

CALIFORNIA BUILDING STANDARDS COMMISSION
January 11, 2024
CALGREEN EV WORKSHOP #3
Agenda Items 2a & 2b

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

If using assistive technology, please adjust your settings to recognize underline, strikeout and ellipsis.

LEGEND for EXPRESS TERMS

- Existing amendments appear upright
- Amendments appear underlined
- Repealed California language appears ~~upright and in-strikeout~~

SECTION 5.106, SITE DEVELOPMENT

AGENDA ITEM 2a

Rationale: Pursuant to AB 2075, convene a workshop on EV charging infrastructure standards that includes Department of Housing and Community Development, Division of the State Architect, California Air Resources Board and the California Energy Commission, and other relevant stakeholders to consider, among other things, projected demand for EV charging infrastructure based on the state's goals, as specified.

The scheduled meetings for the CALGreen Electric Vehicle Workgroup (CEVW) will address the intent and purpose of AB 2075 by collaborating with each of the agencies and stakeholders for the 2024 Triennial Code Adoption Cycle to incorporate robust and comprehensive electric vehicle charging infrastructure standards to achieve relevant anticipated electric load capabilities and the statewide transportation electrification goals.

AGENDA ITEM 2b

Rationale: BSC-CG is proposing to amend the existing Exception 2 for Parking spaces accessible only by automated mechanical car parking systems. This proposed amendment will align with HCD's current exception which was codified during the recent 2022 Intervening Code Adoption Cycle for various occupancy types. BSC has a similar exception for lifts codified in the 2022 CALGreen Code however to align both exceptions BSC is proposing adopting the same language. The original BSC automated lift exception was proposed because at the time the product and technology were not fully developed and available domestically. There were also safety concerns along with possible enforceability issues. This proposed change is needed to maintain consistency between residential and nonresidential occupancies and provides clarity for the code users and the regulated community. There is no change in regulatory effect.

[Changes are shown in underline and/or strike-out for all code sections below]

Section 5.106 SITE DEVELOPMENT, Section 5.106.5.3

5.106.5.3 Electric vehicle (EV) charging. [N] [BSC-CG] Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3.1 EV capable spaces, Section 5.106.5.3.2 Electric vehicle charging stations and associated Table 5.106.5.3.1, or Section 5.106.5.3.6 Electric vehicle charging stations (EVCS)-Power allocation method and associated Table 5.106.5.3.6 and shall be provided in accordance with regulations in the *California Building Code* and the *California Electrical Code*.

Exceptions:

1. On a case-by-case basis where the local enforcing agency has determined compliance with this section is not feasible based upon one of the following conditions:
 - a. Where there is no local utility power supply.
 - b. Where the local utility is unable to supply adequate power.
 - c. Where there is evidence suitable to the local enforcement agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may adversely impact the construction cost of the project.

~~2. Parking spaces accessible only by automated mechanical car parking systems are not required to comply with this code section.~~

2. Areas of parking facilities served by parking lifts, including but not limited to, automated mechanical-access open parking garages as defined in the *California Building Code*; or parking facilities otherwise incapable of supporting electric vehicle charging.