

**CALIFORNIA BUILDING STANDARDS COMMISSION  
GREEN BUILDING WORKSHOP  
September 26, 2013 - Agenda Item 3b**

**5.106.5.3 Electric Vehicle (EV) Infrastructure (Mandatory)**

- **Statement of specific purpose, problem, rationale and benefits:**  
The new mandatory building standard is proposed to further develop EV regulations for the implementation of Governor Brown's Executive Order B-16-2012. CBSC is preparing for the approval of AB 1092 (Levine, 2013, not chaptered to date) which will require existing voluntary electric vehicle charging station provisions to become mandatory.
- **Proposed code language for the 2013 Intervening Cycle**

LEGEND FOR PROPOSED LANGUAGE
1. Proposed California language and modified language is <u>underlined</u> .
2. Repealed text: All such language appears in <del>strikeout</del> .
3. <i>[Information for the reader is bracketed and in red italics]</i>

**5.106.5.3 Electric vehicle (EV) charging. [N]** Provide facilities meeting Section 406.9 (Electric Vehicle) [Add pointer to 11B only if accessible standards are developed by DSA-AC] [and Chapter 11B] of the California Building Code, Article 625 of the California Electrical Code, and as follows:

**5.106.5.3.1 Space Requirements. [N]** Parking facilities having 100 parking spaces or more shall have 3 percent of the spaces constructed to accommodate future electric vehicle supply equipment (EVSE). *[Rather than one minimum space, make the starting point to be for larger parking facilities. This would avoid mandatory EV charging for smaller parking areas which may have limited parking area. The intent of provision is increase availability of EV charging but not put a hardship on smaller business owners/developers. This is similar logic as the stepped table for designated parking for low-emitting, fuel efficient and carpool stalls Section 5.106.5.2]*

**Note:** In accordance with Sections 101.7 and 101.8, the enforcing agency may approve alternative design criteria when determining the minimum number of charging spaces.  
*[Add Note for local jurisdiction flexibility to determine alternative criteria]*

**5.106.5.3.2 Infrastructure requirements. [N]** Only electrical raceways and related equipment are required to be installed at the time of construction. The approved construction plans and specifications shall include the location(s) and type of the EVSE, raceway method(s), wiring schematics, conductors and electrical calculations for an electrical system. has sufficient capacity to charge simultaneously all the electrical vehicles at all designated EV charging spaces at their full rated amperage. Plan design shall be based upon Level 2 EVSE at its maximum operating ampacity. *[State at the beginning of section that only the infrastructure is required; designated parking spaces are not required to be installed.]*

**Exception: [N]** Other pre-installation methods approved by the local enforcing agency that provide sufficient conductor sizing and service capacity to install Level 2 EVSE.  
*[Use similar language as voluntary measure]*

**Note:** Utility providers and local enforcing agencies may have additional requirements for metering and EVSE installation, and should be consulted during the project design and installation. *[Use similar language as voluntary measure]*

**5.106.5.3.3 [N] Labeling requirement.** A label stating "EV CHARGE CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel. ~~and the EV charging space.~~ *[Space isn't required to be installed at this time line in the mandatory measures].*

**Notes:**

1. The California Department of Transportation adopts and publishes the California Manual on Uniform Traffic Control Devices (California MUTCD) to provide uniform standards and specifications for all official traffic control devices in California. Zero Emission Vehicle Signs and Pavement Markings can be found in the New Policies & Directives number 13-01. [www.dot.ca.gov/hq/traffops/signtech/signdel/policy.htm](http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy.htm)

*[Add pointer to CALTrans signage standards issued and effective March 14, 2013: CALTrans signage standards were updated due to the Governor's Executive Order B-16-2012, dated March 23, 2012. CALTrans amended the California Manual on Uniform Traffic Control Devices (CA MUTCD). Changes include six new signs, one new header plaque, two new optional pavement markings, deleting two existing signs, and updating content in various sections, figures and tables of the CA MUTCD. These policy and specification updates provide regulatory and general information signs and pavement markings to guide and regulate road users who operate ZEV's. The purpose of this directive is to implement Governor's Executive Order B-16-2012, update existing administrative law, and to provide detailed specifications for uniform use by State and local government agencies, as well as use by private entities at facilities open to public travel.]*

2. The Governor's Office of Planning and Research published a Zero-Emission Vehicle Community Readiness Guidebook which provides helpful information for local governments, residents and businesses. [www.opr](http://www.opr) [add link when it is available.]

*[Add pointer for the code user to Office of Planning and Research ZEV Readiness Guidebook. Link is not posted as of this date.]*