

## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Monday, August 08, 2016 4:26 PM  
**To:** Ranelletti, Darin  
**Subject:** RE: Additional contact

Darin, this is great – thank you!

Shayna H. Hirshfield-Gold

**Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division**

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**From:** Ranelletti, Darin  
**Sent:** Monday, August 08, 2016 4:25 PM  
**To:** Hirshfield-Gold, Shayna  
**Subject:** Additional contact

Shayna,

Per our conversation at today's PEV codes meeting, for developer feedback regarding smaller 1-4 unit projects, I recommend you contact Matt Baran: <http://www.baranstudio.com/> Feel free to say I recommended you contact him. Matt is an architect that works with a lot of developers that build smaller 1-4 unit projects. He can give you feedback or recommend developers to talk to.

Darin

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Wednesday, August 10, 2016 8:49 AM  
**To:** Ranelletti, Darin  
**Subject:** RE: Developer contacts

You rock. Thanks!

Shayna H. Hirshfield-Gold

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**From:** Ranelletti, Darin  
**Sent:** Wednesday, August 10, 2016 8:48 AM  
**To:** Hirshfield-Gold, Shayna  
**Subject:** Re: Developer contacts

I think you'll be fine. If it was me I would explain how state law is changing, we're seeing a surge in PEV ownership in Oakland, so we're looking into options for a local code. Ask about primary concerns, don't commit to anything, say it's up to the Council. Offer to put him on a mailing list for info about the adoption hearings if he's interested. Ask how you can get developers' support.

Let me know how it goes.

Darin

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On Aug 10, 2016, at 7:29 AM, Hirshfield-Gold, Shayna <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)> wrote:

Darin,

I'm meeting Frank today over lunch. Do you have any tips? Ways I should or shouldn't frame things, points I should make or avoid, etc? Thanks so much,

Shayna Hirshfield-Gold  
Energy Policy Analyst, Environmental Services Division  
City of Oakland

On Aug 3, 2016, at 4:46 PM, Ranelletti, Darin <[DRanelletti@oaklandnet.com](mailto:DRanelletti@oaklandnet.com)> wrote:

Shayna,

Per our conversation, below are two contacts at development companies that do a lot of work in Oakland and have provided feedback in the past on proposed development regulations. Feel free to mention that I recommended you contact them.

Frank Flores  
Signature Development  
(510) 251-9270  
[fflores@signaturedevelopment.com](mailto:fflores@signaturedevelopment.com)

Jason Laub  
Nautilus Group  
(510) 343-5593  
[jlaub@nautilusgrp.com](mailto:jlaub@nautilusgrp.com)

-Darin

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Friday, September 23, 2016 2:44 PM  
**To:** Ranelletti, Darin  
**Subject:** RE: A few things

Re: Item 3 below, my understanding from Tim Low and their attorney Celena Chen is that the Council dates are already set:

October 24: Reports due to the City Administrator  
11/15: Special Committee  
11/29: First reading at Special Council meeting  
12/13: Second reading at Council

I believe they are also planning on going to CED. I spoke to Tim (finally!) a few days ago and he said that he was going to double-check on the committee and get back to me (no word yet, despite a follow-up email), but he was 90% certain that it will indeed be CED.

Shayna H. Hirshfield-Gold

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**From:** Ranelletti, Darin  
**Sent:** Monday, September 19, 2016 6:52 PM  
**To:** Hirshfield-Gold, Shayna  
**Subject:** Re: A few things

Hi Shayna. Here are my answers:

1. No.
2. Yes, I'll be Interim Director beginning Oct. 3rd and would sign the report if coming from Planning and Building (see below).
3. Check with your agenda coordinator (Kelly Pschirrer I think) and/or the City Administrator's office on which Council committee this should go to and who should sign it. Technically the Rules Committee decides what committee but we would request which committee. Amendments to building codes normally go to CED and the reports come from the Planning and Building Director. I think CED makes more sense than the Public Works Committee but I don't have a strong opinion on signatures.
5. I agree, the language about grandfathering doesn't seem right for this case. Ask Celena or Tim if they have the previous ordinance that adopted the building code amendments and see what language it had.

FYI, I'm gonna be crazy busy with my Interim Director thing so I'll do my best to assist with this but I may not be able to get back to you in a timely way. So you may need to work more with Heather.

Thanks,

Darin

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On Sep 19, 2016, at 5:34 PM, Hirshfield-Gold, Shayna <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)> wrote:

Hey there Darin,

1. Does the PEV Readiness amendment need to go before the Planning Commission? In all of our conversations about timeline, requirements, etc, it's never been mentioned, but I wanted written confirmation (read: my chain of command in OPW wants written confirmation).
2. Are you going to be acting for Rachel Flynn?
3. I received direction that the Agenda Report should be signed jointly by us (OPW) and you. I said that I would check with you to see if that's copacetic, or if it even makes sense.
4. Celena Chen, the attorney on the job, is reviewing the CEQA and the legal findings. Just FYI.
5. I'd love your review of the Agenda Report when you have a chance and the Ordinance. Ed Pike had some concerns about which I don't have expertise: He said that the ordinance boilerplate appears to have been written for planning requirements. A project with a zoning approval from planning would be grandfathered from the ordinance and thus exempt. Per the City of Oakland website, "A Variance Permit for a specific project can expire one or two years after issuance if no building permit is issued or the approved activity (e.g., new business) is not established. However, once granted the variance approval remains effective indefinitely." However, in this case the requirements are on the building code and it seems like they should apply to projects that do not yet have a building permit, regardless of whether a project gone through planning in the last year or two (or longer?). I realize that there is some potential coordination between planning and building on certain project aspects such as accessibility so there could be a bit of extra administrative burden to implement for projects with planning approval. What are your thoughts on that (or should I bug Heather)?

Shayna H. Hirshfield-Gold

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Friday, October 07, 2016 3:54 PM  
**To:** Ranelletti, Darin  
**Subject:** council member outreach AND Council schedule/presenting

Hi Darin,

We spoke previously about reaching out to individual Council Members re: the PEV Readiness code update. I spoke with Daniel Hamilton and it sounds like he or someone else in our chain would join any meetings that we have with them, and he thinks it best for you to join as well if possible. Humbly, I'd like to ask your mentorship in reaching out to Councilmembers: Who do you think would be the most interested in or concerned by this, and would you recommend reaching out to them sooner or when they have the packets? PWA often waits until a little later in the process to do this outreach, but you probably have a much better idea of how to finesse things for Code updates and for your department in general.

Also, now that we're back on the same schedule (the overall Building Code update and PEV Readiness, with only Fire going earlier), I want to understand how exactly you'd like to coordinate the two items. We still plan on requesting at Rules that this go to CED. Daniel is going to ask Susan Kattchee whom she thinks should present at Council if it's our department – unless you want to present. Our hope would be that at the Council Meeting, the Building Item be heard first in order to better contextualize things.

Let me know if there's anything else I might be missing. Thanks so much,

Shayna H. Hirshfield-Gold

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Friday, October 21, 2016 2:16 PM  
**To:** Ranelletti, Darin  
**Cc:** Staller, Christian; Dowdakin, Becky  
**Subject:** Re: PEV Readiness

Thank you Darin.

Shayna Hirshfield-Gold  
Energy Policy Analyst, Environmental Services Division  
City of Oakland

On Oct 21, 2016, at 1:51 PM, Ranelletti, Darin <[DRanelletti@oaklandnet.com](mailto:DRanelletti@oaklandnet.com)> wrote:

Yes, that works. This afternoon I will review the drafts you previously provided and will let you know if I have comments.

Thanks,

Darin

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Sent from my mobile device.

On Oct 21, 2016, at 1:08 PM, Hirshfield-Gold, Shayna <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)> wrote:

Hi Darin,  
Nice seeing you earlier. As Chris Staller said on Wednesday, our plan has been for Brooke Levin to sign the packet first. The entire packet is due to CAO on Monday. Please let us know if this process works for you, and if you have any last-minute revisions or concerns. Thanks so much, and take care,

Shayna H. Hirshfield-Gold  
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**From:** Staller, Christian  
**Sent:** Wednesday, October 19, 2016 5:43 PM  
**To:** Ranelletti, Darin  
**Cc:** Dowdakin, Becky; Hirshfield-Gold, Shayna  
**Subject:** PEV Readiness

Hi Darin,


Attached is the complete packet of PEV Readiness Reports for your review and sign off. I understand that Shayna has provided you the other reports for your review. Similar packet is submitted to Brooke for review and sign off. After Brooke signs the agenda report, we will take the report for your signature. Thanks.

Thank you.

Chris x 3686 <image001.jpg>

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**From:** Staller, Christian  
**Sent:** Wednesday, October 19, 2016 5:37 PM  
**To:** Chen, Celena  
**Cc:** Dowdakin, Becky; Hirshfield-Gold, Shayna; Ortiz, Celso  
**Subject:** PEV Readiness

Hi Celena,

Attached is the PEV Readiness Reports for your sign off. Please let me know when transmittal is signed and ready for pick up. Thanks.


Thank you.

Chris x 3686 <image001.jpg>

Chris C. Staller  
Environmental Services Division  
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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Thursday, October 27, 2016 4:03 PM  
**To:** Ranelletti, Darin  
**Subject:** RE: PEV Readiness - Committee presentation

Will do. Thank you.

Shayna H. Hirshfield-Gold

**Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division**

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**From:** Ranelletti, Darin  
**Sent:** Wednesday, October 26, 2016 9:00 PM  
**To:** Hirshfield-Gold, Shayna  
**Subject:** Re: PEV Readiness - Committee presentation

That all sounds good. When the presentation draft is ready, go ahead and send it to me and schedule a 30-min meeting for us to discuss.

Thanks,

Darin

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On Oct 25, 2016, at 3:23 PM, Hirshfield-Gold, Shayna <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)> wrote:

Darin,

Checking in about the Committee and Council presentation – particularly Committee. Unless you object, I will be giving the presentation, and I'm planning on creating a short (<5 min) presentation.

1. I'd like to run the presentation by you prior to the meeting so that you can let me know if there's anything that might be particularly contentious, anything I'm missing, and/or anything that I should be stressing more.
2. I'd like to check in with you about how you like staff to give presentations at Committee. For example, Brooke has very particular ways that she wants staff to address the Councilmembers, and particular questions that she prefers we not answer (and defer to her) as a rule.

Perhaps once I send you the PPT, we can meet or chat by phone for 20 minutes? Let me know your preference. Thank you!

Shayna H. Hirshfield-Gold

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Tuesday, November 15, 2016 2:51 PM  
**To:** greg@jobsandhousing.com  
**Cc:** Ranelletti, Darin  
**Subject:** PEV Readiness in Oakland

Good afternoon Gregory,

I understand that you were concerned about an item that was to be heard at the CED Committee today on PEV Readiness in new construction. I am the lead staff working on that ordinance, so I'd love to sit down with you at your earliest convenience and explain more about the proposal and hear your thoughts. I apologize for the lateness of this offer; there has been a group of us working on this ordinance, and while I met with a number of developers and others in the field, but understanding more about the Jobs Housing Coalition, it's clear that your input would be critical to success. Please let me know when you would have availability in the next week or two, and we'll make it work as soon as possible. All the best,

Shayna H. Hirshfield-Gold

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## Ranelletti, Darin

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**From:** Low, Tim  
**Sent:** Wednesday, November 30, 2016 2:04 PM  
**To:** Ranelletti, Darin  
**Cc:** Harlan, David  
**Subject:** RE: Builders Alliance next Friday

We met yesterday and agreed to meet next Thursday (12/8) at 1pm.

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**From:** Ranelletti, Darin  
**Sent:** Wednesday, November 30, 2016 11:13 AM  
**To:** Low, Tim; Harlan, David  
**Subject:** Fwd: Builders Alliance next Friday

Tim and Dave,

I'm going with Shayna to the OBA meeting next week (see below) on the PEV codes. Since Council passed the first reading of the Bldg code amendments, are you still planning to attend the OBA meeting to discuss that?

Darin

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Begin forwarded message:

**From:** "Hirshfield-Gold, Shayna" <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)>  
**Date:** November 30, 2016 at 11:07:56 AM PST  
**To:** "Ranelletti, Darin" <[DRanelletti@oaklandnet.com](mailto:DRanelletti@oaklandnet.com)>  
**Subject:** Builders Alliance next Friday

Darin,

I got a call from Lauren at the Oakland Builders Alliance. Not sure if she called you. She'd like you and I to be there next Friday, 1-1:30, to talk about the (proposed) PEV Readiness ordinance. She said that Tim Low will also be there to talk about other new code requirements. (I'm aware that his item was continued last night at Council, so not sure what's going on with that now, nor whether he's actually planning to attend if his item is now up in the air.)

1. Are you available? I know you said you wanted to attend.
2. I'm available; if you can't make it, are you ok with me going on my own? I would be fine with that, but it's your call.

Shayna H. Hirshfield-Gold

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Friday, December 02, 2016 5:18 PM  
**To:** Frank Flores  
**Cc:** Ranelletti, Darin  
**Subject:** RE: update on enhanced PEV code requirements

Good morning Frank,

Thanks for getting back to me. The link to the full staff report and ordinance is [here](#). I provide a summary below. I want to reiterate my appreciation for our conversation a few months ago; your enthusiasm about increased requirements for PEV readiness influenced the recommendations of the proposed ordinance. I agree with you that there was nothing "concerning" in our conversation. The proposed requirements are consistent with the direction that PEV adoption is going in Oakland and with local and regional goals for electric vehicle adoption. They're also highly cost effective, as installing chargers post-construction will cost building owners/managers less than half of what it would otherwise be without readiness. As I mentioned before, we're going to the CED Council Committee next Tuesday (12/6, 1pm) with the item.

### Overview

As of 1/1/17, CALGreen has enhanced requirements for plug-in electric vehicle (PEV) readiness requirements for large multifamily buildings, nonresidential buildings, and single family residences. Upon examining the requirements, current PEV ownership in Oakland, and what we expect to see here in the very near future, industry experts (including members of the developer community such as yourself) and City staff agreed that CALGreen's mandatory minimums are inadequate. Staff worked with a local consultant (Energy Solutions) to develop a cost-effectiveness study that showed dramatic lifetime cost savings for installing PEV readiness (defined below) at the time of new construction, versus later retrofit. Staff's recommended code changes exceed CALGreen in all building types, taking into account the cost effectiveness findings, current rates of PEV ownership, projected adoption over the next few years, and strategic goals for promoting equity in clean transportation across the city. The recommended code is consistent with the goals of the Bay Area PEV Readiness Plan, written by the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments, and the Metropolitan Transit Commission.

### Key Distinctions of the Proposed Local Code

Neither the mandatory nor voluntary CALGreen standards go far enough to address local needs. The Agenda Report has additional details; the following are the key shortcomings:

1. The required minimum number of PEV Ready spaces is too small to meet the level of local demand that Oakland is expected to see within the next few years. For example, approximately 5% of new vehicle sales in our region last year were electric, whereas the CALGreen mandatory standards – designed to be applicable statewide – only require 3% of spaces in new multifamily buildings to be PEV Ready. Even the voluntary tiers are unlikely to capture the level of growth we expect to see in less than five years. Moreover, CALGreen is too modest to facilitate the level of PEV adoption required in California by 2025.
2. Multifamily buildings, which currently represent the greatest challenge to PEV charging, are exempted from the requirements if they have fewer than 17 units.
3. CALGreen mandates a lower standard of PEV Readiness by not requiring that full circuits are installed; only electric panel capacity and inaccessible raceway are required, which still leaves substantial work to be done before PEV chargers can be installed – with a higher lifetime cost-increment.

The proposed amendments would satisfy and exceed CALGreen requirements, and meet anticipated local needs. The central components are as follows:

1. Increase the total number of spaces that are "PEV Ready" above CALGreen minimum requirements in all multifamily buildings (including those with fewer than 17 units) and nonresidential buildings;
2. Require that a specific number of PEV Ready spaces are equipped with full electric circuits at the time of new construction to support near-term installation of electric vehicle service equipment (EVSE) with reduced time and expense; and
3. Facilitate up to 100% EVSE installation in larger multifamily buildings, while giving developers and building owners wide latitude by allowing for load management technologies that reduce the needed panel capacity for widespread charging.

The proposed code does *not* require actual installation of chargers (the City of Fremont passed legislation last month that now requires actual chargers to be installed in new buildings). The proposed code addresses Level 2 charging only (240V), and says nothing about DC Fast chargers.

#### **Summary of Proposed PEV Infrastructure Requirements**

Building Type	Full Electric Circuits	PEV-Ready	Electric Panel Capacity*
New Multifamily Buildings (MUDs) with more than 20 parking spaces	10 percent of parking spaces	Remaining 90 percent of parking spaces	Capacity to supply 20 percent of parking spaces (may be dispersed among up to 100 percent of spaces at lower amperage with voluntary load management system**)
New MUDs with 11-20 parking spaces and nonresidential facilities with 11 or more parking spaces	10 percent of parking spaces	Additional 10 percent of parking spaces	Capacity to supply 20 percent of spaces
New MUDs and nonresidential facilities with 2-10 parking spaces	2 parking spaces	NA	Capacity to supply 2 spaces
New MUDs and nonresidential facilities with 1 parking space	1 parking space	NA	Capacity to supply 1 space

\* Panel Capacity refers to 40-Amp 208/240-Volt electric circuits for the indicated number of spaces.

\*\* The electrical panel could supply up to 100% of spaces at 8-Amps per space by sharing available capacity.

#### **Cost Savings**

Installing PEV Readiness (inaccessible conduit and minimum panel capacity) or full circuits (Readiness plus pulled wire, circuit breakers, junction boxes, etc) during new construction vs. later retrofit is cost effective over the lifetime of the building. Installing infrastructure during new construction avoids construction retrofit costs such as trenching, breaking and repairing walls, building longer raceways, using more expensive methods overall, and upgrading the electric service. Additional retrofit costs come from pulling new permits, additional inspections, and project management. Our initial savings calculations, included in the Agenda Report, were refined recently after stakeholder meetings in San Francisco resulted in a recalculation based on less expensive in-slab construction methods. The additional savings include using PVC instead of rigid conduit, not needing certain fastenings, tying off the conduit to structural steel in the slab, and having more direct runs. The end result shows savings of between \$1,510 and \$2,790 per space.

#### **Electric Load Management**

As I mentioned above, we are aware of the large and growing number of load management technologies available on the market today. The benefit of these is that, in a larger building, you can accommodate 100% of parking spaces offering charging with a smaller panel by reducing the instantaneous amperage going to each space. Essentially, you can size your panel to what you would need for full-capacity charging of 20% of spaces, but have charging at 100% of spaces with as low as 8 amps per space. The exact way that this will be operationalized will vary greatly from building to building.

Please let me know if you have any questions. All the best,

Shayna H. Hirshfield-Gold

Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division

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**From:** Frank Flores [<mailto:fflores@signaturedevelopment.com>]

**Sent:** Friday, December 02, 2016 10:11 AM

**To:** Hirshfield-Gold, Shayna

**Cc:** Ranelletti, Darin

**Subject:** RE: update on enhanced PEV code requirements

Shayna:

I haven't spoken to Mike about it specifically. I will try to catch him today to talk, but I don't remember anything from what we discussed that would be concerning? Adding EV charges into new development was the basic gist. Send me any notes or a draft of the ordinance so that I may have something to go by.

Best,

**Frank Flores**

Development Manager

Signature Development Group

510.817.2729 Direct

510.715.3892 Mobile

2335 Broadway, Suite 200 | Oakland, CA 94612

**SIGNATURE  
DEVELOPMENT  
GROUP**

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**From:** Hirshfield-Gold, Shayna [<mailto:SHirshfield-Gold@oaklandnet.com>]

**Sent:** Tuesday, November 29, 2016 12:13 PM

**To:** Frank Flores <[fflores@signaturedevelopment.com](mailto:fflores@signaturedevelopment.com)>

**Cc:** Ranelletti, Darin <[DRanelletti@oaklandnet.com](mailto:DRanelletti@oaklandnet.com)>

**Subject:** RE: update on enhanced PEV code requirements

Hi Frank,

I'm just emailing to check in and make sure you saw my email below. Specifically, I'm still not sure if Mike Ghielmetti is aware that you and I spoke about the proposed PEV Readiness ordinance. Have you had a chance to talk with him about it? Is there anyone whom you think I should reach out to directly?

Shayna H. Hirshfield-Gold

Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Thursday, November 17, 2016 2:10 PM  
**To:** 'Frank Flores'  
**Cc:** Ranelletti, Darin  
**Subject:** update on enhanced PEV code requirements

Hi Frank,

I appreciated our conversation a few months ago about the City's proposed new code amendments to require enhanced electric vehicle readiness in new construction. I want to give you a quick update and heads-up. We took your suggestions deeply to heart in crafting the proposed ordinance. The item was initially meant to be heard at the Community & Economic Development Council Committee this past Tuesday, but it was continued due to concerns, I believe from Gregory McConnell (Jobs Housing Coalition), about not having enough time to review the proposal. The item was rescheduled to 12/6. I reached out to Gregory, and am awaiting a response.

In the meanwhile, I wanted to let you know that I heard that Mike Ghielmetti wasn't aware of the conversation that you and I had in August. Should I be concerned about that? I'm happy to come and meet with either or both of you again. Please let me know what you think is best. Take care,

Shayna H. Hirshfield-Gold

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**From:** Frank Flores [<mailto:fflores@signaturedevelopment.com>]  
**Sent:** Friday, August 05, 2016 5:00 PM  
**To:** Hirshfield-Gold, Shayna  
**Subject:** RE: Question on potential enhanced City code requirements

Hi Shayna:

Sorry for the late reply. Long week.

You are welcome to call me or we can set up a lunch here at the HIVE or at the City to chat. I actually bought an electric car last week! SmartCar.

Have a great weekend.

Frank Flores

Development Manager  
Signature Development Group  
510.817.2729 Direct  
510.715.3892 Mobile

2335 Broadway, Suite 200 | Oakland, CA 94612

**SIGNATURE  
DEVELOPMENT  
GROUP**

**From:** Hirshfield-Gold, Shayna [<mailto:SHirshfield-Gold@oaklandnet.com>]  
**Sent:** Thursday, August 04, 2016 10:03 AM  
**To:** Frank Flores <[fflores@signaturedevelopment.com](mailto:fflores@signaturedevelopment.com)>  
**Subject:** Question on potential enhanced City code requirements

Dear Frank,

Daren Ranelletti suggested that I contact you. I'm part of the City's Office of Sustainability, and I work with Darin on a number of matters including planning for increased electric vehicle (PEV) charging infrastructure. As you can imagine, making electric vehicle ownership and use more accessible is an important goal for the city as well as for the state. The new CalGreen code requires enhanced PEV readiness in new construction, and we're exploring how to best operationalize this for Oakland – potentially exceeding the voluntary requirement of the State code. Oakland is already ahead in many respects, and we want to not only continue our policy leadership, but also foster infrastructure that meets the outsized demand of Oaklanders, whose rate of PEV ownership exceeds the statewide average and is continuing to grow.

I'd like to chat with you at some point in the next week or two, either in person (I can come to you) or by phone, to go over what we're thinking and get your reactions. Please let me know if you have a half hour sometime soon. I look forward to speaking with you,

Shayna H. Hirshfield-Gold

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Monday, December 05, 2016 2:48 PM  
**To:** Ranelletti, Darin; Hamilton, Daniel  
**Cc:** Ed Pike  
**Subject:** Meeting with Greg McConnell

Daniel and Darin,

I'm reporting back on my meeting just now with Greg McConnell, which lasted just over an hour. Overall, the meeting was cordial and forthright, and very detailed. He was primarily (and very) concerned about adding costs to the developers, as expected. I led with the cost effectiveness findings and the rate of EV adoption (already seen and expected); I think he heard what I was saying. I stressed first the reduction in parking minimums (although I couldn't remember the exact new numbers) and second the immediacy with which we (and all PEV industry experts) expect that these cost savings would accrue (i.e. how soon we expect that the charging infrastructure would actually be needed and utilized).

His additional concerns:

1. What stage of development applications will be affected? I told him that my understanding was that anything that had been submitted to the City in any form prior to the Ordinance's passage would not be subject to it, but he was dubious because there are so many stages with Planning. **Darin, can you clarify?**
2. Who decides where the Full Circuit and PEV Ready spaces need to be placed? I told him that we absolutely don't care (though we didn't get into accessibility at all), that we intentionally left as much as possible up to the discretion of the developers, and that we would include guidance in the public outreach. He said that it needs to be spelled out in the ordinance itself, because he has experience of "people" creating havoc by insisting that certain parking amenities have to be in specific places. **Darin: Would you add anything to this? Do you think it's really worth going in and amending the Ordinance?**
3. He was concerned about what PG&E had to say about this; PG&E was (I think it was past tense) a client of Greg's other arm, the McConnell Group, and they worked together when PG&E had to enlarge the Temescal substation to accommodate the new Children's Hospital. I told him that we didn't anticipate that level of grid impact; that that was exactly the reason for emphasizing the importance of load management technologies; and that PG&E was aware of this. **Ed, can you come prepared with additional details on PG&E's disposition re: these types of requirements?**
4. Clarify: We are ONLY talking about new construction at this point – no major retrofits, not even change of occupancy, correct? **(Darin)**
5. Clarify: What is the difference in parking minimums compared to previous requirements? **(Darin)**

I remain somewhat concerned that he may ask that the item be continued again. He said that as of last Thursday, he spoke with Mike Ghielmetti (sp?) of Signature and Mike still hadn't heard about it from Frank Flores (the person with whom I spoke back in August/Sept). I assured him that I had emailed Frank the same day I emailed Greg (the day of the last CED) and explained that Frank didn't get back to me until last Friday, saying that he would talk to Mike. Hopefully that happens. I told him that Jim Moore (former Planning Commissioner, head of Oakland Builders' Alliance) was highly supportive, and I'm talking with the Alliance this Friday. Greg felt that was too late because it will have already gone to CED. He asked me why/if there was a rush to get this through, and I said that it boiled down to avoiding market confusion. He mentioned that Greg Pasquale (?) of Carmel (Developer) "hates" this proposed ordinance...

I stressed our plans to do extensive outreach about the ordinance and the new requirements upon Council's adoption thereof, and said that I wanted his input on what I should include and how it should be framed.

All, but Darin in particular: Any concerns? Anything that I should be particularly prepared to do or say? *Any way of preempting another attempt to postpone the item at CED?*

Shayna H. Hirshfield-Gold

**Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division**

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Thursday, December 08, 2016 9:05 AM  
**To:** Ranelletti, Darin  
**Subject:** RE: OBA PEV mtg

Darin,

I really appreciate your supportive words – particularly as you're under so much pressure. Been thinking about you a lot this week; it's got to be just an awful position you're in. For what it's worth, I (and those I've spoken with) think you're doing a great job, and believe that this is way beyond what you have (or have had) actual control over. I know you'll continue to do your best and put your heart into everything going forward.

I'll be fine on Friday. I've invited Ed, so I'm hoping he can make it, and I'll see if Daniel can come in your place; if not, I still feel comfortable.

On a very separate note, I need to talk with you about PCAs at some point when you have 15 minutes. Give me a call when you can. All the best and stay warm,

Shayna H. Hirshfield-Gold

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**From:** Ranelletti, Darin

**Sent:** Thursday, December 08, 2016 9:00 AM

**To:** Hirshfield-Gold, Shayna

**Subject:** OBA PEV mtg

Shayna,

Unfortunately I won't be able to make it to the meeting with the OBA tomorrow since I'm tied up on issues related to the Fire. I'm sorry to not be there, I think you'll be great. I realize with the recent second continuation from CED that this must be frustrating. Don't worry, we'll get there eventually.

Darin

**Darin Ranelletti**, Interim Director | City of Oakland | Planning and Building Department | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: [\(510\) 238-3663](tel:5102383663) | Fax: [\(510\) 238-6538](tel:5102386538) | Email: [dranelletti@oaklandnet.com](mailto:dranelletti@oaklandnet.com) | Website: [www.oaklandnet.com/planning](http://www.oaklandnet.com/planning)

Sent from my mobile device.

## Ranelletti, Darin

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**From:** Jim Moore <jmoore@sustainablehoods.com>  
**Sent:** Wednesday, December 07, 2016 3:06 PM  
**To:** Hirshfield-Gold, Shayna  
**Cc:** Ranelletti, Darin  
**Subject:** Re: Oakland's proposed PEV Readiness regulations

Hi Shayna,

It's a good idea to bring Ed along to make sure we can be as helpful to you as possible. I'm looking forward to hearing Greg's concerns as well.

Jim

On Dec 7, 2016, at 9:48 AM, Hirshfield-Gold, Shayna <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)> wrote:

Jim,

I want to give you a heads-up on status prior to the OBA meeting on Friday. The PEV Readiness item was scheduled to be heard at CED yesterday, but it was continued again. I believe this was again the result of a request from Greg McConnell directly to members of the Council. I met with Greg for over an hour on Monday to explain the proposed changes, and I felt that it was a good conversation. I believe that his primary concern was insufficient time for more members of the developer community to review and provide feedback; he said that he's looking forward to discussion at OBA on Friday. He was also concerned about first cost. I explained to him that the proposed changes are intended to result in lifetime cost savings of 2-3 times the alternative, and I think he just wants more discussion on that point.

Just wanted to give you that context. In light of this, would you mind if I invited along our lead consultant, Ed Pike from Energy Solutions, to the meeting on Friday? I know we have limited time and I won't have him come with any prepared remarks; my thinking is that he may be more able to field certain technical questions than Darin and I, should they arise. Please let me know. All the best – and looking forward to Friday!

Shayna H. Hirshfield-Gold

**Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division**

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**From:** Sustainablehoods [<mailto:jmoore@sustainablehoods.com>]

**Sent:** Monday, November 21, 2016 11:44 AM

**To:** Hirshfield-Gold, Shayna

**Cc:** Ranelletti, Darin

**Subject:** Re: Oakland's proposed PEV Readiness regulations

Shayna,

I'd like to get this on the agenda ASAP but our next meeting has both PC Commissioner Monchamp and Andreas Cluver scheduled so I'm not sure how much time we have.

I'll talk to Laura and get the ball rolling.

We will circulate this draft via email for comment in the meantime.

Thanks,

Jim

On Nov 21, 2016, at 10:57 AM, Hirshfield-Gold, Shayna <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)> wrote:

Jim,

It was great chatting with you over the last two weeks about the City's proposed new local code requirements for PEV Readiness in new construction. I was happy that we seemed to agree on the goals and proposed methodology for boosting the electric vehicle charging infrastructure in Oakland. As you requested, I'm providing below a brief overview of the proposed legislation; the full Agenda Report with all attachments can be found [here](#). I'm looking forward to presenting at the Builders' Alliance meeting, so please send me logistics and I'll calendar it in.

### **Overview**

As you know, the new CALGreen goes into effect 1/1/17, with enhanced requirements for plug-in electric vehicle (PEV) readiness requirements for large multifamily buildings, nonresidential buildings, and single family residences. After examining the requirements, current PEV ownership in Oakland, and what we expect to see here in the very near future, industry experts (including members of the developer community) and City staff agreed that the mandatory minimums in CALGreen are inadequate for Oakland. Staff worked with a local consultant (Energy Solutions) to develop a cost-effectiveness study that showed dramatic lifetime cost savings for installing PEV readiness (defined below) at the time of new construction, versus later retrofit. The recommended code changes exceed CALGreen in all building types, taking into account the cost effectiveness findings, current rates of PEV ownership, projected adoption over the next few years, and strategic goals for promoting equity in clean transportation across the city. The recommended code is consistent with the goals of the Bay Area PEV Readiness Plan, written by the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments, and the Metropolitan Transit Commission.

### **Key Distinctions of the Proposed Local Code**

Neither the mandatory nor voluntary CALGreen standards go far enough to address local needs. Please see the Agenda Report, linked above, for additional details.

1. The required minimum number of PEV Ready spaces is too small to meet the level of local demand that Oakland is expected to see within the next few years. For example, approximately 5% of new vehicle sales in our region last year were electric, whereas the CALGreen mandatory standards – designed to be applicable statewide – only requires 3% of spaces in new multifamily buildings to be PEV Ready. Without local action to boost requirements, even CALGreen's voluntary tiers are unlikely to capture the level of growth we expect to see in less than five years. CALGreen also is too modest to facilitate the level of PEV adoption required in California by 2025.
2. Multifamily buildings, which currently represent the greatest challenge to PEV charging, are exempted from the requirements in buildings with fewer than 17 units.
3. CALGreen mandates a lower standard of PEV Readiness by not requiring that full circuits are installed; only electric panel capacity and inaccessible raceway are required, which still leaves substantial work to be done before PEV chargers can be installed – with a higher lifetime cost-increment.

The proposed amendments would satisfy and exceed CALGreen requirements, meet anticipated local needs, and address the goals of Oakland's Energy & Climate Action Plan (ECAP), adopted by Council in 2012. The central components of the proposed amendments are as follows:

1. Increase the total number of spaces that are "PEV Ready" above CALGreen minimum requirements in all multifamily buildings (including those with fewer than 17 units) and nonresidential buildings;

2. Require that a specific number of PEV Ready spaces are equipped with full electric circuits at the time of new construction to support near-term installation of electric vehicle service equipment (EVSE) with reduced time and expense; and
3. Facilitate up to 100% EVSE installation in larger multifamily buildings, while giving developers and building owners wide latitude by allowing for load management technologies that reduce the needed panel capacity for widespread charging.

The proposed code does *not* require actual installation of chargers (the City of Fremont passed legislation last week that now requires actual chargers to be installed in new buildings). The proposed code addresses Level 2 charging only (240V), and says nothing about DC Fast chargers.

#### **Summary of Proposed PEV Infrastructure Requirements**

Building Type	Full Electric Circuits	PEV-Ready	Electric Panel Capacity*
New Multifamily Buildings (MUDs) with more than 20 parking spaces	10 percent of parking spaces	Remaining 90 percent of parking spaces	Capacity to supply 20 percent of parking spaces (may be dispersed among up to 100 percent of spaces at lower amperage with voluntary load management system**)
New MUDs with 11-20 parking spaces and nonresidential facilities with 11 or more parking spaces	10 percent of parking spaces	Additional 10 percent of parking spaces	Capacity to supply 20 percent of spaces
New MUDs and nonresidential facilities with 2-10 parking spaces	2 parking spaces	NA	Capacity to supply 2 spaces
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\* Panel Capacity refers to 40-Amp 208/240-Volt electric circuits for the indicated number of spaces.

\*\* The electrical panel could supply up to 100% of spaces at 8-Amps per space by sharing available capacity.

#### **Cost Savings**

Installing PEV Readiness (inaccessible conduit and minimum panel capacity) or full circuits (Readiness plus pulled wire, circuit breakers, junction boxes, etc) during new construction vs. later retrofit is cost effective over the lifetime of the building. Installing infrastructure during new construction avoids construction retrofit costs such as trenching, breaking and repairing walls, building longer raceways, using more expensive methods overall, and upgrading the electric service. Additional retrofit costs come from pulling new permits, additional inspections, and project management. Our initial savings calculations, included in the Agenda Report, were refined recently after stakeholder meetings in San Francisco resulted in a recalculation based on less expensive in-slab construction methods. The additional savings include using PVC instead of rigid conduit, not needing certain fastenings, tying off the conduit to structural steel in the slab, and having more direct runs. The end result shows savings of between \$1,510 and \$2,790 per space.

#### **Electric Load Management**

As I mentioned above, we are aware of the large and growing number of load management technologies available on the market today. The benefit of these is that, in a larger building, you can accommodate 100% of parking spaces offering charging with a smaller panel by reducing the instantaneous amperage going to each space. Essentially, you can size your panel to what you would need for full-capacity charging of 20% of spaces, but have charging at 100% of spaces with as low as 8 amps per space. The exact way that this will be operationalized will vary greatly from building to building.

#### **Next Steps**

There's a lot more I can say about the proposed code, but I'll leave it here for now. Please let me know if there is anything you'd like me to explain further with the Builders' Alliance, or if there's anyone else you can think of whom I should speak with about this. As I mentioned on the phone, the item was continued to the 12/6 CED Committed



meeting. I'll let you know as soon as we have firm details about that. In the meantime, I welcome any feedback or meeting suggestions. Take care,

Shayna H. Hirshfield-Gold

**Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division**

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**From:** Hirshfield-Gold, Shayna

**Sent:** Thursday, November 10, 2016 4:04 PM

**To:** 'jmoore@sustainablehoods.com'

**Subject:** Question re: Oakland's proposed PEV Readiness regulations

Jim,

I'm writing to follow up on the voicemail I left you earlier. As I mentioned, Daren Ranelletti (the City's Interim Director of Planning and Building) suggested that I contact you. Darin and I work together on a number of matters including planning for increased electric vehicle (PEV) charging infrastructure. As you can imagine, making electric vehicle ownership and use more accessible is an important goal for the city as well as for the state. The new CalGreen code requires enhanced PEV readiness in new construction, and we're exploring how to best operationalize this for Oakland, including a proposal to exceed the voluntary requirement of the State code. Oakland is already ahead in many respects, and we want to not only continue our policy leadership, but also foster infrastructure that meets the outsized demand of Oaklanders, whose rate of PEV ownership exceeds the statewide average and is continuing to grow.

I'd like to chat with you at your earliest convenience, either in person (I can come to you) or by phone, to go over what we're thinking and get your reactions. If you have time tomorrow, you can reach my on my cell (408-666-4850). Otherwise, feel free to email or call me back at the number below. I look forward to speaking with you,

Shayna H. Hirshfield-Gold

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## Ranelletti, Darin

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**From:** Hirshfield-Gold, Shayna  
**Sent:** Monday, December 19, 2016 9:49 AM  
**To:** Low, Tim; Harlan, David; Miles, David; Reyes, Jorge  
**Cc:** Ed Pike; Jeffrey Steuben; Ranelletti, Darin  
**Subject:** PEV Readiness: Thank you and follow up

Gentlemen,

I want to thank you (and the others in the room) for meeting with us and providing excellent feedback and discussion a few weeks ago as our team (with Energy Solutions) provided an overview of the PEV Readiness Permitting and Inspection Report. Clearly, as with any new set of requirements, the new PEV readiness requirements will entail some adjustments as well as both internal and external outreach. As Dave Miles pointed out, that would be the case even if we were just adopting CALGreen with no modifications. We appreciate the interest and the dialogue, and look forward to supporting your teams as we incorporate these new requirements into our daily business. Below are the notes, follow-up, and action items from the meeting. Please let me know if we missed anything.

1. Project timeline: The PEV Readiness ordinance will go to Council in late January. Internal training and external communication (published online and in print) will likely begin in February. We expect this phase of the project to be completed by May.
2. Outreach/education will include explaining the new requirements and allowable exceptions to plan checkers, inspectors, and the public.
  - a. Internal training will address equipment types, size of spaces, types of cars that may be expected, and other elements of the new requirements.
  - b. We will follow up with Tim prior to any trainings to determine exactly what types of permits will be required (building, electrical, accessibility)
3. Website coordination, online portal for PEV Readiness and EVSE (Electric Vehicle Service Equipment) permitting and inspection
  - a. Please send me the name of the woman who was talking about website coordination and the Digital Front Door. I'd like to make sure that she and I are in sync as we're developing the web content.
  - b. Information would be mostly static
  - c. Will be intended to serve both internal and external audiences
4. Need to create a process to report on permits for EVSE and Readiness, potentially adding a new field to the existing system.
  - a. Please let me know whom I should follow up with on this, or if this is something your group (Tim) will hand on its own.
5. Appeals and variances
  - a. Developers can appeal or request Alternative Means and Methods
  - b. This would likely be infrequent and based on unusual circumstances
  - c. Need to create guidance on circumstances where the City should agree, and potential mitigation. Please let me know how we can assist you with this.
6. Fees
  - a. City may add EVSE installation to fee schedule and possibly include a line item for PEV charging circuit, or lump sum for both to avoid double charging.
7. Electronic submittal
  - a. System has been partially implemented
  - b. Don't want to get permit applications as PDF attachments
  - c. Again, please let me know if you think we can assist with this. On this item, our assistance may be limited due to budget.

Thank you again,

Shayna H. Hirshfield-Gold

**Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division**

Bureau of Facilities and Environment

City of Oakland | Oakland Public Works Department | APWA Accredited Agency

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## Ranelletti, Darin

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**From:** Wald, Zachary  
**Sent:** Monday, November 14, 2016 12:02 PM  
**To:** Ranelletti, Darin  
**Subject:** RE: RE: California Green Building Standards - Electric Vehicle Readiness

That's good.

Thanks,  
Zac

Zachary Wald  
Chief of Staff for Lynette Gibson McElhaney  
Oakland City Council President, District 3 Representative  
510-238-7032

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**From:** Ranelletti, Darin  
**Sent:** Thursday, November 10, 2016 5:15 PM  
**To:** Wald, Zachary  
**Subject:** RE: RE: California Green Building Standards - Electric Vehicle Readiness

Thanks. FYI, Shayna spoke to Frank Flores at Signature. She is also reaching out to other groups.

Darin

**Darin Ranelletti**, Interim Director | City of Oakland | Planning and Building Department | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-3663 | Fax: (510) 238-6538 | Email: [dranelletti@oaklandnet.com](mailto:dranelletti@oaklandnet.com) | Website: [www.oaklandnet.com/planning](http://www.oaklandnet.com/planning)

**From:** Wald, Zachary  
**Sent:** Thursday, November 10, 2016 4:52 PM  
**To:** Ranelletti, Darin  
**Subject:** Fwd: RE: California Green Building Standards - Electric Vehicle Readiness

Darin -

Please see below.

Thanks,  
Zac

Zachary Wald  
Chief of Staff  
President Lynette Gibson McElhaney  
Oakland City Council  
(510)238-7032

## Ranelletti, Darin

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**From:** Ranelletti, Darin  
**Sent:** Wednesday, November 30, 2016 11:11 AM  
**To:** Hirshfield-Gold, Shayna  
**Subject:** Re: Builders Alliance next Friday

Yes,

I can attend. Can you send me a meeting invite with the address? I'll let you do the presentation; I'll be available for questions.

Thanks,

Darin

**Darin Ranelletti**, Interim Director | City of Oakland | Planning and Building Department | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-3663 | Fax: (510) 238-6538 | Email: [dranelletti@oaklandnet.com](mailto:dranelletti@oaklandnet.com) | Website: [www.oaklandnet.com/planning](http://www.oaklandnet.com/planning)

Sent from my mobile device.

On Nov 30, 2016, at 11:07 AM, Hirshfield-Gold, Shayna <[SHirshfield-Gold@oaklandnet.com](mailto:SHirshfield-Gold@oaklandnet.com)> wrote:

Darin,

I got a call from Lauren at the Oakland Builders Alliance. Not sure if she called you. She'd like you and I to be there next Friday, 1-1:30, to talk about the (proposed) PEV Readiness ordinance. She said that Tim Low will also be there to talk about other new code requirements. (I'm aware that his item was continued last night at Council, so not sure what's going on with that now, nor whether he's actually planning to attend if his item is now up in the air.)

1. Are you available? I know you said you wanted to attend.
2. I'm available; if you can't make it, are you ok with me going on my own? I would be fine with that, but it's your call.

*Shayna H. Hirshfield-Gold*

**Energy Policy Analyst & Community Climate Coordinator, Environmental Services Division**

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From: Mike Ghielmetti  
Sent: Thursday, November 10, 3:05 PM  
Subject: RE: California Green Building Standards - Electric Vehicle Readiness  
To: Wald, Zachary, Marqusee, Alexander G.

Staff is not correct, no one spoke to me about it. Can you send the information to me? Also, I would think that the development community could be reached through known channels very easily – JHC, Chamber of Commerce and OBA.

**From:** Wald, Zachary [<mailto:ZWald@oaklandnet.com>]  
**Sent:** Thursday, November 10, 2016 1:15 PM  
**To:** Marqusee, Alexander G. <[AMarqusee@oaklandnet.com](mailto:AMarqusee@oaklandnet.com)>  
**Cc:** Mike Ghielmetti <[mghielmetti@signaturedevelopment.com](mailto:mghielmetti@signaturedevelopment.com)>  
**Subject:** California Green Building Standards - Electric Vehicle Readiness

Alex and Mike –

Just met with staff about this item coming to Council.

On the whole, it seems like a good idea for new multi-family projects to have a certain level of electric vehicle readiness built-in by code. The current proposal doesn't seem that onerous or expensive on its face.

I asked staff if they had reached out to the development community in Oakland, and they said that they had spoken with Signature Development and a few others one on one.

Just checking in to see if Mike has any thoughts on this to share with me and Alex?

Thanks,

Zac

Zachary Wald

Chief of Staff for Lynette Gibson McElhaney

Oakland City Council President, District 3 Representative

510-238-7032