

**From:** [Sven Thesen](#)  
**To:** [CBSC@DGS](#); [Withers, Emily@HCD](#); [Martin, Thomas G@HCD](#); [Krause, Kyle@HCD](#); [Hannah.Goldsmith@gobiz.ca.gov](#); [Rodriguez, Enrique \(CBSC\)@DGS](#); [Nearman, Michael@DGS](#); [Jaw, Kathy@ARB](#); [Lerman, Sam@ARB](#); [Marvelli, Mia@DGS](#); [Bevan, Analisa@ARB](#); [Garcia, Graciela@ARB](#); [Ed.Pike@cpuc.ca.gov](#); [Crisostomo, Noel@Energy](#); [Kate.Gordon@opr.ca.gov](#); [Bolden-Hardge, Brianna@HCD](#); [Rasool, Hannon@Energy](#); [Purewal, Sharon@Energy](#); [Strait, Peter@Energy](#); [Genesis.Tang@cpuc.ca.gov](#); [Drozdowicz, Danuta@Energy](#); [Ramesh, Raja@Energy](#); [Vicent, Will@Energy](#); [Kline, Jenna@HCD](#); [Enrico, Randall@HCD](#); [Reed.Sanders@hcd.ca.gov](#); [Sierra.Sheppard@asm.ca.gov](#); [Ken.Branson@sen.ca.gov](#)  
**Cc:** [evchargingaccess@gmail.com](#)  
**Subject:** Project Green Home, Comments, CALGreen & EV Charging Infrastructure, EV Adoption Rates.  
**Date:** Thursday, September 16, 2021 5:13:25 PM  
**Attachments:** [210910 PGH HCD BSC EV Growth.pdf](#)

---

**CAUTION:** This email originated from a NON-State email address. Do not click links or open attachments unless you are certain of the sender's authenticity.

*Dear Dedicated Commissioners and Staff*

As a father, chemical engineer, business owner and man of faith, I am writing to explain why the proposed CALGreen Code addressing electric vehicle (EV) charging infrastructure in new construction is not sufficient and actually fails to meet the needs of the majority of the Californians who will be living in the multi-family dwellings (MFDs) built subject to the 2023-2025 code as well as the climate targets of California as a whole. ***As such, I am requesting that a public hearing be held to discuss the proposed CALGreen code as related to EV infrastructure.***

***Comment Summary: For new apartments and condominiums, the proposed code should require a low power Level 2 receptacle for every unit that has access to parking.*** EV adoption rates in California are about to take off as EVs already have lower total cost of ownership, will soon have initial price parity and then better. However, for those who live in MFDs, access to charging will be THE factor controlling adoption. Installing charging in MFD post construction, as detailed in the ISOR, is rife with difficulties, from the great expense to dealing with apartment complex management and or the Home Owners Association. By ***providing a low power Level 2 receptacle for every MFD unit that has access to parking, the installation problem is dealt with at the time of construction resulting in the lowest cost to the developer, building manager, resident family and society as a whole.***

***Because of the footnotes and figures, the full comment letter is included as an attachment.***

***Feel free to contact me with any questions or comments.***

***Best,***  
***Sven***

--  
Sven Thesen, 415-225-7645

EV Consultant & Founder, ProjectGreenHome.org and BeniSolSolar.com; Wonder Junkie

*How California Is Keeping Electric Vehicles Out Of Reach For Apartment-Dwellers*