen 2019



EV Ready - Plug & Play
Panel **capacity**, raceway (**conduit**), overcurrent protection device (**breaker**), **wire**, **receptacle** & signage. Can refer to Level 1 or Level 2



EV Charging Station (EVCS) - Level 2 Charge
Charging station fully installed. All the equipment needed to deliver electrical energy from an electricity source to the EV at Level 2



PENINSULA CLEAN ENERGY 3

Electric Vehicle Terms - Background

Speed

Level 1

"Trickle Charging"



Level 2

"Standard Charging"



Level 3

"DC Fast / SuperCharging"

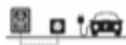


Readiness

EV Capable



EV Ready



EV Charging Station



Number



PENINSULA CLEAN ENERGY 4

Electric Vehicles - Multifamily New Construction

ELECTRIC VEHICLE OUTPUT

	2016 CALGreen	2019 CALGreen	PCE/SVCE Proposed
	Mandatory	Mandatory	
Multi-Family	<p>3% Level 2 EV Capable for buildings with ≥17 units</p>	<p>10% Level 2 EV Capable</p>	<p>100% <20 dwelling units 25% >20 dwelling units</p> <p>620 units: One Level 2 EV Ready per dwelling >20 units: Of all dwelling units, • 25% Level 2 EV Ready (10% in affordable housing) • 75% are Level 1 EV Ready (90% in affordable housing)</p>

From: [Guadalupe Friaz](#)
To: [PlanningCommission AP](#)
Subject: Pls support REACH codes
Date: Monday, September 14, 2020 4:35:02 PM

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Gas is not good for our environment.

Lupe