

External Email

I'd like to ask you to forward the following note about their upcoming meeting to the members of the Building Code TAG.

Thanks,
Thad

Dear Members of the Building Code TAG,

At your August 18th meeting, someone asked about the intent of applying the requirements in the current version of Section 429 to employee parking spaces at Group A, E, and M occupancies if they have designated employee parking, but exempting them otherwise. Presumably, employees would be parking their cars in those spaces for a number of hours, while they were at work, while anybody else parking at those buildings would be there for much shorter periods of time.

I agree with the comment that chargers in locations where people will only be parked briefly are not going to be of much practical use. If drivers have a place to charge at home or where they work, there's really not much of any point in their going to the trouble of dealing with a commercial Level 2 charger to add the five or ten miles of range they might get while plugged in for an hour or two, particularly if they are going to have to pay significantly more for the electricity than they would have to otherwise. (In fact, as EV's ranges grow, adding five or ten miles of range will matter less and less to people.)

I disagree with the comment that Level 2 chargers at places like these will make it possible for people who don't have charging at home to drive EVs. If there were a location like this very close to someone's residence, so they only had to walk a block to get home every time they parked the car, perhaps carrying their groceries, and they could be confident that a charger would be available and usable more or less every time, and they only had to walk a block back the next time they wanted to drive the car, and they were willing to pay commercial charging rates for the power, I suppose someone might decide to get an EV because they could use a charger like that. I doubt that many people would.

We are going to need a lot more chargers. As someone pointed out, we're expecting to be selling nothing but EVs by 2035 because of the ZEV mandate. Every new car sold will need a convenient place to charge. Since the Council's code changes can only require chargers in the relatively small number of new buildings that are constructed each year, I don't think its code changes could actually result in a new charger for every new EV even if every new building were required to have charging capacity for every new space... (Of course, that distribution of chargers wouldn't be very useful in any case.)

However, I do think that the Council needs to require more charging capacity than the recent rule does, and though it may be politically difficult, I think it would be far more useful to require all of the additional IBC charging in multifamily buildings, in workplace buildings where employees are likely to be parked for a full shift, and in designated employee parking spaces if buildings have them, rather than to spread it around so there's a little at every new building, including ones where most people won't be staying long enough to be interested in charging.

Best wishes,
Thad Curtz