From: Scott, JohnPaul (DPW) [mailto:johnpaul.scott@sfdpw.org]
Sent: Wednesday, September 23, 2015 6:25 PM
To: Corelis, Dennis@DGS
Subject: RE: EVCS 45 Day Public Comment Period

Hello Dennis – we are confused as to what the following is supposed to mean

Note: Where an EV charger can simultaneously charge more than one vehicle, the number of EVCS provided shall be considered equivalent to the number of electric vehicles that can be simultaneously charged. (note under table 11B-228.3.2

> Meaning the number of EVCS (or is it EV Charging Spaces) to be considered for table 11B-228.3.2 is limited to the number of vehicles that can be charges in totle at one time???

Where an EV charge can simultaneously charge more than one vehicle, the number of EV chargers provided shall be considered equivalent to the number of electric vehicles that can be simultaneously changed." (Exception under 11B-228.3.2).

This paragraph reads differently. The number of charger units, and if they have two cords/plug, then the total number of cord/plugs equals the total number of cars that can be charged at any one time. Is then that the number used for "EVCS complying with Section 11B-812 shall be provided in compliance with 11B-288.3.2"

> Table 11B-228.3.2?

Per definition EVCS is the parking lot area with accessible and non accessible EV spaces. The standard frequently speaks to the technical requirements for "EVCS" when it is actually addressing the tehncial design requirements for specific types of EV Spaces

There are different types of EV Charging Spaces, but they all occur in an EVCS parking lot or facility area. Or ….. is it to mean one of a multi-plug-in bollard charging unit serving 4 cars is an EVCS when there may be 8 bollards? – I.e. 8 EVCS?

Scenario. We have an EVCS lot. It has 10 charger units. 8 of the charging units have two cords/plugs on its bollard. A 110 v slow charge and a fast charge plug. Both could can be used at a time. When situated correctly the single bollard has a reach range to charge 4 vehicles that are head to head to one another. Cords passing over pedestrian circulation areas is another matter.

The final two charger units are on an overhead gantry and the unit can slide 10 ft. The cord reaches a further 10- feet each way. Essentially the cord can reach 30 feet and potentially serving a row of 4 compact parking spaces in a row and head to head for a total of 8 spaces. Two charger cords serving 10 potential spaces.

The 10 chargers can only charge 10 cars at a time, but the place has EV Valet who can move the charger plugs about. Total parking space coverage is 40 EV spaces. EV Valet assumes it will have turn over and be able to charge 60 cars per day.

How many units do I plug into the 11B-EVCS table in column one? And why?

A. 10 Charging bollards

B. 14 actual plugs equaling 14 car spaces that can be charges simultaneously.

C. 40 Spaces that can actually be served? Or 60 spaces that can be served in one day (9 hour period).

D. None of the above.

This is a test.

The following scoping requirement appears to be written backwards. An chapter 800 series technical requirement does not scope compliance to a chapter 200 scoping requirement.

11B-228.3.2 Minimum number.

"EVCS complying with Section 11B-812 shall be provided in compliance with 11B-288.3.2"

It should read, scope # first, and then refer to technical requirement. Although I note section 11B-235.2 is written somewhat backwards by US Access Board

Also we thing the term EVCS is meant to be the EV parking facility as a whole – but the acronym is used often when discussing the design attributes of an EV accessible space. -= whether it is van, standard or ambulatory.