Building Electrification & Electric Vehicle Reach Codes
Community Charrette

March 19th, 2019
City of San Mateo Downtown Public Library
55 West 3rd Avenue | San Mateo, CA 94402
Today’s Objectives

• To share information on the development of building electrification and electric vehicle reach codes
• To hear your voice
• To gather important feedback to frame reach code options for future adoption
Agenda

- Introductions & Opening Remarks
- What is a Reach Code?
- Statewide Cost-Effectiveness Study & What does it mean?
- Summary of Technologies
- Discussion: Understanding of Impacts
- Next Steps
Introductions and Opening Remarks

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Reach Code Background
What is a Reach Code?

• California Title 24 Part 6 (the Energy Code)
  • Updated every 3 years
• California Title 24 Part 11 (CALGreen)
• Reach codes exceed Title 24, Part 6
  • Must be proven to be cost-effective
  • Can be prescriptive codes
  • Can be performance codes
What is a Reach Code?

• Local amendment to state code
• Developed through a stakeholder outreach process
  • Developers
  • Architects & Engineers
  • Environmental Organizations
  • Community Organizations
• Regulatory Entities
  • California Energy Commission – reviews and approves amendments to the energy code
  • Building Standards Commission – reviews and approves amendments to building code
How do municipalities adopt a Reach Code?

• Municipality internally explores Reach Codes
• Potential Reach Code options are defined
• Stakeholder and community outreach
• Refinement of Reach Code options
• Municipalities seeks community support for potential Reach Codes
• Municipalities completes the cost-effectiveness study (CEC Reviews)
• Municipalities approves through local Commissions and Councils
• Reach Code is approved!
Why Adopt a Reach Code?

- Construct more cost effective, safer, and healthier buildings
- To facilitate greater Electric Vehicle (EV) adoption rates
  - 2016 Code has an EV Charger density lower than current local uptake
- Prepare to meet future state code requirements, including 2019 Building Standards
- 2019 Energy Code addresses all-electric pathway
  - Solar Photovoltaic (PV) is required
  - Heat pump water heater pre-wiring is required
  - Residential all-electric compliance pathway established (not nonresidential)
- Reduce energy, cost and emissions
- Increase convenience, health and safety
Overview of Statewide Reach Code Cost Effectiveness Study
Overview of Statewide Reach Code Cost-Effectiveness Studies

• Analysis of options to exceed 2019 Energy Code (Title 24, Part 6)
• Cost-effectiveness measured by customer bill impacts as well as tests set by the California Energy Commission
  • Required for local ordinance application and approval
• Measures researched for residential and commercial new construction:
  • All-electric design
  • Energy efficiency (envelope, heating, cooling, lighting, hot water)
  • Solar photovoltaics and battery energy storage systems
• Demonstrates that it is possible to cost-effectively improve energy performance
Determining Cost Effectiveness

- Energy savings determined through building simulations
- Costs derived from local experts and online resources
- 30-year or 15-year net present value
Cost Effectiveness Considerations

- Findings presented hereafter are all cost effective
- Many all-electric packages have lower construction costs than mixed-fuel

<table>
<thead>
<tr>
<th></th>
<th>Mixed Fuel</th>
<th>All Electric</th>
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<tbody>
<tr>
<td><strong>Energy Efficiency</strong></td>
<td>$1k</td>
<td>$4k</td>
</tr>
<tr>
<td><strong>Energy Efficiency + PV + Battery</strong></td>
<td>-$4k</td>
<td>$2k</td>
</tr>
<tr>
<td><strong>Single family</strong></td>
<td>$60k</td>
<td>$360k</td>
</tr>
<tr>
<td><strong>Medium Office</strong></td>
<td>$1k</td>
<td>$4k</td>
</tr>
<tr>
<td></td>
<td>-$4k</td>
<td>$2k</td>
</tr>
<tr>
<td></td>
<td>-$50k</td>
<td>$250k</td>
</tr>
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Interpreting the Residential Findings - EDR

- Energy Design Rating (EDR) is based on Home Energy Rating System (HERS)
  - 2006 IECC Standard = 100 EDR
  - Zero Net Energy = 0 EDR
  - 2019 Title 24 prescriptive home is
    ~ 40-50 EDR with efficiency only
    ~ 20 EDR with PV offsetting electricity use of a mixed-fuel home
  - Currently a compliance output
  - **EDR Reduction** -> going lower than 2019 Title 24 with cost-effective measures
Residential Findings for San Mateo County

- Analyzed 2430 ft$^2$ single family home and 6960 ft$^2$ 8-unit MF building
- Separate compliance pathways for mixed-fuel and all-electric homes
  - 2019 Energy Code (Title 24, Part 6) will require $\sim$2.5 kW of PV/dwelling
Nonresidential Findings for San Mateo County

**Cost Effective Efficiency-Only Compliance Margins**

- **Office**
  - All-Electric: 15%
  - Mixed-Fuel: 20%

- **Retail**
  - All-Electric: 15%
  - Mixed-Fuel: 16%

- **Hotel**
  - All-Electric: 0%
  - Mixed-Fuel: 9%

**Efficiency-Only GHG Savings**

- **Office**
  - All-Electric: 21%
  - Mixed-Fuel: 15%

- **Retail**
  - All-Electric: 17%
  - Mixed-Fuel: 12%

- **Hotel**
  - All-Electric: 2%
  - Mixed-Fuel: 1%
Key Takeaways for Community

• All-electric compliance pathways are possible for new construction residential and some commercial buildings (including Retail, Office and Small Hotel)

• All-electric buildings reduce greenhouse gas emissions and are less-expensive to build

• Your Cities and County are actively engaged in this process
Discussion Question:

What are your hopes and concerns for a Reach Code in your community?
All Electric Building Technologies & Policy Examples
Many Homes are All-Electric Today (2009)

Percent of California Homes Electrified by End Use (RASS 2009)

- All-Electric Home: 5.7%
- Electric Dryer: 43.0%
- Electric Cooking: 33.6%
- Electric Water Heating: 7.6%
- Electric Heating: 5.7%
Thermal Energy Use in California Buildings

Residential

- Water Heating: 49%
- Space Heating: 37%
- Clothes Drying: 3%
- Pool Heating: 4%
- Cooking: 7%
- Miscellaneous: 9%

Non-Residential

- Water Heating: 32%
- Space Heating: 36%
- Cooking: 23%
- Miscellaneous: 9%
All Electric Building Measures

Space Heating  Water Heating  Cooking  Clothes Drying
Equipment Efficiency

Energy Efficiency Comparison of Technology

Typical Energy Factors

<table>
<thead>
<tr>
<th>Technology</th>
<th>Energy Factor</th>
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<tbody>
<tr>
<td>Natural Gas</td>
<td>0.8</td>
</tr>
<tr>
<td>Heat Pump</td>
<td>3.5</td>
</tr>
<tr>
<td>Electric Resistance</td>
<td>1</td>
</tr>
</tbody>
</table>
Electric Vehicle (EV) Technologies and Ordinance Examples
Why Adopt EV Measures into Codes?

"Driving Plug-In Electric Vehicle Adoption with Green Building Codes" by Energy Solutions, PG&E, ARB.
## Electric Vehicle Definitions – Space Types

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>EV Capable</strong></td>
<td>Raceway (conduit), electrical capacity (breaker space)</td>
</tr>
<tr>
<td><strong>EV Ready</strong></td>
<td>Raceway (conduit), electrical service capacity, overcurrent protection devices, wire, and suitable termination points such as junction box (i.e. full circuit)</td>
</tr>
<tr>
<td><strong>EVSE (electric vehicle supply equipment)</strong></td>
<td>All the equipment needed to deliver electrical energy from an electricity source to a Plug-in Electric Vehicle (PEV’s) battery</td>
</tr>
</tbody>
</table>
# Electric Vehicle Definitions – Charger Types

<table>
<thead>
<tr>
<th>Level</th>
<th>Amps</th>
<th>Volts</th>
<th>Driving Distance</th>
<th>Charging Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1</td>
<td>15-20</td>
<td>120v AC</td>
<td>3.3 miles/hour</td>
<td>10-24 hours</td>
</tr>
<tr>
<td>Level 2</td>
<td>40+</td>
<td>208/240v AC</td>
<td>25-30 miles/hour</td>
<td>1-10 hours</td>
</tr>
<tr>
<td>DC Fast Charge</td>
<td>80-400</td>
<td>200-600v DC</td>
<td>125-400 miles/hour</td>
<td>10 min - 1 hour</td>
</tr>
</tbody>
</table>
Discussion Question:

What all-electric technology is most important to you?

Can you see yourself living and driving all-electric?
Understanding Impacts
## Electric Vehicle Infrastructure Code Examples

<table>
<thead>
<tr>
<th>Building Sector</th>
<th>Baseline (2019 CALGreen Mandatory)</th>
<th>Bay Area Example Reach Codes</th>
</tr>
</thead>
</table>
| Single Family   | EV Capable space                    | **Marin County, San Rafael:** EV Ready space  
                    **Palo Alto:** at least EV Capable (increased amperage compared to CALGreen) |
| Multi Family    | EV Capable for 10% of parking spaces | **Oakland and San Francisco:**  
                    10% Level 2 EV Ready; remaining parking spaces EV Capable (including electrical capacity for an addition 50% of spaces with load sharing)  
                    **Palo Alto and Menlo Park:**  
                    One Level 2 EV Ready space per dwelling unit, and EVSE installation at some spaces |
| Non-Residential | EV Capable for 6% of parking spaces  | **San Francisco:**  
                    10% Level 2 EV Ready; remaining spaces EV Capable (including electrical capacity for an addition 50% of spaces with load sharing) |
## Additional Examples

<table>
<thead>
<tr>
<th>Topic</th>
<th>Baseline (CALGreen Mandatory)</th>
<th>Example Reach Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renovations and Additions</td>
<td>Not included</td>
<td>Marin County – based on renovations to parking spaces and/or electrical room</td>
</tr>
<tr>
<td></td>
<td></td>
<td>San Francisco – based on overall building renovation</td>
</tr>
<tr>
<td>Harmonize with state accessibility</td>
<td>Not included*</td>
<td>Design EV parking spaces to comply with accessibility requirements (slope, barrier-</td>
</tr>
<tr>
<td>codes</td>
<td></td>
<td>free path of travel, etc.)</td>
</tr>
</tbody>
</table>

*In some cases, design of a single space may be required in multifamily housing.
# Building Ordinance Examples

<table>
<thead>
<tr>
<th>Ordinance Type</th>
<th>Example Reach Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Preferred</td>
<td>Marin County and Palo Alto: Mixed-fuel required to be 10-15% more efficient than state code, or All-electric</td>
</tr>
<tr>
<td>Carbon Neutral</td>
<td>Vancouver will require all new buildings to be carbon neutral by 2025</td>
</tr>
<tr>
<td>Natural Gas Connections</td>
<td>Arcata and Berkeley have proposed ordinances banning natural gas piping</td>
</tr>
<tr>
<td></td>
<td>No natural gas appliances installed</td>
</tr>
<tr>
<td></td>
<td>Replace existing municipal natural gas equipment with electric</td>
</tr>
<tr>
<td></td>
<td>Amsterdam is weaning homes off natural gas by 2050, starting with public housing units</td>
</tr>
<tr>
<td></td>
<td>“towards a city without natural gas.”</td>
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Reach Code Examples

A) Performance
• Buildings using natural gas must exceed Title 24 by X%
• Buildings using electricity only must meet or exceed Title 24 by Y%
• Buildings over a certain size using…. must exceed Title 24 by Z%
• Buildings using XYZ equipment (e.g. packaged rooftop units)…. must exceed Title 24 by Z%

B) Prescriptive
• Buildings must include EV charging infrastructure or charger beyond CALGreen requirements
• Buildings must include pre-wiring for electric induction stoves
Discussion Questions on Impacts

Which reach codes would you support for your community?
Reach Code Development Timeline

- Outreach
- Research Existing State and Local Codes
- Development of Model Reach Codes
- Develop Customized EV Cost-Benefit Analysis
- Identify Tools and Processes for Adoption and...
- Provide Technical Assistance for Adoption
- Provide Technical Assistance for Implementation

Overview of Next Steps

Next Steps
• We are working with your City to provide adoption and implementation support

What you can do?
• Help get the word out about all-electric buildings and transportation
• Attend a citizen commission meeting and provide your opinion
• Look for (and attend) the follow-up meeting in late-April or early-May
Stay Connected

https://peninsulareachcodes.org

2019 Building Electrification & EV Infrastructure Reach Code Initiative

www.peninsulareachcodes.org
Thank You!