

City of Sacramento

Legislation Text

File #: 2018-01544, **Version:** 1

Title:

Adoption of Curbside Electric Vehicle (EV) Charging Design Guidance

File ID: 2018-01544

Location: Citywide

Recommendation:

Adopt a Resolution: 1) approving design guidelines for digital electric vehicle (EV) sponsorship signs on EV charging stations in the City's rights-of-way; and 2) authorizing the City Manager or his designee to execute Display Agreements on the City's behalf.

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Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Design Guidelines for Digital EV Sponsorship Signs
- 3-Resolution

Description/Analysis

Issue Detail: As part of the implementation of the City's Electric Vehicle Strategy, staff is developing a pilot program for permitting EV charging infrastructure in the public right-of-way along City streets, or "curbside." City staff has been developing draft guidelines with input from stakeholders and vendors.

City staff will issue a request for proposals (RFP) for vendor participation in a pilot to construct,

operate, and maintain EV chargers in the right-of-way. The RFP will request a phased approach to deploy up to 15 curbside EV chargers in the first phase, to be followed by opportunity for scaling if the pilot is successful.

To allow a proposed business model for EV charging that relies on sponsorship signage on electric vehicle chargers in the public right-of-way, City Council approved a sign code amendment on July 3, 2018. City Code § 15.148.600 (Ordinance No. 2018-0026) exempts EV providers from sign code constraints in installing sponsorship signage in the right-of-way if the EV charging is provided to the public without charge or at substantially subsidized rates. The City Council will still be required to adopt design guidelines for digital displays before this can be implemented. As proposed, the Urban Design Manager would review any proposed digital displays through the pilot for design and location as part of the required City agreement and encroachment permit review process. Sponsorship signs on EV chargers would only be allowed to identify the charging provider and the financial sponsor or sponsors of the station. The recommended design guidelines for digital displays are included in Attachment 2. The City Manager or designee would be authorized to enter into agreements with EV charging providers for digital sponsorship displays that meet the City's guidelines, as indicated in the recommended resolution in Attachment 3. In addition, staff has developed more general policy guidance for the pilot program that addresses issues such as eligible parking spaces, site design, and eligible technologies.

The general curbside charging program policy guidance is available for reference on the City's website. This draft will serve as a foundation for the forthcoming request for proposals. The guidance available online would apply to EV chargers in the right-of-way with or without sponsorship signage.

Policy Considerations: The recommendation in this report is consistent with the goals and actions established in the City's EV Strategy (Motion No. 2017-0374) by allowing a new type of EV charging business model to occur in the right-of-way. By allowing a new EV business model, the City is increasing opportunities for private investment in EV infrastructure.

Guidelines for digital sponsorship signs associated with EV chargers will promote EV adoption while safeguarding the pedestrian and vehicular experience in the right-of-way. The intent of design guidelines is to preserve and improve the appearance of the City as a place in which to live; safeguard and enhance property values; protect public and private investment in buildings and open spaces; and promote the public health, safety, and general welfare.

Environmental Considerations: The recommendation in this report consists of an administrative activity such as general policy making and is not a project under the California Environmental Quality Act (CEQA), Guidelines Section 15378(b)(2).

Sustainability: EV technologies and programs implement adopted City Council sustainability policies. The City's 2012 Climate Action Plan includes EV strategies to help achieve community-wide

greenhouse gas (GHG) emissions targets. The transportation sector accounts for 48% of community-wide greenhouse gas emissions, the largest single sector in the community. Electrification of the transportation sector leads to reductions in petroleum use, both reducing greenhouse gas emissions and improving local air quality.

Commission/Committee Action: None

Rationale for Recommendation: Investments in EV infrastructure can be costly, with a need for financial return when installed by private investors. The recommendation would provide guidance to allow digital displays that offset the costs of EV charging in the right-of-way and provide subsidized charging to customers, while addressing design considerations to maintain desired quality and experience.

With adoption of the EV Strategy, staff was asked to review opportunities to allow a pilot for an EV charging business model that uses advertising or sponsorship to offset costs so charging can be made available at no cost to the user. Allowing sponsorship for EV charging stations would enable the operator to provide EV charging as a free service or at greatly reduced rates, with the costs of electricity paid by the sponsorship itself. This approach can expand EV charging availability and visibility, supporting the City’s EV goals.

Financial Considerations: Parking permit fees for dedicated public-use EV charging spaces were established in Resolution 2018-0313, as follows. Any vendor selected through the pilot program would be required to comply with the fees adopted by City Council.

Annual Parking Meter Fees	Metered Parking Space	Time Zone Parking Space
Dedicated Public-Use EV Charging Space	\$932	\$360

Local Business Enterprise (LBE): Not applicable.

Background: The City Council adopted the Electric Vehicle (EV) Strategy on December 12, 2017. A key implementation measure is to develop a pilot program for permitting EV charging infrastructure in the public right-of-way along City streets, or “curbside.” This is a newly emerging type of approach that has not yet been widely implemented, and there are several different public and private business models that have been proposed.

The purpose of the curbside charging pilot is to learn the most impactful methods to effectively accelerate EV adoption using the right-of-way. A pilot approach allows the City to meet multiple objectives:

- Test multiple technologies and business models
- Target new users in a broader market by using curbside charging
- Determine feasible options that minimize City investment and liability

Working with various stakeholders and vendors, City staff has developed guidelines for curbside charging and established rates for dedicated EV charging spaces. To allow a proposed business model for EV charging that relies on sponsorship signage, City Council approved a sign code exemption on July 3, 2018 in City Code § 15.148.600.G (Ordinance No. 2018-0026). Among other things, § 15.148.600.G requires that each provider who desires to install digital sponsorship displays in the City's rights-of-way must enter into a written agreement with the City that specifies the requirements, conditions, and restrictions applicable to the displays. With approved design guidelines for digital displays, the Urban Design Manager and Department of Public Works would review any proposed digital displays through the pilot for design and location as part of the required City agreement and encroachment permit review process. This recommendation also would authorize the City Manager or designee to enter into agreements for digital sponsorship signage when in compliance with the proposed guidelines.

The recommended design guidelines for digital displays are included in Attachment 2.

With approval of these design guidelines, staff will release the RFP for charging in the city right-of-way to identify the types of business models, technologies, and locations where there is current interest, and will select those that best meet the pilot's objectives. Any selected vendor will need an agreement with the City and revocable encroachment permit. The City would work any successful vendor to identify appropriate locations and considerations for each site. The City's agreement with the vendor would also identify performance metrics the vendor must submit to the City during the first phase, in order to inform the approach for phase two. Later this year City staff will also return to City Council with a new parking ordinance to allow enforcement of designated on-street parking spaces for EVs.