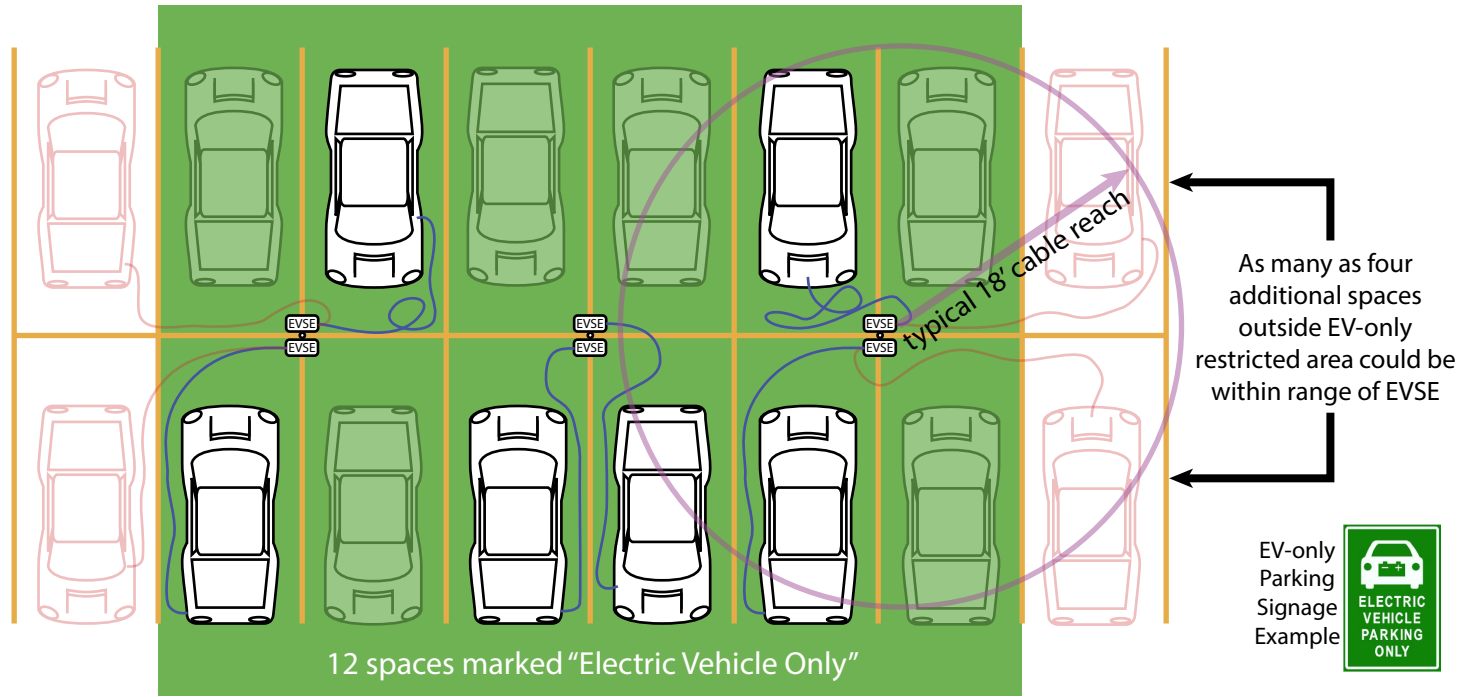


LACC Faculty Parking Plug In Electric Vehicle (PEV) Charging Layout Recommendations

These layouts attempt to address charging of plug-in electric vehicles (PEVs) beyond the number of installed EVSEs (Electric Vehicle Supply Equipment). Having more dedicated PEV parking spaces than EVSEs and positioning the EVSEs so that their charging cords can reach as many EV-only parking spaces as possible maximizes the usefulness of the charging equipment and electrical supply infrastructure for PEV-driving employees as they arrive and depart during the work day. PEV sales are projected to increase for the foreseeable future, so demand for at-work charging of PEVs will also likely increase. Charging while at work is mandatory for those employees who commute beyond the maximum range of their PEV's batteries.

Six EVSEs positioned to serve 12-16 parking spaces in two adjacent rows



Typical charging times from "Level 2" EVSEs will replenish most depleted EV batteries in no more than 4-6 hours, varying with commute distance and vehicle characteristics. Employees arriving later in the campus' 15+ hour operating day can unplug the charging cable from an EV which has completed charging to charge their own car. For EV owners finding all EVSEs actively in-use, they could employ the EV community's convention of indicating their need for charge by leaving their charging port door open. Users having completed charging could transfer the available connector upon departure. (Many EVs allow users to remotely check charging status from smartphones or web browsers.)

Alternate layout if six EVSEs are positioned against wall; serves 12-14 spaces

