

## Attachment E

**From:** Aaron Barger <AaronBarger@lyonliving.com>  
**Sent:** Thursday, October 10, 2019 16:47  
**To:** Hansen, Eric <EHansen@shapartments.com>; Jason Earl <jearl@ci.milpitas.ca.gov>; Bill Tott <btott@ci.milpitas.ca.gov>; Sharon Goei <sgoei@ci.milpitas.ca.gov>  
**Cc:** Richardson, Bracken <brichardson@shapartments.com>; Cole, Donovan <DCole@shapartments.com>  
**Subject:** RE: Reminder - Stakeholder Engagement on Proposed Reach Codes to Promote Green Development SUMMERHILL RESPONSE

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Eric and Bill

Thank you for putting forth this proposed alternative to the City of Milpitas' Reach Code to Promote Green Development. Based on the information gained at the Stakeholder meetings and the subsequent conversations about the impact the proposed Reach Codes will have, finding an alternative that has less impact on new project development is of the utmost importance.

Our belief is that the intent should be to develop a reach strategy that could handle the load requirements and design changes that either the City's proposal or your alternative would require without negatively affecting our residential unit count. Although we do not currently have a project that is either entitled, or in Plan Check, I believe that your proposal and methodology make sense as an alternative compromise to the City's Reach Code proposal. I believe this meets the intent of the Reach Code, and fits within a framework of the near term EV usage in the Bay Area.

Lyon Living would support the City's Reach Code proposal if it followed the SummerHill proposal as outlined in Eric's email below. Lyon also looks forward to continuing the working relationship with the City and the other stakeholders, such as SummerHill, on this matter.

Respectfully,

Aaron Barger | Development Director

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## Attachment E

**From:** Hansen, Eric [<mailto:EHansen@shapartments.com>]  
**Sent:** Thursday, October 10, 2019 12:03 PM  
**To:** Jason Earl <[jearl@ci.milpitas.ca.gov](mailto:jearl@ci.milpitas.ca.gov)>; Bill Tott <[btott@ci.milpitas.ca.gov](mailto:btott@ci.milpitas.ca.gov)>; Sharon Goei <[sgoei@ci.milpitas.ca.gov](mailto:sgoei@ci.milpitas.ca.gov)>  
**Cc:** Richardson, Bracken <[brichardson@shapartments.com](mailto:brichardson@shapartments.com)>; Cole, Donovan <[DCole@shapartments.com](mailto:DCole@shapartments.com)>; Aaron Barger <[AaronBarger@lyonliving.com](mailto:AaronBarger@lyonliving.com)>  
**Subject:** RE: Reminder - Stakeholder Engagement on Proposed Reach Codes to Promote Green Development SUMMERHILL RESPONSE

Good Morning Bill,

I have been directing my correspondence on this matter primarily to the City because I recognize all the final decisions will be made by the City so I figured that you should decide how to engage your consultants. It is my understanding from our meeting on Monday that the City is looking for SummerHill to make a proposal for reasonable upgrades on EV Charging. I discussed this with our COO and VP of Asset Management who are actively leasing up our apartment projects and touring others throughout the SF Bay Area. Below is what we came up with in an effort to meet current EV charging demands and provide additional capacity for future demand in the market. I'm hopeful that the various stakeholders can see that 100% EV charging is not feasible and this is a good faith effort to provide a compromise solution.

### **LEVEL 2 (40 Amp circuit that provides about 25 miles of range per hour)**

**2019 CALGreen Code** – 10% “Capable” (conduit and load capacity to add wire and receptacles later)

**SUMMERHILL RECOMMENDATION** – 10% “Ready” fully built ready to charge. This is essentially what we are trying to provide now as we think the demand is there or will be there in the near future. We are also willing to provide an additional 10% “Capable” which we would build out later if the demand is there. This would provide a total Level 2 EV charging capacity of 20%.

### **LEVEL 1 (20 Amp circuit that provides only 5 miles of range per hour)**

**2019 CALGreen Code** – 0% Required but the City indicated from their research this will satisfy the needs of many SF Bay area's commuters.

**SHAC RECOMMENDATION** – 20% “Capable” to match the overall Level 2 capacity proposed above. The Level 1 chargers are common for single family development but new for apartment projects so we would like to provide the capacity but hold off on building them out as “ready” until we can verify the demand.

I would like to make it clear that even these recommendations will significantly increase the electrical capacity and costs for EV charging on a project. Below is a summary of these upgrades applied to Building A project at 1500 Centre Pointe (637 stalls) beyond the 10% Level 2 “capable” stalls required by the 2019 CALGreen code.

- Added load for 10% additional Level 2 chargers (64 stalls X 18.3 Amps/stall = 1,171.2 Amps). Added load for 20% additional Level 1 chargers (128 stalls X 6.7 Amps/stall = 857.6 Amps). **Total load added is 2,029 Amps.** This will result in one additional transformer with some load absorbed by transformers that were already planned. This could result in a unit being deleted from the project or at least reducing a 2 bedroom to a studio or 1 bedroom.
- The added transformer will cost about \$125K. Building out 10% Level 2 chargers will cost about \$192K (64 stalls X \$3,000 = \$192,000). Providing conduit for an additional 10% Level 2 chargers

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as capable will cost \$32K (64 stalls X \$500 = \$32,000). Providing conduit for an additional 20% Level 1 chargers as capable will cost \$51K (128 stalls X \$400 = \$51,200). **This is a total added cost of \$400K**

We appreciate the dialogue with the City on this matter and are hopeful that this proposal meets with your approval.

Thanks,  
Eric

**ERIC HANSEN**

VICE PRESIDENT OF CONSTRUCTION

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