

In December 2019, the Council approved a class-leading building code update that is now supporting a greater number of electric vehicles in the City (CF17-0309). The update ensures that multifamily and commercial buildings built today, assets that will be around for the next 50 to 100 years, will be future-proofed with the electrical infrastructure needed to support a zero emission, fully electric transportation future.

Building on this recent update, the City should better serve its residents and developers by:

- 1) Aligning the City's code more closely with LA County's for enhanced regional standardization; and
- 2) Providing some alternative compliance pathways which recognize that electric vehicle charging needs vary depending on the building type and vehicle dwell times.

I THEREFORE MOVE that the City Council direct the Department of Building and Safety to submit, within 30 calendar days, a code amendment to all LAMC sections that deal with electric vehicle charging in buildings that will accomplish the following:

- Provide an alternative compliance pathway to meet the minimum required number of installed Level 2 chargers through the installation of fewer DC fast chargers or a combination of DC fast chargers and Level 2 chargers. The substitution formula should allow for the reduction of one (1) Level 2 charger per every 10kW of DC fast charging capability, with a 50kW DC fast charger as the minimum substitution.

(Example: one 80kW DCFC may replace eight (8) Level 2 chargers or one 150kW charger may replace 15 Level 2 chargers; Alternatively, 15 Level 2 chargers could be replaced by three 50kW DC fast chargers or one 100kW and one 50kW DC fast charger, etc.) (This alternative only applies to non-residential developments).

- For spaces with no installed charger, but where conduit and panel capacity are required (i.e., EV ready spaces), provide flexibility for developers to locate conduit and stub outs in between two adjacent spaces where feasible, instead of to a single space. This conduit should be sized to support the wiring for at least two separate Level 2 chargers.
- Increase the multifamily EV ready parking space requirement from 20% to 25% to align with LA County. This is in addition to the 10% of spaces with an installed charger.
- Provide a reduced EV parking space requirement for certain technical hardships (e.g., utility interconnection requires line extension over a certain distance away).
- Provide developers flexibility as relates to the parking stall size (standard or compact), ensuring only that parking stalls meet minimum code requirements.
- This code should be re-evaluated at the time of the triennial green building code update to adjust for changes in local charging needs and prevailing technologies.



PRESENTED BY:



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