



# ELECTRIC VEHICLE READINESS ORDINANCE

SALT LAKE CITY SUSTAINABILITY DEPARTMENT





# PRESENTATION AGENDA

- 01 BACKGROUND + CONTEXT**  
An introduction to electric vehicle readiness and current SLC policy
- 02 LOCAL BENEFITS**  
How EV readiness provides economic benefits and improves Salt Lake City's air quality
- 03 PROPOSED REQUIREMENTS**  
An overview of the proposed ordinance additions and property types impacted



# What does **electric vehicle readiness** mean?

Three levels of “electric vehicle supply equipment” (EVSE) infrastructure are often regulated by municipal zoning ordinances:

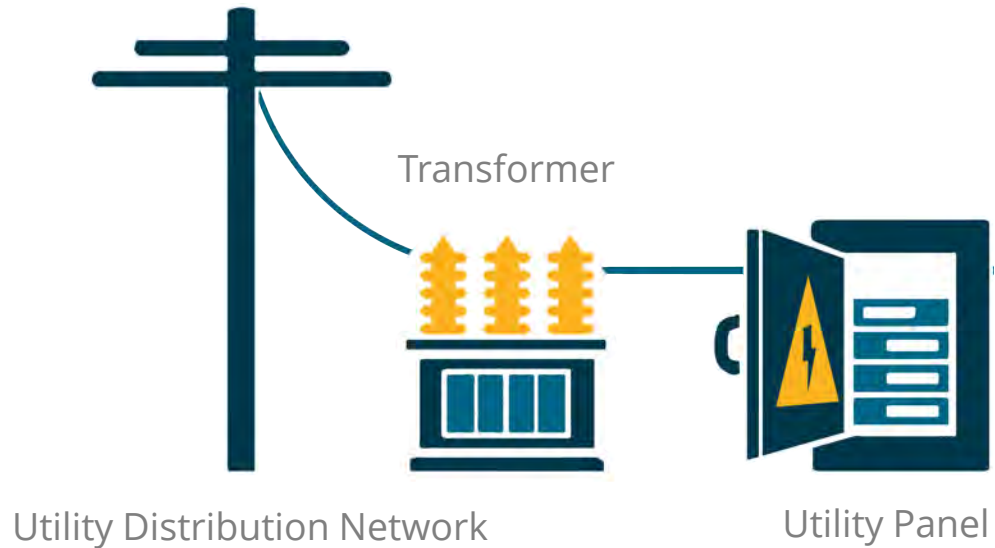
**EV CAPABLE**

**EV READY**

**EVSE INSTALLED**



What does **electric vehicle readiness** mean?



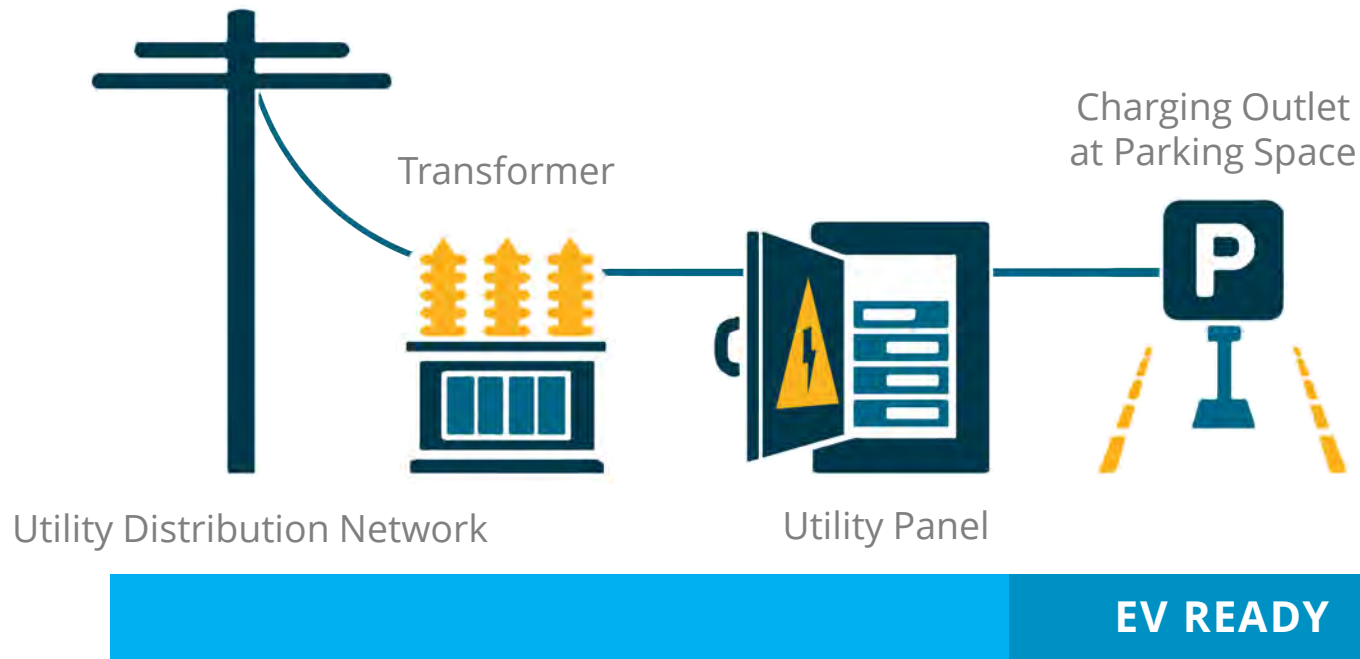
**EV CAPABLE**

Installed electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking space.





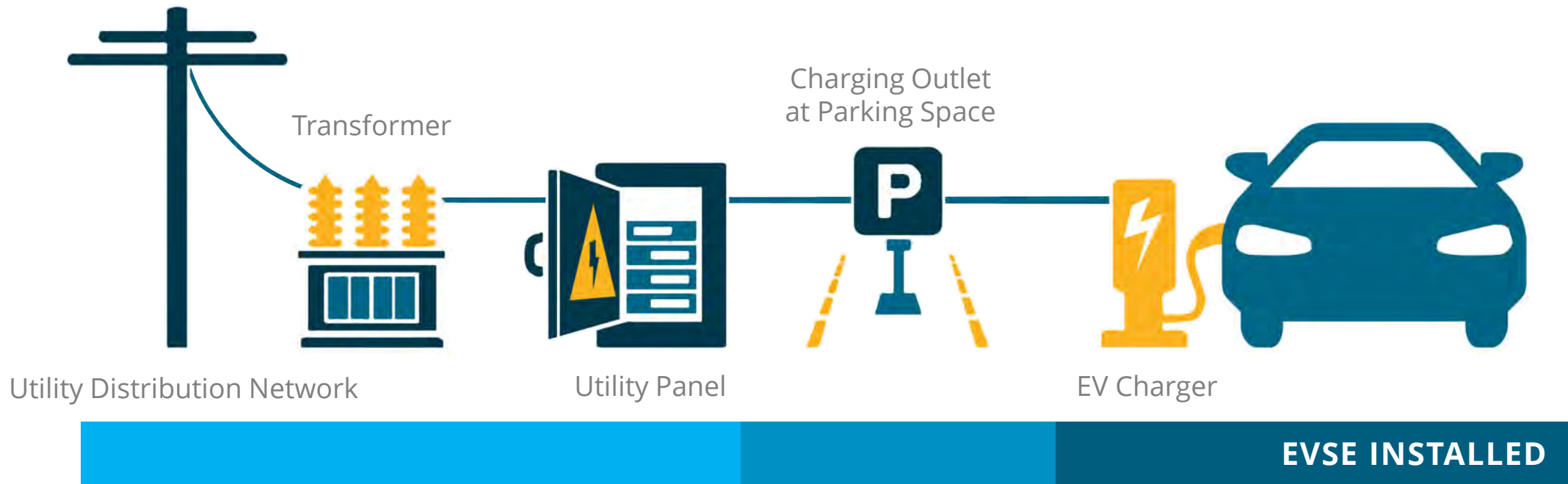
## What does **electric vehicle readiness** mean?



Installed electrical panel capacity and raceway with conduit to terminate in junction box or 240-volt charging outlet.



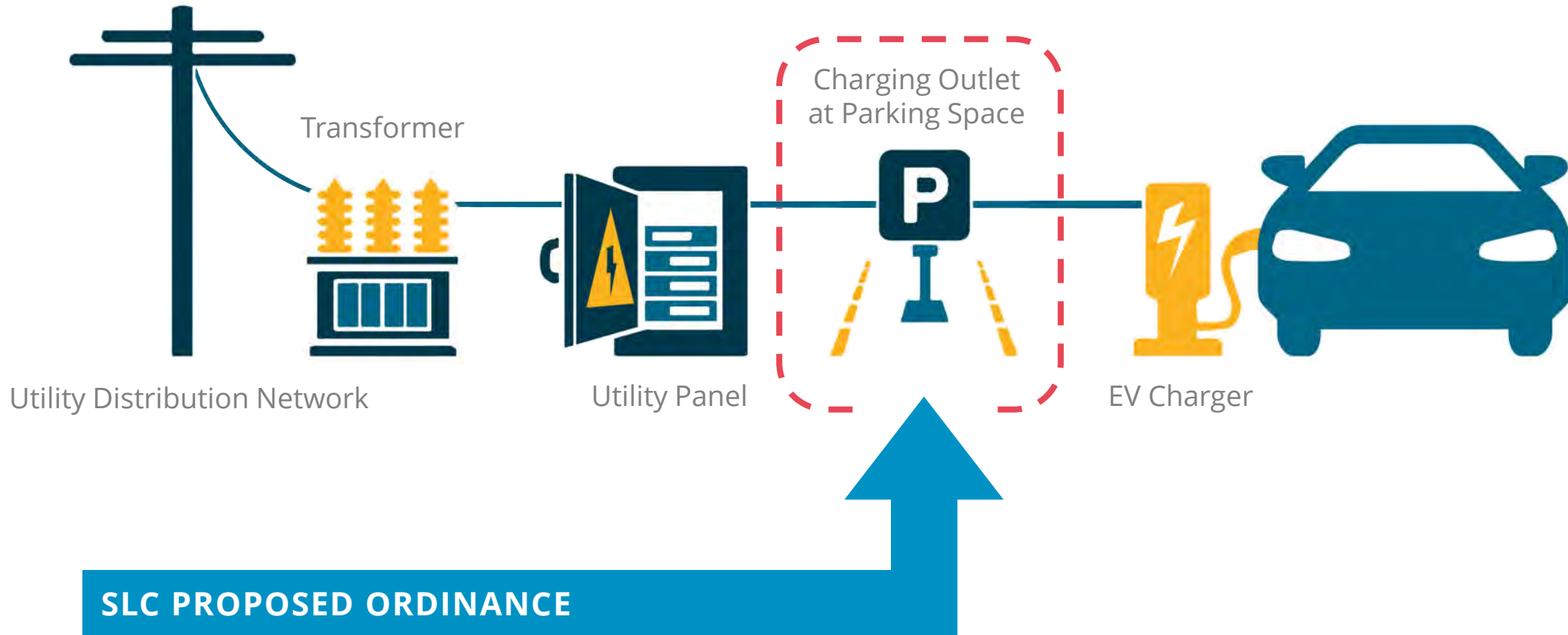
# What does **electric vehicle readiness** mean?



Installed Level 2 charging station.



# What does **electric vehicle readiness** mean?



# Existing EV Policy

MULTIFAMILY PROPERTIES

One (1) installed EV charging station per 25 required parking spaces

- ✓ Count toward total required parking spaces
- ✓ Must be located near building entrance
- ✓ Signed in a clear and conspicuous manner
- ✓ Specific charging station level not required





# Proposed EV Readiness

## MULTIFAMILY PROPERTIES

Twenty percent (20%) of required parking spaces constructed as EV-ready

- ✓ Count toward total required parking spaces
- ✓ EV-ready parking spaces shall have electrical conduit and sufficient electrical capacity
- ✓ For new multi-family uses, a minimum of 20% of ADA spaces shall be constructed as EV-ready.



# Market Trends

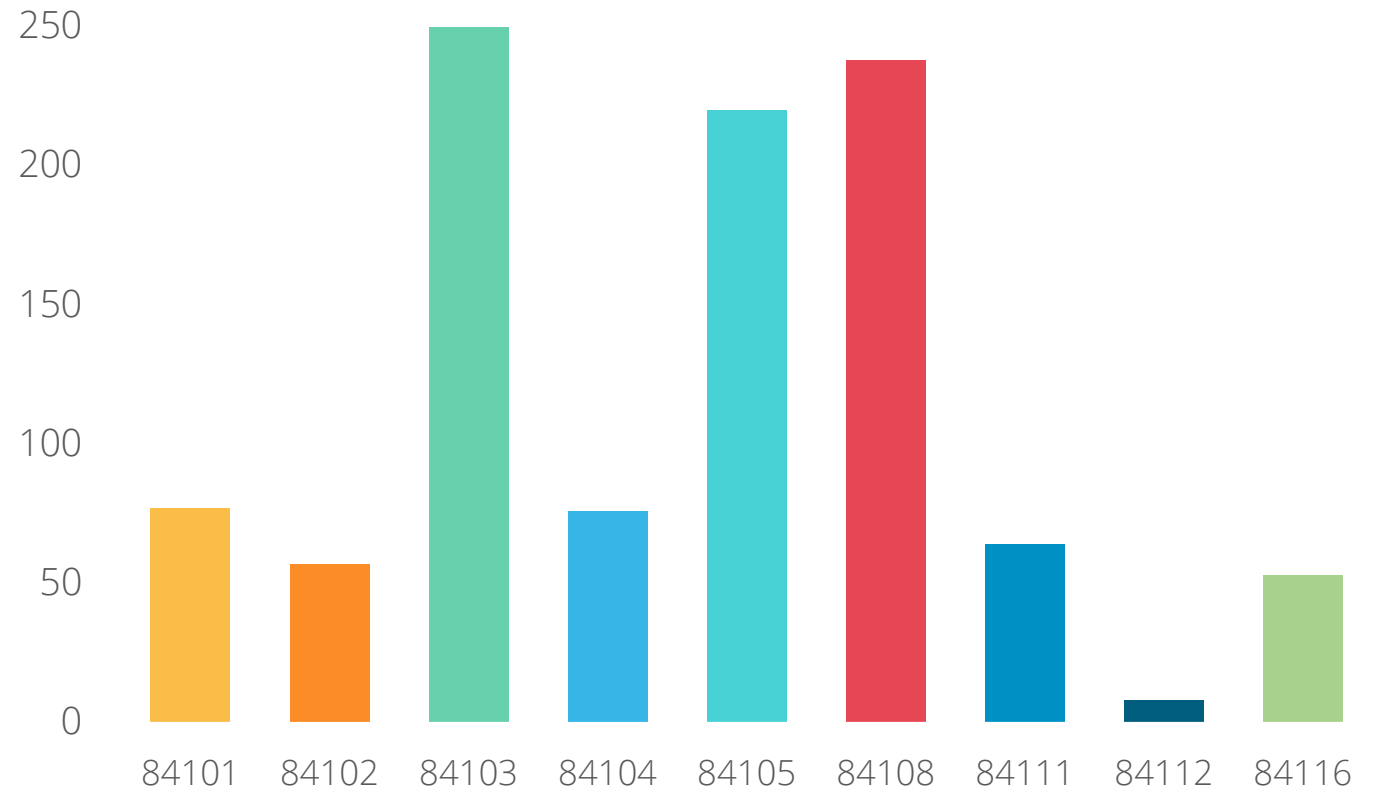
MARKET SIZE & DEMAND



## SALT LAKE CITY



**1,043 EVs** registered in 2020



*Data Source: Utah State Tax Commission*

# Market Trends

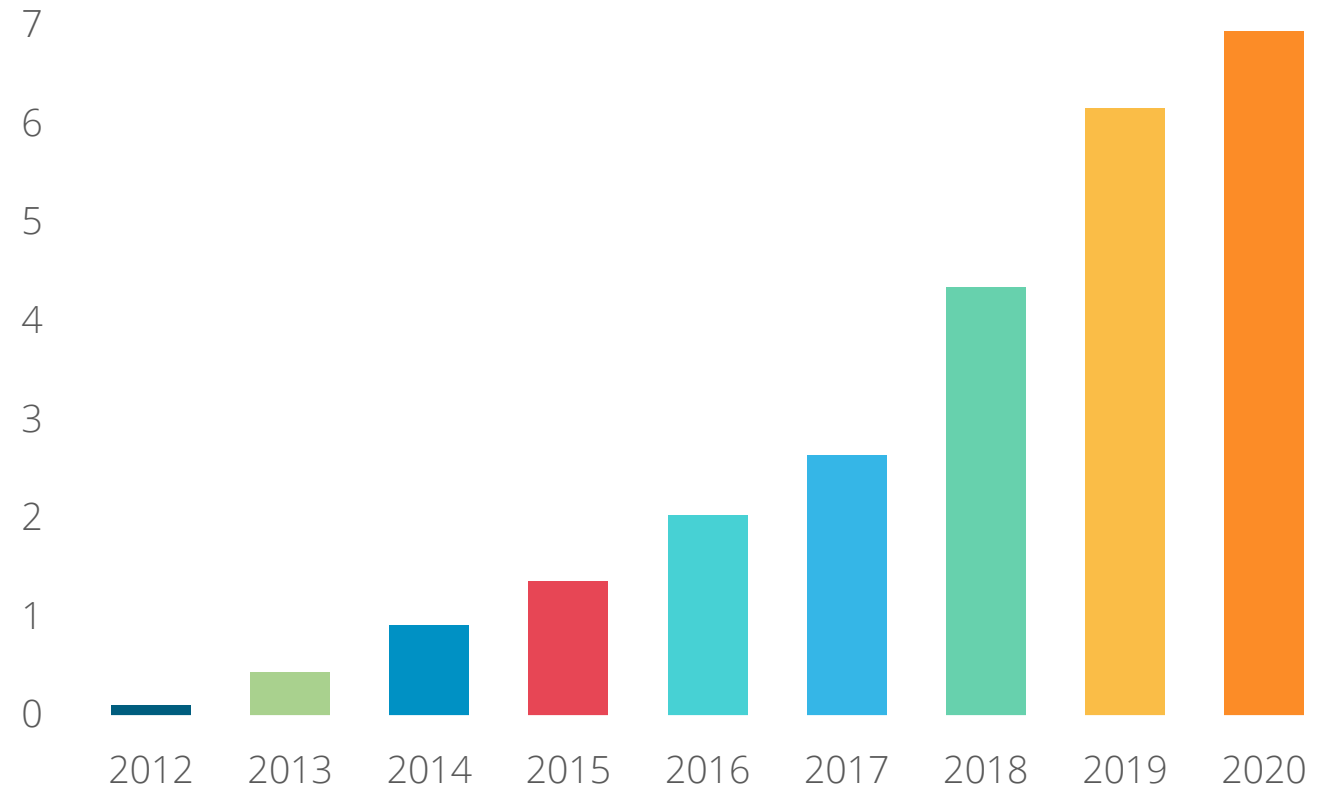
MARKET SIZE & DEMAND



## UTAH



**6,947 EVs** as of Q2 2020 (in thousands)



*Data Source: Utah State Tax Commission*

# New vs. Retrofit Costs

## AN ECONOMIC COMPARISON



A study of EV-ready construction costs shows that installing infrastructure during the new construction phase is the most cost-efficient.

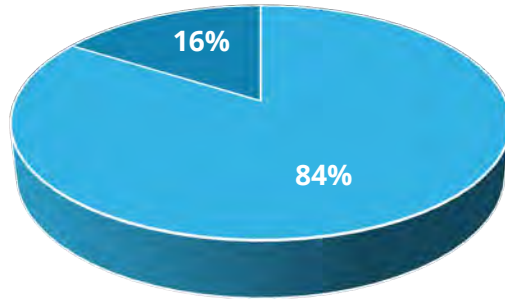
New Construction		Retrofit
\$610	Balance of Circuit	\$1,210
\$180	Raceway	\$1,070
\$70	Permitting & Inspection	\$650
\$60	Construction Management	\$620
<b>\$920</b>	<b>Total (per space)</b>	<b>\$3,550</b>

# Charging Behavior

## PLACE-BASED CHARGING DEMANDS



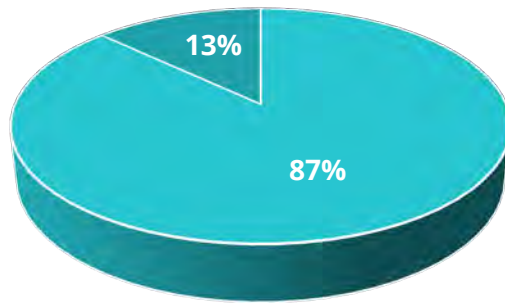
Nissan Leaf



■ Home ■ Away

**4,000** U.S. drivers assessed

Chevy Volt



■ Home ■ Away

**1,800** U.S. drivers assessed

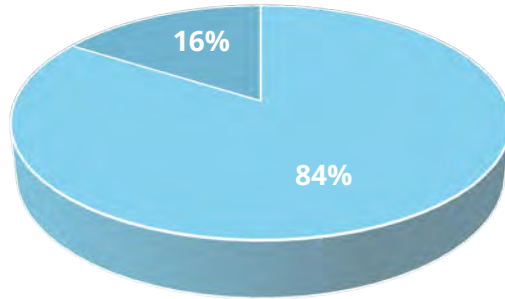


# Charging Behavior

## PLACE-BASED CHARGING DEMANDS

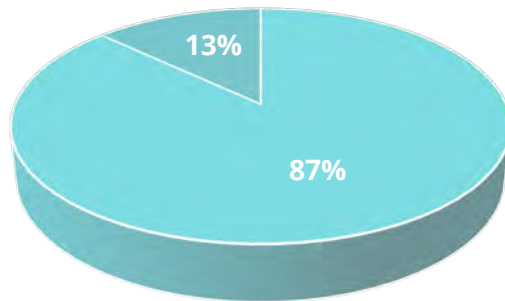


Nissan Leaf

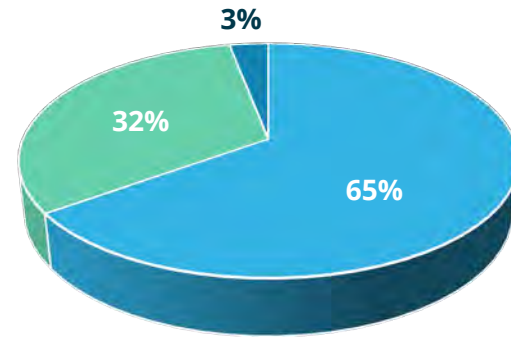


■ Home ■ Away

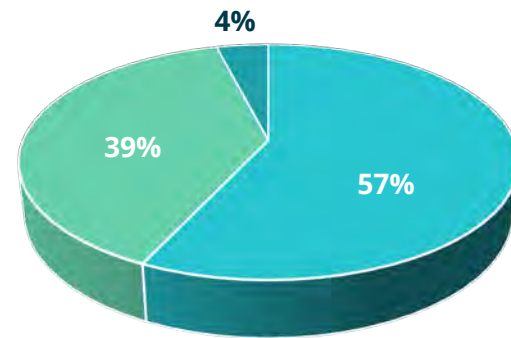
Chevy Volt



■ Home ■ Away



■ Home ■ Work ■ Other



■ Home ■ Work ■ Other

## Subgroups

with access to workplace charging

# Economic Benefits

## PREPARING FOR TECHNOLOGY INNOVATION

### Future-Proof Development

Building code standards are moving quickly to keep up with EV technology.




### Avoid Costly Retrofits

Retrofits costs are significantly higher than new construction for EV-ready.



### Market Competitiveness

Properties without installed EV-ready infrastructure will become less viable to specific residents that require home-based charging options.



A resilient building stock that is prepared to meet demands for future acceleration of electric vehicle adoption.

# Air Quality

BENEFITS TO SLC'S AIRSHED



Direct Emissions  
are Eliminated



AQ Pollutants are  
Significantly Reduced



Effects are Compounded  
with an Increasingly  
Cleaner Grid



# Proposed Ordinance

## EV READINESS LANGUAGE

Each multifamily use shall provide a minimum of 20% electric vehicle ready parking spaces of total required parking on-site.

- ✓ EV-ready parking spaces shall have electrical conduit and sufficient electrical capacity for future use of 200 volt charging station.
- ✓ Proposed EV-ready parking spaces shall be submitted on site plans.
- ✓ For new multi-family uses, a minimum of 20% of ADA spaces shall be constructed as EV-ready.





# Proposed Ordinance

## EV READINESS LANGUAGE

### Additional Provisions:

- EV-ready parking spaces count toward the total required number of parking spaces
- Parking areas with 4 or fewer parking spaces are not required to identify EV-ready spaces
- Where no minimum parking is required, EV-ready parking spaces are based on provided parking
- Electric vehicle parking spaces that exceed those required by Subsection B.1 shall count towards the required number of EV-ready spaces





# SALT LAKE CITY

## DEPARTMENT OF SUSTAINABILITY



Contact Information

Staff: [peter.nelson@slcgov.com](mailto:peter.nelson@slcgov.com)