




CITY COUNCIL TRANSMITTAL


Lisa Shaffer (Dec 6, 2022 13:55 MST)

Lisa Shaffer, Chief Administrative Officer

Date Received: 12/06/2022

Date Sent to Council: 12/06/2022

TO: Salt Lake City Council
Dan Dugan, Chair

DATE: December 6, 2022

FROM: Debbie Lyons, Sustainability Director



SUBJECT: *Electric Vehicle Readiness Off-Street Parking Stalls Amendment*

STAFF CONTACTS: Peter Nelson
Sustainable Business Program Manager
Peter.Nelson@slcgov.com | 801-535-6477

DOCUMENT TYPE: Ordinance

RECOMMENDATION: Adopt the ordinance amending and updating Sections of the *Salt Lake City Code* for Off-Street Parking, 21A.44.040, relating to electric vehicle readiness parking stall requirements

BUDGET IMPACT: None

BACKGROUND/DISCUSSION:

Mayor Erin Mendenhall and the Salt Lake City Sustainability Department propose to amend the text of *Salt Lake City Code* Subsection Chapter 21A.44.040.B.2 (Zoning: Off Street Parking, Mobility and Loading; Required Off Street Parking; Electric Vehicle Parking) to require properties with a multi-family use to implement electric vehicle (EV) readiness infrastructure for 20% of required parking spaces, at the time of new construction or major reconstruction.

Policy background

In November 2016, the City Council and Mayor adopted a Joint Resolution establishing renewable energy and carbon emissions reduction goals for Salt Lake City. Included in the resolution is a community carbon emissions reduction goal of 80% by 2040, with an interim goal of 50% reduction in greenhouse gases by 2030. Reductions in emissions from energy use and transportation are specifically cited in the resolution, which includes on-road emissions from private vehicles.



In May 2017, the Salt Lake City Council approved an ordinance amendment requiring one EV parking space, equipped with an EV charging station, for every 25 required parking spaces for all multi-family use properties.

On December 8th, 2020, City Council and Mayor Mendenhall adopted the joint Electrified Transportation Resolution, establishing a commitment to incorporate and promote clean energy transportation technologies as an important solution to reduce carbon emissions and pollutants that impact air quality. The proposed ordinance aligns directly with the resolution by expanding greater adoption of electric vehicle technology, expanding EV charging infrastructure, accelerating EV adoption rates, and supporting the inclusive development of clean transportation options for community members.

In April 2022, Mayor Mendenhall signed a petition initiation request (PLNPCM2022- 00374) for the Sustainability Department to begin the process of amending the zoning ordinance to add requirements that a minimum of 20% of on-site parking spaces in new multifamily construction projects be built electric vehicle-ready (EV-ready).

In July 2022, the Salt Lake City Planning Commission held a public hearing regarding PLNPCM2022-00374 and reviewed the corresponding staff report from the Sustainability Department. At the hearing, the Planning Commission unanimously passed a motion to forward a recommendation to the City Council to approve the request to amend the zoning ordinance for Electric Vehicle Readiness (PLNPCM2022-00374).

Electric Vehicles and Air Quality

The on-road transportation sector accounts for nearly 20% of greenhouse gas emissions in Salt Lake City, contributing to air pollution and climate change and threatening the health and wellbeing of residents and visitors of Salt Lake City. Petroleum-fueled on-road transportation contributes significantly to the air pollution in the Wasatch Front airshed through criteria pollutants emissions. Electric vehicles present a net benefit to the community in terms of air quality improvements. Compared to a gasoline vehicle, electric vehicles offer the following percent reduction in emissions (estimated): 99.7% for volatile organic compounds (VOCs); 76.1% for NOx; 49.3% for PM₁₀; 64.8% for PM_{2.5}; 95.7% for SO₂; 99.8% for CO; and 1.8% for GHG (greenhouse gases). EV readiness infrastructure supports the increased adoption of EVs by multi-family tenants, which in turn will lead to reduction in local air quality pollutants, helping Salt Lake City maintain its attainment status for compliance with federal health-based standards for fine particulate matter and ozone.

Equitable Access to Charging Opportunities

Salt Lake City currently incentivizes electric vehicles by providing accessible public charging at 20 dual-port public EV charging stations at 15 sites within Salt Lake City, with more located at the airport. The charging stations, which are owned and operated by the City, are currently free to use for the posted time limit. Most of these stations were installed in 2017 and help serve short-term charging needs, accessibly and conveniently, across the city.

Since the installation of these stations and the adoption of the first EV charging station ordinance requirement in Salt Lake City in 2017, EV registrations have increased statewide by 152%, according to a data request from the Utah State Tax Commission. As of quarter 3 of 2022,



electric vehicles represent 5.7% of all vehicle purchases statewide for the year. As of February 2022, 1,665 EVs were registered in Salt Lake City across all applicable zip codes.

Furthermore, electric vehicle ownership continues to increase. Many car manufacturers have publicized their goals of making only all-electric vehicles over the next decade. For example, General Motors has committed to only producing all-electric vehicles by 2035. With the passage of the Inflation Reduction Act, ownership of these vehicles is expected to grow dramatically over the next decade and beyond. The Inflation Reduction Act offers expanded \$7,500 tax credits, available at the point-of-sale, for certain new electric vehicles, as well as up to a \$4,000 tax credit for the purchase of a used EV.

These trends make it all the more important that Salt Lake City's infrastructure is ready to serve residents across the City, including those who rent, giving them the ability to charge their vehicles.

This is important because EV charging most commonly takes places at home. In a study by the Idaho National Laboratory (2015 [study](#) and [press release](#)), it was found that approximately 85% of charging events take place at home; with access to workplace charging, the at-home charging events accounted for approximately 61% on average. The proposed EV readiness ordinance helps to create home-based charging opportunities to residents that live in multi-family dwellings, where EV charging is often less accessible. Adoption of an EV-ready requirement for new construction ensures lower EV charging installation costs in the future, as well as provides residents with increased certainty that charging opportunities will be available when the need arises.

The proposed EV readiness ordinance applies to any property with a multi-family use, including mixed-use developments, at the time of new construction or major reconstruction. Twenty percent (20%) of required or provided parking spaces shall be constructed as electric vehicle ready (EV-ready). EV-ready infrastructure includes installed electrical panel capacity and raceway with conduit to terminate in a junction box or 208- or 240-volt charging outlet. **The ordinance does not require an installed charging station to comply with regulations; the intention of the proposed ordinance is to prepare parking spaces for the future use of a Level 2 EV charging station.**



Public Process

The following timeline lists key events in the public process:

Meetings with internal City stakeholders
Posted on Departmental project webpage
Public Comment Period 1
Salt Lake City Sustainability Public EV Presentation
Presentation to Utah Commercial Real Estate (UCRE) working group
Presented at Utah Commercial Real Estate Task Force EV Workshop
Public Comment Period 2
Public Comment Period 3
Presentation to the Salt Lake City Planning Commission

2019-2020
Sept 2020 – Present
Oct 2020 – January 2021
October 2020
December 2020
February 2021
June 2021 – August 2021
April 2022 – June 2022
July 2022



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ATTACHMENT 1

Ordinance – Red Lined
Ordinance – Final

LEGISLATIVE DRAFT

SALT LAKE CITY ORDINANCE

No. _____ of 2022

(Ordinance amending Section 21A.44.040 of the Salt Lake City Code
pertaining to EV-readiness for required off street parking)

WHEREAS, Chapter 21A.44 of the Salt Lake City Code (Zoning: Off Street Parking, Mobility, and Loading) sets forth minimum and maximum requirements for off-street parking spaces for different zoning districts within Salt Lake City; and

WHEREAS, Section 21A.44.040(B) of the Salt Lake City Code currently mandates the inclusion of one (1) parking spaces dedicated to electric vehicles and equipped with an electric vehicle (“EV”) charging station for every twenty-five (25) parking spaces for all multi-family use buildings (the “EV Parking Ordinance”); and

WHEREAS, Salt Lake City Corporation (“City”) is committed to carbon emissions reduction, and pursuant to Resolution No. 33 of 2016, a joint resolution of the Salt Lake City Council and Mayor establishing renewable energy and carbon emissions reduction goals for Salt Lake City, adopted a goal of reducing carbon emissions by 50% by 2030; and

WHEREAS, on December 8th, 2020 the City Council and the Mayor adopted Resolution No. 45 of 2020, a joint resolution of Salt Lake City Council and Mayor establishing electrified transportation goals for Salt Lake City, establishing a commitment to support the development of electric vehicle charging infrastructure, plus other programs, policies, and projects that encourage the purchase and use of electric vehicles by local residents; and

WHEREAS, the Salt Lake City Council finds that updates to the EV Parking Ordinance are necessary to require new multi-family use developments or major reconstruction projects of multi-family buildings to include electric vehicle readiness infrastructure to support electric vehicle use for Salt Lake City residents in advancement of the City’s carbon emissions reduction goals.

LEGISLATIVE DRAFT

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending Section 21A.44.040. Section 21A.44.040(B) of the *Salt Lake City*

Code shall be, and hereby is, amended to read as follows:

21A.44.040: REQUIRED OFF STREET PARKING:

B. Electric Vehicle Parking:

1. Each multi-family use shall provide a minimum of one (1) parking space dedicated to electric vehicles for every twenty-five (25) parking spaces provided on-site. Electric vehicle parking spaces shall count toward the minimum required number of parking spaces. The electric vehicle parking space shall be:

~~1.a.~~ Located in the same lot as the principal use;

~~2.b.~~ Located as close to a primary entrance of the principal building as possible;

~~3.c.~~ Signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and

~~4.d.~~ Outfitted with a standard electric vehicle charging station.

2. In addition to Electric Vehicle Parking requirements, each multi-family use shall provide a minimum of 20% electric vehicle ready (EV-ready) parking spaces of required parking spaces provided on-site. EV-ready parking spaces are parking spaces that are equipped with electrical conduit and sufficient electrical capacity for the future use of a minimum 200-volt electric vehicle charging station. The location of proposed EV-ready parking spaces shall be indicated on submitted site plans.

a. EV-ready parking requirements shall count toward the minimum required and maximum allowed number of parking spaces.

LEGISLATIVE DRAFT

b. Parking areas with four or fewer vehicle parking spaces are not required to identify an EV-ready parking space.

c. Where no minimum parking is required, the 20% EV-ready parking space requirement will be based on provided parking.

d. For new multi-family uses, a minimum of 20% of required Accessible (ADA) parking spaces shall be constructed as EV-ready.

e. Electric vehicle parking spaces provided in accordance with Subsection B.1 that exceed the minimum number of required spaces established in that subsection shall count towards the required number of EV-ready parking spaces required in this Subsection B.2.

SECTION 2. Effective Date. This Ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this __ day of _____, 2022.

LEGISLATIVE DRAFT

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.
Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 2022
Published: _____.

APPROVED AS TO FORM
Salt Lake City Attorney's Office

Date: _____

Sara Montoya, Senior City Attorney

SALT LAKE CITY ORDINANCE

No. _____ of 2022

(Ordinance amending Section 21A.44.040 of the Salt Lake City Code
pertaining to EV-readiness for required off street parking)

WHEREAS, Chapter 21A.44 of the Salt Lake City Code (Zoning: Off Street Parking, Mobility, and Loading) sets forth minimum and maximum requirements for off-street parking spaces for different zoning districts within Salt Lake City; and

WHEREAS, Section 21A.44.040(B) of the Salt Lake City Code currently mandates the inclusion of one (1) parking spaces dedicated to electric vehicles and equipped with an electric vehicle (“EV”) charging station for every twenty-five (25) parking spaces for all multi-family use buildings (the “EV Parking Ordinance”); and

WHEREAS, Salt Lake City Corporation (“City”) is committed to carbon emissions reduction, and pursuant to Resolution No. 33 of 2016, a joint resolution of the Salt Lake City Council and Mayor establishing renewable energy and carbon emissions reduction goals for Salt Lake City, adopted a goal of reducing carbon emissions by 50% by 2030; and

WHEREAS, on December 8th, 2020 the City Council and the Mayor adopted Resolution No. 45 of 2020, a joint resolution of Salt Lake City Council and Mayor establishing electrified transportation goals for Salt Lake City, establishing a commitment to support the development of electric vehicle charging infrastructure, plus other programs, policies, and projects that encourage the purchase and use of electric vehicles by local residents; and

WHEREAS, the Salt Lake City Council finds that updates to the EV Parking Ordinance are necessary to require new multi-family use developments or major reconstruction projects of multi-family buildings to include electric vehicle readiness infrastructure to support electric vehicle use for Salt Lake City residents in advancement of the City’s carbon emissions reduction goals.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending Section 21A.44.040. Section 21A.44.040(B) of the *Salt Lake City Code* shall be, and hereby is, amended to read as follows:

21A.44.040: REQUIRED OFF STREET PARKING:

B. Electric Vehicle Parking:

1. Each multi-family use shall provide a minimum of one (1) parking space dedicated to electric vehicles for every twenty-five (25) parking spaces provided on-site. Electric vehicle parking spaces shall count toward the minimum required number of parking spaces. The electric vehicle parking space shall be:

- a. Located in the same lot as the principal use;
- b. Located as close to a primary entrance of the principal building as possible;
- c. Signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and
- d. Outfitted with a standard electric vehicle charging station.

2. In addition to Electric Vehicle Parking requirements, each multi-family use shall provide a minimum of 20% electric vehicle ready (EV-ready) parking spaces of required parking spaces provided on-site. EV-ready parking spaces are parking spaces that are equipped with electrical conduit and sufficient electrical capacity for the future use of a minimum 200-volt electric vehicle charging station. The location of proposed EV-ready parking spaces shall be indicated on submitted site plans.

- a. EV-ready parking requirements shall count toward the minimum required and maximum allowed number of parking spaces.

b. Parking areas with four or fewer vehicle parking spaces are not required to identify an EV-ready parking space.

c. Where no minimum parking is required, the 20% EV-ready parking space requirement will be based on provided parking.

d. For new multi-family uses, a minimum of 20% of required Accessible (ADA) parking spaces shall be constructed as EV-ready.

e. Electric vehicle parking spaces provided in accordance with Subsection B.1 that exceed the minimum number of required spaces established in that subsection shall count towards the required number of EV-ready parking spaces required in this Subsection B.2.

SECTION 2. Effective Date. This Ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this __ day of _____, 2022.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.
Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 2022
Published: _____.

APPROVED AS TO FORM
Salt Lake City Attorney's Office

Date: December 6, 2022

Sara Montoya
Sara Montoya, Senior City Attorney



ATTACHMENT 2

COMMENTS RECEIVED FROM PROJECT PAGE FORM SUBMISSION

	Feedback, Comments, and Questions	Date
1	This ordinance is a bit pre-mature, especially for multi- family projects. Most apartment owners cannot afford an electric vehicle and the EV stations installed don't get used. While I like the concept, the ordinance will increase costs for housing at a time when we need to make housing more affordable.	9/23/2020 21:05
2	I certainly appreciate the need to move things in a clean energy direction, however, I cannot support pushing such a high percentage of required EV stalls. Electric vehicles are not a fully viable means of transportation at this point, and won't be for some time. Until owning an electric vehicle makes practical and economic sense, 20% of the population will not be driving these types of vehicles. Implementing reasonable EV station requirements, providing incentives for developers that go beyond the requirements, and/or stepping up requirements over time, all prove that the city is thoughtful on both sides of the situation. It is important to stay ahead of demand, however, having managed properties with EV stations, we are very far from a 20% use of these stations.	1/6/2021 21:25
3	We appreciate the City working to push forward sustainability ordinances, as we all are stewards of our cities. However, requiring 20% of residential parking to cater to electric vehicles appears quite high in relation to the actual users. We do live in an area where ownership of an electric vehicle is a luxury. In addition to being economically prohibitive, residents live in Utah in order to enjoy a state full of natural wonders, in which the current electric vehicle options are not viable. We recognize that this need is forthcoming, however, recommend an incentive program, rather than a % requirement, be initiated. If an EV station requirement ordinance is inevitable, we suggest that the % is substantially reduced and applied to only specific types/sizes of multi-family, matching the actual needs of the potential residents/general public. These requirements could then step as demand increases.	1/7/2021 19:26
4	Hello, I have a question about this ordinance. Is this only applicable to new build? Or does it apply to existing multi-family dwellings? I live in an existing building and would love to push our HOA to install charging stations, two of us own electric vehicles.	1/22/2021 16:03



ATTACHMENT 3

LETTER FROM SWEEP, UTAH CLEAN ENERGY, AND WRA

Williams, Shannon

From: Matt Frommer <mfrommer@swenergy.org>
Sent: Friday, November 20, 2020 12:04 PM
To: Williams, Shannon
Cc: aaron.kressig@westernresources.org; Josh Craft; Travis Madsen
Subject: (EXTERNAL) Feedback on Electric Vehicle Readiness Ordinance
Attachments: SLC EV Infrastructure Building Codes Letter.docx

Hi Shannon,

Please find our attached support letter for Salt Lake City's proposed EV Readiness Ordinance. As you'll see, our letter includes 3 recommendations to improve the proposed Ordinance:

1. Clarify the 'EV-Capable parking space' and 'EV-Ready parking space' definitions and infrastructure specifications.
2. Add EV infrastructure requirements for single-family residential and commercial buildings.
3. Make sure the EV infrastructure requirements apply to both new and renovated buildings.

I'd suggest reviewing SWEEP's [EV Infrastructure Building Codes Adoption Toolkit](#) for more information on infrastructure costs and sample code language. Let us know if you have any questions.

Thanks and have a good weekend!
Matt

--

Matt Frommer
Senior Transportation Associate
Southwest Energy Efficiency Project (SWEEP)
M: 908-432-1556
mfrommer@swenergy.org
Follow us at: @SouthwestEE
[Sign-up for SWEEP news](#)

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November 20, 2020

Subject: Support the Adoption of Salt Lake City's Proposed Electric Vehicle Readiness Ordinance

Dear Salt Lake City Sustainability Department,

The signatories of this letter submit the following comments for consideration by the Salt Lake City Sustainability Department in the development of the City's Electric Vehicle Readiness Ordinance. We strongly support the City's proposed Ordinance, which will lower critical barriers to EV adoption by reducing the cost of installing EV charging stations. We also believe the Ordinance could be clarified, strengthened, and expanded to better align with the charging needs of Salt Lake City residents and businesses. To improve the proposed Ordinance, the City should:

1. **Clarify the 'EV-Capable parking space' and 'EV-Ready parking space' definitions and infrastructure specifications.**

The proposed Ordinance calls for 20% of new parking spaces to be "electric vehicle ready (EV-ready)", but then describes EV-ready parking spaces to include "electrical conduit and sufficient electrical capacity for the future use of a minimum 200V EV charging station". This definition better resembles the language for "EV-Capable parking spaces" from the Sustainability Department's [EV Readiness Ordinance presentation](#) on October 14, 2020. The Department should clarify these requirements and add the following technical specifications, which were vetted by the ICC as part of the 2021 IECC code development process and have been adopted by a number of municipalities across the country:

EV Capable Space. *Electrical panel capacity and space to support a minimum 40-ampere, 208/240-volt branch circuit for each EV parking space, and the installation of raceways, both underground and surface mounted, to support the EVSE.*

EV Ready Space. *A designated parking space which is provided with one 40-ampere, 208/240-volt dedicated branch circuit for EVSE servicing Electric Vehicles. The circuit shall terminate in a suitable termination point such as a receptacle, junction box, or an EVSE, and be located in close proximity to the proposed location of the EV parking spaces.*

We recommend maintaining the EV-Ready parking requirements, which includes a full 240V/40A circuit terminating in a receptacle, junction box, or EV charging station. A fully operational receptacle will allow

residents to quickly and easily charge their EVs with an affordable and portable EV charging cable, which are typically included in the purchase or lease of a new EV.

2. Add EV infrastructure requirements for single-family residential and commercial buildings.

The City's justification for EV infrastructure requirements in multifamily buildings is well-reasoned and the same logic should be extended to single-family residential and commercial buildings. The Sustainability Department's October 14th presentation includes data showing that well over 80% of EV charging takes place in the home with most of the remaining charging at the workplace. Like charger installations in multifamily buildings, the cost to install EV infrastructure at single-family homes and commercial buildings is significantly more expensive to complete during a stand-alone retrofit versus new construction (See SWEEP's 2020 [EV Infrastructure Building Codes Adoption Toolkit](#) for most information on costs.)

EV-Ready infrastructure in commercial buildings drastically improves charging access, especially for residents of existing multifamily residential buildings, where the installation of a home-charger is often cost-prohibitive or logistically unfeasible. According to the U.S. DOE's [Workplace Charging Challenge](#), employees are six times more likely to drive an EV if their workplace offers EV charging. To better support residential and commercial EV adoption, the Ordinance should include the following requirements:

- **One- and two-family dwellings:** At least one EV-Ready parking space per dwelling unit.
- **Commercial buildings (Groups A, B, E, I, M, S-2):** Provide a minimum of 20% EV-ready parking spaces.*

The City might also consider a DC Fast-charger provision to allow developers to substitute up to five Level 2 charging spaces with one DC fast-charging space (minimum 20kW).

3. EV infrastructure requirements must apply to both new and renovated buildings.

Governments and automakers around the world have signaled a total market transformation to electric transportation over the next 2-3 decades and we're going to need millions of new plugs in our homes and businesses to charge all these new EVs. EV infrastructure requirements for new buildings is an important first step, but according to a recent study from UC-Berkeley, just 6% of all homes in the U.S. were built in the last 10 years. As a result, the Sustainability Department should consider lowering the threshold for EV infrastructure requirements. The City and County of Denver applies their [EV infrastructure requirements](#) to 'Level 3 Alterations', "where the work area exceeds 50 percent of the original building area or more than 10 parking spaces are substantially modified are subject to the EV infrastructure requirements listed above."

In conclusion, we applaud Salt Lake City for advancing policies that support greater EV adoption and we recommend extending these important EV infrastructure requirements to new and renovated residential and commercial buildings. Thank you very much for the opportunity to comment.

Sincerely,

Matt Frommer
Senior Transportation Associate
Southwest Energy Efficiency Project
mfrommer@swenergy.org

Aaron Kressig
Transportation Electrification Manager
Western Resource Advocates
aaron.kressig@westernresources.org

Josh Craft
Government Relations Manager
Utah Clean Energy
josh@utahcleanenergy.org



ATTACHMENT 4

LETTER FROM TESLA

Williams, Shannon

From: Noelani Derrickson <nderrickson@tesla.com>
Sent: Monday, January 25, 2021 10:53 AM
To: Council Comments; Williams, Shannon
Cc: Craig Hulse; Francesca Wahl
Subject: (EXTERNAL) Salt Lake City EV Ready Ordinance - Tesla Letter of Support
Attachments: Salt Lake City EV Ready Ordinance - Tesla Letter of Support 1.25.pdf

Salt Lake City Council,

Please find attached a letter of support from Tesla on Salt Lake City's proposed [Electric Vehicle Ready Parking](#) ordinance for multi-family units. Passage of the proposed ordinance is an important step in supporting higher levels of electric vehicles.

Thank you,

Noelani Derrickson | Public Policy and Business Development

3500 Deer Creek Rd, Palo Alto, CA 94304
m. (808) 220-8990 | nderrickson@tesla.com

T E S L A



January 25, 2021

Salt Lake City Council
451 South State Street,
Room 304
Salt Lake City, UT 84111
council.comments@slcgov.com

RE: Salt Lake City EV Readiness Ordinance – 21.A.44.050.B.3

Salt Lake City Council,

I am writing on behalf of Tesla to express our support for Salt Lake City's proposed electric vehicle (EV) readiness ordinance, which requires that multi-family developments provide a minimum of 20% EV-ready¹ parking spaces.

Tesla's mission is to accelerate the world's transition to sustainable energy, and we are proud to be helping Salt Lake City meet our shared goals. As both a manufacturer of EVs and a provider of charging infrastructure for our customers, Tesla brings a unique perspective to the discussion on EV readiness measures for new buildings and construction on existing buildings.

Access to EV charging represents one of the more fundamental challenges impairing demand for electric vehicles. Without easy and convenient access to EV charging, drivers will be less inclined to choose an EV over a conventional vehicle. Since most charging occurs at home or at work (80%), ensuring that Level-2 charging is generally available in residential and workplace parking structures provides an additional sense of reliability and convenience for current and future EV drivers.

We commend Salt Lake City for its leadership in accelerating transportation electrification and proposing EV-readiness requirements for multifamily buildings. Salt Lake City will join a growing

¹ EV-ready is defined by Salt Lake City as meaning a parking space that is designed and constructed to include an electrical panel capacity with a dedicated branch circuit, a continuous raceway from the panel to the future EV parking space, and conduit to terminate in a junction box or 240-volt charging outlet. Available at <http://www.slcdocs.com/slcgreen/Proposed%20EV%20Readiness%20Ordinance%20Presentation%20Slides%20-%20Oct%2014%202020.pdf>

list of cities across North America including Atlanta, Chicago, and Vancouver, that are adopting EV readiness requirements at 20% or higher for new parking spaces. Given the important role EV charging infrastructure will play in helping Salt Lake City meet its pollution and emission reduction goals, we urge the adoption of this EV-readiness ordinance.

Sincerely,

Noelani Derrickson

Policy and Business Development Advisor

nderrickson@tesla.com



ATTACHMENT 5

COMMENTS EMAILED TO SUSTAINABILITY DIVISION



Williams, Shannon

From: Dustin Holt
Sent: Wednesday, November 18, 2020 9:05 AM
To: Williams, Shannon
Subject: (EXTERNAL) EV Stall Readiness Ordinance -

Ms. Williams,

As both a Salt Lake City resident and someone who develops multi-family projects in SLC, let me start by saying I am a huge proponent of SLC, and Electric Vehicles. I absolutely support Electric Vehicles and I support the Cities current requirements for projects to provide 1 EV stall per 25 Stalls the project provides (required or not).

However, I have concerns about this new proposed ordinance. While it may not seem like a big deal, in a recent 100 unit Multi-Family project, we priced running conduit, upsizing power panels and up-sizing transformers / generators, so that each parking stall could accommodate an EV stall in the future. I can share with you that our findings were in excess of \$3,000 per stall just in infrastructure cost. The exact infrastructure this ordinance is proposing. By the time you purchase the EV charging station itself, this could add \$6-10K per STALL - depending on which EV station one goes with. Ultimately in a time when affordability is of major concern, having a required burden of an additional \$6,000 per unit will force someone looking for a 5-6% return on investment (ROI) to increase rents by \$250-300 / yr. While this "MIGHT" promote more EV cars / EV usage in the City, it "WILL" impact affordability.

I am not in support of this change as a requirement. Thanks.

Dustin E. Holt,
Co-Founder **dbURBAN Communities**
801.573.9054

Williams, Shannon

From: Peter Corroon



Sent: _____ Wednesday, November 18, 2020 9:36 AM
To: _____ Williams, Shannon
Subject: _____ (EXTERNAL) RE: Reminder: SLC Electric Vehicle
Readiness Ordinance Presentation -October 14th

Shannon,

Thanks for sending this over. I sent a comment previously but thought I should correspond directly. As someone who builds affordable housing, I have never seen anyone use our EV charging stations that we have installed. I have never actually seen any electric vehicles at our buildings. While I am a big fan of the conversion to electric vehicles, I think requiring additional infrastructure for EV charging stations is probably premature for affordable housing projects. I think that they should be exempted from the proposed ordinance. This adds an additional cost when it is already difficult to make these projects pencil financially.

Sincerely,

Peter Corroon

Real Estate Division

Sentry Financial

201 S. Main St. Suite 1400 Salt Lake City, Utah 84111

mobile +1.801.597.7471

office +1.801.303.1114

From: Williams, Shannon <Shannon.Williams@slcgov.com>

Sent: Wednesday, November 18, 2020 8:21 AM

Subject: RE: Reminder: SLC Electric Vehicle Readiness Ordinance Presentation - October 14th

Hello all,



I am writing to let you know that the presentation materials for Salt Lake City's proposed Electric Vehicle Readiness Ordinance are now available. Thank you all who attended the presentation live. Feel free to view the [presentation recording](#) or [presentation slides](#) at your convenience.

There is still an opportunity to provide feedback on the proposed changes!

Visit www.slccgreen.com/EVready or email directly shannon.williams@slcgov.com to submit your feedback, comments, and questions.

If you are interested in Salt Lake City Sustainability presenting at your organization, please email Shannon Williams at the email above. We are happy to answer questions, collect your feedback, and provide additional information.

We hope to hear your feedback on the proposed EV Readiness ordinance. Your voice and ideas are important to us and will help create a stronger and more resilient ordinance. Find more at www.slccgreen.com/EVready.

Best regards,

Shannon Williams

SHANNON WILLIAMS

Special Projects Assistant

DEPARTMENT of SUSTAINABILITY

SALT LAKE CITY CORPORATION



From: Williams, Shannon

Subject: Reminder: SLC Electric Vehicle Readiness Ordinance Presentation - October 14th



Developers and Building Professionals,

Reminder: Join Salt Lake City's Sustainability Department on Wednesday, October 14 to learn about the City's proposed Electric Vehicle (EV) Readiness Ordinance. Learn how the ordinance helps to avoid costly retrofits, promotes clean air in Salt Lake City, and meets increasing EV charging demand.

The EV Readiness Ordinance is a proposed addition to the City zoning ordinance chapter for *Off Street Parking, Mobility, and Loading* ([21A.44](#)) and applies to properties with a multifamily use, including mixed-use developments.

In this presentation, Sustainability staff will cover:

- Economic and air quality benefits of the ordinance
- Proposed ordinance requirements
- How to provide feedback to Salt Lake City

Find additional information at www.slcgreen.com/EVready.

Presentation Details

We hope to see you next week. The presentation will be made available as a recording for anyone unable to attend the live event.

Presentation: Electric Vehicle Readiness Ordinance

Date: Wednesday, October 14 from 2 PM – 3 PM

Who Should Attend: Developers and stakeholders of multifamily developments

How to Join the Presentation:

1. Click the WebEx link below to join the presentation at the specified time and date:
https://saltlakecity.webex.com/saltlakecity/onstage/g.php?MTID=ec94196cbf9470d5_eaa53dea6c2024f80 Password: wqMCvBPY589

2. Choose one of the following audio options:

Video Address: 1462090718@saltlakecity.webex.com

You can also dial 173.243.2.68 and enter your meeting number.

Audio Conference:

+1-408-418-9388 (United States Toll)



Access code: 146 209 0718



801.535.7761

SLCgreen

DEPARTMENT of SUSTAINABILITY
SALT LAKE CITY CORPORATION

Williams, Shannon

From: _____ Paul Smith
Sent: _____ Wednesday, December 9, 2020 11:02 AM
To: _____ Williams, Shannon
Cc: _____ Otto, Rachel
Subject: _____ (EXTERNAL) RE: Salt Lake City Proposed EV Readiness Ordinance

Shannon –

Thank you so much for reaching out. I missed your first email in November,

Our position on this issue will be similar to the legislature's position several years ago when a similar thing was tried by Salt Lake City:

- It is inappropriate for any municipality to mandate this (the market should guide if there is demand and feasibility for electric charging stations in multi-family)
- In an affordable housing crisis it is a particularly bad time to mandate anything that increases cost of housing Even if there is political will in the city, I think the legislature might overrule such a policy, should you put it in effect. What is your timeline here?

Thanks again for including us as a stakeholder. We really appreciate it and to the extent we could work together to educate owners about environmentally friendly policies and electric vehicle charging station issues, we would love to help. Perhaps through education and persuasion we could effect more change than a doomed ordinance would bring.

Paul Smith
Executive Director

Utah Apartment Association



230 W Towne Ridge Pkwy #175,
Sandy, UT 84070 Phone: 801-487-
5619 | www.uaahq.org

From: Williams, Shannon <Shannon.Williams@slcgov.com>

Sent: Wednesday, December 9, 2020 8:17 AM

To: Paul Smith

Subject: RE: Salt Lake City Proposed EV

Readiness Ordinance

Hi Paul,

I'm writing to follow-up on the information I provided below. Do you have any questions about the proposed ordinance? Would you or the organizations you work with wish to provide feedback?

Please let me know if you're interested in having further discussion.

Best,

Shannon Williams

SHANNON WILLIAMS

Special Projects Assistant

DEPARTMENT of SUSTAINABILITY

SALT LAKE CITY CORPORATION

o. 801.535.7761

c. 541.740.5915



From: Williams, Shannon

Sent: Wednesday, November 18, 2020 8:39 AM

To: Paul Smith



Subject: Salt Lake City Proposed EV

Readiness OrdinanceHi Paul,

I'm writing to let you know about a proposed Salt Lake City ordinance change for electric vehicle readiness. The Salt LakeCity Sustainability Department is in the process of collecting feedback from stakeholder groups and would greatly appreciate your review of the proposed language, as well as any comments, questions, and other feedback you have.

To provide some context, the EV Readiness Ordinance is a [proposed addition](#) to the City zoning ordinance chapter for *Off Street Parking, Mobility, and Loading* ([21A.44](#)) and applies to properties with a multifamily use, including mixed-use developments. For new applicable developments, 20% of required parking spaces will be required to be built to "electricvehicle ready" specifications, in order to prepare for future installation of charging stations. More information, includingthe proposed language, can be found at www.slcgreen.com/EVready.

We presented the proposed ordinance in October, but I am unsure if you or your partners were able to make the event.The [recorded presentation](#) and [presentation materials](#) are available online.

There are a couple of ways for you to submit feedback. You can provide feedback (anonymously, if preferred) at the project page at www.slcgreen.com/EVready. Alternatively you can email your feedback to me directly, at shannon.williams@slcgov.com. If you feel that a presentation or Q&A session might be useful for your organization, I ammore that willing to present, field questions, and collect feedback. Your input is important to us and will create a more resilient and informed ordinance.

Please reach out with any questions.Best regards,

Shannon Williams

SHANNON WILLIAMS

Special Projects Assistant

DEPARTMENT of SUSTAINABILITY

SALT LAKE CITY CORPORATION

o. 801.535.7761

c. 541.740.5915



Williams, Shannon

From: _____ Tiffany Morris
Sent: _____ Wednesday, February 17, 2021 12:10 PM
To: _____ Williams, Shannon
Subject: _____ (EXTERNAL) Question about EV Ordinance

Hi Shannon,

I attended the UCRE workshop yesterday about the proposed EV ordinance. I had to leave the call early, but I was wondering if this ordinance will just apply to Salt Lake City or beyond that? I think it is a great initiative and excited to do my part to help.

Thank you,

Tiffany Morris Asset Manager

Triton Investments Inc.

www.apartmentsinuta.com

www.apartmentsinidaho.com

Nelson, Peter

August 23, 2021

TO: Salt Lake City Planning Commission

FROM: Judi Short, First Vice Chair and Land Use Chair Sugar House Community Council

RE: 21A.44.050.B.3 Electric Vehicle Ready Parking Text Amendment

We received notification of this proposed Text Amendment, and it was put on our website and in the Sugar House Community Council Newsletter for August. It is also in the newsletter going out tomorrow for September. We have received no written comments, but everyone seems to agree with this concept. If electric vehicles are the wave of the future, we need to make sure that our parking garages are welcoming, and there is no better way to do that than to have charging stations available.

We approve of the idea that requiring a minimum of 20% of on-site parking spaces be constructed EV ready, including electrical conduit and sufficient electrical capacity for the future use of a minimum 200-



volt electric vehicle charging station. And, that the requirement is in addition to the existing EVSE-related requirement of one electric vehicle charging station per 25 required parking spaces for multi-family properties.

The only negative comment came from a developer who complained about the huge expense this would add to the cost of his buildings, but then said it was the right thing to do.

Nelson, Peter

From: george chapman

To: Nelson, Peter

Subject: (EXTERNAL) I am against increasing cost of housing for EV charging

Date: Thursday, May 19, 2022 3:41:29 PM

The text amendment PLNPCM2022-00374 will significantly increase costs of housing in SLC. EV penetration is not close to 5% and Utah is not getting many more EV. The cost almost requires so much money that they buy a home. Don't increase housing costs for a questionable dream of having everyone drive EVs.

Nelson, Peter

From: george chapman

To: Nelson, Peter

Subject: (EXTERNAL) Comment against 20% EV infrastructure

Date: Monday, June 13, 2022 12:20:15 PM

PLNPCM2022-00374

Since EVs in Utah are still around 4%, adding this requirement now will significantly increase the cost of housing without benefits. Maybe in 10 years it may make sense but we can't even buy an EV in Utah (easily).