

## ORDINANCE NO. 2015-22

(Amendment of 2013 California Green Building Standards Code)

The Contra Costa County Board of Supervisors ordains as follows (omitting the parenthetical footnotes from the official text of the enacted or amended provisions of the County Ordinance Code):

**SECTION I. Summary.** This ordinance amends the 2013 California Green Building Standards Code, including the July 1, 2015 supplement, to establish electric vehicle parking and charging station standards. This ordinance is adopted pursuant to Health and Safety Code sections 17922, 17958, 17958.5, and 17958.7, and Government Code sections 50020 through 50022.10.

**SECTION II.** Section 74-4.006 is hereby added to Chapter 74-4 of the Ordinance Code to read:

**74-4.006 Amendments to the Green Building Standards Code.** The 2013 California Green Building Standards Code, including the July 1, 2015 supplement, is amended by the changes, additions, and deletions set forth in this chapter and Division 72. Section numbers used below are those of the 2013 Green Building Standards Code, including the July 1, 2015 supplement.

(a) Section 4.106.4.2 of Chapter 4 of the Green Building Standards Code is amended to read:

**4.106.4.2 New multifamily dwellings.** For any new multifamily dwelling other than a dwelling type specified in Section 4.106.4.1, at least five percent of the total number of parking spaces provided for all types of parking facilities, but in no case no less than one parking space, shall be electric vehicle charging stations (EVCS). Each EVCS shall be equipped with fully operational electric vehicle supply equipment (EVSE). The location of each EVCS shall be identified on construction documents. Calculations to determine the number of EVCS shall be rounded up to the nearest whole number.

(b) Section 5.106.5.3 of Chapter 5 of the Green Building Standards Code is amended to read:

**5.106.5.3 Electric vehicle (EV) charging.** [N] New nonresidential construction shall comply either with Section 5.106.5.3.1 or Section 5.106.5.3.2, whichever is applicable, and provide the required number of fully operational EVCSs. Each EVCS shall be installed in accordance with the California Building Code and California Electrical Code, and the requirements of Section 5.106.5.3.1 or Section 5.106.5.3.2, whichever is applicable.

(c) Section 5.106.5.3.1 of Chapter 5 of the Green Building Standards Code is amended to read:

**5.106.5.3.1 Single charging space requirements.** [N] If Table 5.106.5.3.3 requires only one EVCS for new nonresidential construction, one fully operational EVCS must be

installed in accordance with the California Electrical Code. The construction plans and specifications for the new nonresidential construction must satisfy the following requirements:

1. The type and location of the EVSE must be identified on the plans and specifications.
2. The plans and specifications must establish that each raceway is not less than trade size one inch.
3. Each listed raceway capable of accommodating a 208/240-volt dedicated branch circuit must be identified on the plans and specifications.
4. Each raceway must originate at a service panel or subpanel serving the area where the EVSE will be located, and must terminate at the location of the required charging equipment and into a listed, suitable cabinet, box, enclosure, or equivalent structure.
5. Each service panel or subpanel must have sufficient capacity to accommodate a minimum 40-ampere dedicated branch circuit for the EVSE.

(d) Section 5.106.5.3.2 of Chapter 5 of the Green Building Standards Code is amended to read:

**5.106.5.3.2 Multiple charging space requirements.** [N] If Table 5.106.5.3.3 requires more than one EVCS for new nonresidential construction, the number of fully operational EVCSs specified in Table 5.106.5.3.3 must be installed in accordance with the California Electrical Code. The construction plans and specifications for the new nonresidential construction must satisfy the following requirements:

1. The type and location of the EVSEs must be identified.
2. Each raceway must originate at a service panel or subpanel serving the area where the EVSE will be located, and must terminate at the location of the required charging equipment and into a listed, suitable cabinet, box, enclosure, or equivalent structure.
3. Each service panel or subpanel must have sufficient capacity to accommodate a minimum 40-ampere dedicated branch circuit for the EVSE.
4. The plans and specifications must include electrical calculations to substantiate that the design of the electrical system, including the rating of equipment and any onsite distribution transformers, has sufficient capacity to simultaneously charge EVs at all EVSEs at their full-rated amperage.

5. Each service panel or subpanel must have sufficient capacity to accommodate the required number of dedicated branch circuits for the EVSEs that will be installed.

(e) Section 5.106.5.3.3 in Chapter 5 of the Green Building Standards Code is amended to read:

**5.106.5.3.3 EV charging space calculations.** [N] The required number of charging spaces with EVCSs for new nonresidential construction must be calculated in accordance with Table 5.106.5.3.3, subject only to the following exception.

**Exception.** On a case-by-case basis, the building official may require new construction to include fewer EV charging spaces than would otherwise be required by Table 5.106.5.3.3, or require no spaces, if the building official determines either of the following:

1. There is insufficient electrical supply to the new construction to adequately serve the required number of EV charging spaces.
2. The cost of the new construction will be substantially adversely impacted by any local utility infrastructure design requirements that are directly related to the installation of the required number or EV charging spaces.

**TABLE 5.106.5.3.3**

<b>NONRESIDENTIAL CHARGING SPACE CALCULATION</b>	
<b>TOTAL NUMBER OF PARKING SPACES</b>	<b>NUMBER OF REQUIRED EV CHARGING SPACES</b>
1-10	0
11-25	2
26-50	3
51-75	5
76-100	6
101-200	12
201 and over	6% of total number of parking spaces*
*Calculation for spaces shall be rounded up to the nearest whole number	

(f) Section 5.106.5.3.4 of Chapter 5 of the Green Building Standards Code is amended to read:

**5.106.5.3.4 [N] Identification.** Each service panel or subpanel circuit directory must identify the reserved overcurrent protective device space or spaces for EV charging as “EV CAPABLE.” Each raceway termination location must be permanently and visibly marked “EV CAPABLE.”

(g) Section 5.106.5.3.5 of Chapter 5 of the Green Building Standards Code is amended to read:

**Section 5.106.5.3.5 [N]** Each EV charging space required by Section 5.106.5.3.3 shall be counted as one designated parking space required by Section 5.106.5.2.

(Ord. 2015-22, § 2.)

**SECTION III. Effective Date.** This ordinance becomes effective 30 days after passage, and within 15 days of passage shall be published once in the Contra Costa Times, a newspaper published in this County. This ordinance shall be published in a manner satisfying the requirements of Government Code section 25124, with the names of supervisors voting for and against it.

Passed on \_\_\_\_\_, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

ATTEST: David Twa,  
Clerk of the Board of Supervisors and County Administrator  
\_\_\_\_\_ Board Chair

By: \_\_\_\_\_ [SEAL]  
Deputy