

16.14.420 Section A4.106.8 Electric vehicle (EV) charging.

Section A4.106.8 of the California Green Building Standards Code is adopted as mandatory and amended to read:

A4.106.8 Electric Vehicle (EV) Charging for Residential Structures. Newly constructed single family and multifamily residential structures, including residential structures constructed as part of a mixed-use development, shall comply with the following requirements for electric vehicle supply equipment (EVSE). All parking space calculations under this section shall be rounded up to the next full space. The requirements stated in this section are in addition to those contained in Section 4.106.4 of the California Green Building Standards Code. In the event of a conflict between this section and Section 4.106.4 of the California Green Building Standards Code, the more robust EV Charging requirements shall prevail.

Definitions. For the purposes of this section, the following definitions shall apply:

(a) Level 2 EVSE. "Level 2 EVSE" shall mean an EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC. An EVSE capable of simultaneously charging at 30 amperes for each of two vehicles shall be counted as two Level 2 EVSE.

(b) Conduit Only. "Conduit Only" shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install a 208/240V, 50 amperes grounded AC outlet; and (2) raceway or wiring with capacity to accommodate a 100 ampere circuit; terminating in (3) a listed cabinet, box, enclosure, or NEMA receptacle. The raceway shall be installed so that minimal removal of materials is necessary to complete the final installation.

(c) EVSE-Ready Outlet. "EVSE-Ready Outlet" shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install a 208/240V, 50 amperes grounded AC outlet; (2) a two-pole circuit breaker; (3) raceway with capacity to accommodate 100-ampere circuit; (4) 50 ampere wiring; terminating in (5) a 50 ampere NEMA receptacle in a covered outlet box.

(d) EVSE Installed. "EVSE Installed" shall mean an installed Level 2 EVSE.

A4.106.8.1 New one-family, two-family and townhouse dwellings. The following standards apply to newly constructed detached and attached single family, two-family and townhouse residences.

(a) In general. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for each residence.

(b) Location. The proposed location of a charging station may be internal or external to the dwelling and shall be in close proximity to an on-site parking space consistent with City guidelines, rules, and regulations.

A4.106.8.2 New Multi-Family Dwellings. The following standards apply to newly constructed residences in a multi-family residential structure, except as provided in section A4.106.8.2.1.

(a) Resident parking. The property owner shall provide at least one EVSE-Ready Outlet or EVSE Installed for each residential unit in the structure.

(b) Guest parking. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed, for at least 25% of guest parking spaces, among which at least 5% (and no fewer than one) shall be EVSE Installed.

(c) Accessible spaces. Projects shall comply with the 2019 California Building Code requirements for accessible electric vehicle parking.

(d) Minimum total circuit capacity. The property owner shall ensure sufficient circuit capacity, as determined by the Chief Building Official or designee, to support a Level 2 EVSE in every location where Circuit Only, EVSE-Ready Outlet or EVSE Installed is required.

(e) Location. The EVSE, receptacles, and/or raceway required by this section shall be placed in locations allowing convenient installation of and access to EVSE. In addition, if parking is deed-restricted to individual residential units, the EVSE or receptacles required by subsection (a) shall be located such that each unit has access to its own EVSE or receptacle. Location of EVSE or receptacles shall be consistent with all City guidelines, rules, and regulations.

A4.106.8.2.2 Exception – Multi-Family Residential Structures with Individual, Attached Parking. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for each newly constructed residence in a multi-family residential structure featuring: (1) a parking space attached to the residence; and (2) a shared electrical panel between the residence and parking space (e.g., a multi-family structure with tuck-under garages).

A4.106.8.3 New Hotels. The following standards apply to newly constructed hotels.

(a) In general. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for at least 30% of parking spaces, among which at least 10% (and no fewer than one) shall be EVSE Installed.

(b) Accessible spaces. Projects shall comply with the 2019 California Building Code requirements for accessible electric vehicle parking.

(c) Minimum total circuit capacity. The property owner shall ensure sufficient circuit capacity, as determined by the Chief Building Official or designee, to support a Level 2 EVSE in every location where Circuit Only, EVSE-Ready Outlet or EVSE Installed is required.

(d) Location. The EVSE, receptacles, and/or raceway required by this section shall be placed in locations allowing convenient installation of and access to EVSE. Location of EVSE or receptacles shall be consistent with all City guidelines, rules, and regulations.

(Ord. 5481 § 1 (part), 2019)

16.14.430 Section A5.106.5.3 Electric vehicle (EV) charging for non-residential structures.

Section A5.106.5.3 of the California Green Building Standards Code is adopted as mandatory and amended to read:

A5.106.5.3 Electric Vehicle (EV) Charging for Non-Residential Structures. New non-residential structures shall comply with the following requirements for electric vehicle supply equipment (EVSE). All parking space calculations under this section shall be rounded up to the next full space. The requirements stated in this section are in addition to those contained in Section 5.106.5.3 of the California Green Building Standards Code. In the event of a conflict between this section and Section 5.106.5.3, the more robust EV Charging requirements shall prevail.

Definitions. For the purposes of this section, the following definitions shall apply:

(a) Level 2 EVSE. "Level 2 EVSE" shall mean an EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC. An EVSE capable of simultaneously charging at 30 amperes for each of two vehicles shall be counted as two Level 2 EVSE.

(b) Conduit Only. "Conduit Only" shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install at least a 208/240V, 50 amperes grounded AC outlet; and (2) raceway or wiring with capacity to accommodate a 100 ampere circuit; terminating in (3) a listed cabinet, box, enclosure, or NEMA receptacle. The raceway shall be installed so that minimal removal of materials is necessary to complete the final installation.

(c) EVSE-Ready Outlet. "EVSE-Ready Outlet" shall mean, at minimum: (1) a panel capable to accommodate a dedicated branch circuit and service capacity to install at least a 208/240V, 50 amperes grounded AC outlet; (2) a two-pole circuit breaker; (3) raceway with capacity to accommodate a 100-ampere circuit; (4) 50 ampere wiring; terminating in (5) a 50 ampere NEMA receptacle in a covered outlet box.

(d) EVSE Installed. "EVSE Installed" shall mean an installed Level 2 EVSE.

A5.106.5.3.5 Non-Residential Structures Other than Hotels. The following standards apply to newly constructed non-residential structures other than hotels.

(a) In general. The property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for at least 25% of parking spaces, among which at least 5% (and no fewer than one) shall be EVSE Installed.

(b) Accessible spaces. Projects shall comply with the 2019 California Building Code requirements for accessible electric vehicle parking.

(c) Minimum total circuit capacity. The property owner shall ensure sufficient circuit capacity, as determined by the Chief Building Official or designee, to support a Level 2 EVSE in every location where Circuit Only, EVSE-Ready Outlet or EVSE Installed is required.

(d) Location. The EVSE, receptacles, and/or raceway required by this section shall be placed in locations allowing convenient installation of and access to EVSE. Location of EVSE or receptacles shall be consistent with all City guidelines, rules, and regulations.

(Ord. 5481 § 1 (part), 2019)

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