

CALIFORNIA BUILDING STANDARDS COMMISSION

Proposal for February 5, 2015 GREEN BUILDING WORKSHOP Agenda Item 5b

DRAFT EXPRESS TERMS for the 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE, (CALGreen), PART 11, CALIFORNIA BUILDING STANDARDS CODE, TITLE 24, CALIFORNIA CODE OF REGULATIONS

- Proposed code language for the 2015 Triennial Code Adoption Cycle

LEGEND FOR EXPRESS TERMS	
1.	New California amendments: All such language appears <u>underlined</u> .
2.	Repealed text: All such language appears in strikeout . <i>[Information for the reader is bracketed and in red italics]</i>

5.106 Electric Vehicle Infrastructure (Mandatory Measures)

- Statement of specific purpose, problem, rationale and benefits:**

The **California Air Resources Board** (CARB) is proposing the following:
Propose a greater percentage of EV capable parking spaces for inclusion in the 2016 CALGreen Code, Section 5.106, Electric Vehicle Infrastructure (Mandatory Measures).

History:

CARB's Zero Emission Vehicle (ZEV) regulation is one strategy to improve air quality and reduce greenhouse gas emissions through advanced technology vehicle production and placement requirements on automobile manufacturers. Consumers are embracing the vehicles and there is a need for widespread infrastructure to support future charging needs. Additionally, the Governor's Office ZEV Action Plan (February 2013) identifies strategies and actions supporting the milestones identified in Executive Order B-16-2012, including the target of 1.5 million ZEVs on California's roadways by 2015.

Rationale for proposed code change:

Increasing the EV charging space requirement for parking lots, including increasing the requirement from 3 percent to 4 percent for lots over 201 parking spaces, will accommodate a greater percent of future EV charging. Since the requirement for designated parking of clean air vehicles is based on 8 percent of total parking spaces, CARB staff suggests that at least half of the parking spaces also include EV charging infrastructure. Additionally, CARB staff suggests that the Tier 1 provision be increased to 5 percent and the Tier 2 provision be increased to 7 percent of parking spaces. These incremental changes in both the mandatory and voluntary provisions will support new buildings incorporating EV infrastructure in conjunction with electric vehicle market penetration.

Section 5.106 Site Development

Table 5.106.5.3.3

Total number of parking spaces	Number of required EV charging spaces
0-50	0

51-75	4
76-100	2
101-200	3
201 and over	3% ¹

<u>Total number of parking spaces</u>	<u>Number of required EV charging spaces</u>
<u>0-24</u>	<u>0</u>
<u>25-50</u>	<u>1</u>
<u>51-75</u>	<u>3</u>
<u>76-100</u>	<u>4</u>
<u>101-200</u>	<u>6</u>
<u>201 and over</u>	<u>4%¹</u>

1. Calculation for spaces shall be rounded up to the nearest whole number.

A5.106 Electric Vehicle Infrastructure (Voluntary Measures)

APPENDIX CHAPTER A5.1

SECTION A5.106 SITE DEVELOPMENT

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A5.106.5.3 Electric vehicle (EV) charging.

Table A5.106.5.3.1

Total number of parking spaces	TIER 1 Number of required EV charging spaces
0-50	1 <u>2</u>
51-75	2 <u>4</u>
76-100	3 <u>5</u>
101-200	5 <u>7</u>
201 and over	4% <u>5%</u> ¹

1. Calculation for spaces shall be rounded up to the nearest whole number.

Table A5.106.5.3.2

Total number of parking spaces	TIER 2 Number of required EV charging spaces
0-50	2 <u>3</u>
51-75	3 <u>5</u>
76-100	4 <u>6</u>
101-200	7 <u>10</u>
201 and over	6% <u>7%</u> ¹

1. Calculation for spaces shall be rounded up to the nearest whole number.