

DOCKETED

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2022 *CAL*Green®

**California Department of
Housing and Community Development
(HCD)**

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Codes and Standards





HCD Authority

- State Housing Law (Health and Safety Code 17910 et seq.)
- Building Standards Law (Health and Safety Code)
- Generally, applies to new construction and additions of new conditioned space





Electric Vehicle (EV) Charging

- Significant steps forward
- 2022 CALGreen - effective Jan 1, 2023
- Governor's Executive Orders
 - **B-16-2012** (1.5 millions ZEVs in California)
 - **B-48-2018** (250,000 ZEV chargers by 2025)
 - **N-79-20** (100% of sales of passenger cars and trucks to be ZEV by 2035)



Electric Vehicle (EV) Terminology

- EV Charging Space (EV Space)
- EV Charging Station (EVCS)
- EV Capable Space
- EV Ready Space
- Level 2 EV Supply Equipment (EVSE)
- Low Power Level 2 EV Charging Receptacle



New One- and Two-Family Homes and Townhomes with Attached Private Garages

2019

- All EV Capable (EV Charging Space).
- Raceway
- Service panel and/or subpanel capacity and space(s).
- “EV CAPABLE” label on panel or subpanel.

2022

No change.



New Multifamily Dwellings

2019

- 10% of parking spaces to be EV Capable (EV Charging Spaces).
- Spaces must be identified on plans.
- No chargers required to be installed.

2022

No change to EV Capable percentage.



New Hotels and Motels

2019

- 6% of parking spaces to be EV Capable (EV Charging Spaces).
- Spaces must be identified on plans.

2022

10% of parking spaces to be EV Capable (EV Charging Spaces).



New

Multifamily Dwellings and Hotels/Motels

2019 - EV Capable spaces only

No immediate charging available

2022 - EV Charging becomes available!

- 25% of parking spaces require low power Level 2 receptacles
- 5% of parking spaces in buildings with 20 or more units require higher power Level 2 chargers (EVSE)
- Some tradeoffs for chargers



Existing and New Parking Facilities for Multifamily Dwellings

2019 - No requirements.

2022 - EV Capable spaces required.

- 10% of new parking spaces for existing buildings.
- 10% of altered spaces to be EV Capable (some permitted work triggers).



Multifamily Dwellings and Hotels/Motels

Voluntary Measures – Tiers 1 and 2

2019 - Percentages of EV Capable spaces increased to 15% and 20% for Tier 1 and Tier 2, respectively.

2022 - No EV Capable requirements.

- Low Power Level 2 receptacles increased to 35% and 40% for Tier 1 and Tier 2, respectively.
- 10% (Tier 1) and 15% (Tier 2) of total parking spaces (for 20 or more units) to have EVSE (chargers).



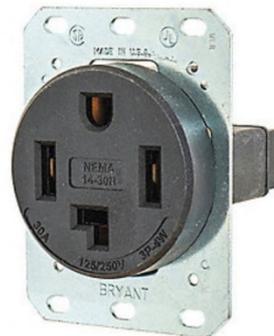
Receptacles



Level 2 16-Amp with NEMA 14-30 receptacle



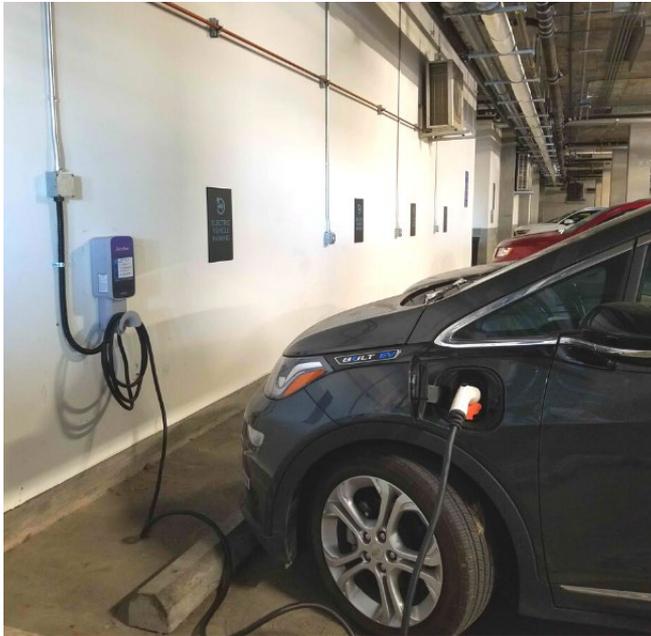
Portable Charger switches between 120V and 240V



NEMA 14-30 is a four-wire 240v, 30Amp receptacle



Chargers



Costs

Low Power L2 Receptacles: (\$781 - \$1,477)

L2 Chargers (EVSE): (\$2,387 - \$3,723)

Transformers: (\$1,950 - \$2,261)

Total: \$104 – \$182 million statewide over 3 years



Questions or Comments?

