Section 110.3 is modified as follows:

SECTION 110.3- MANDATORY REQUIREMENTS FOR SERVICE WATER-HEATING SYSTEMS AND EQUIPMENT

(a) Certification by manufacturers. Any service water-heating system or equipment, meeting the requirements of Section 100.0 (e)2A, may be installed so long as the manufacturer has certified that the system or equipment complies with all of the requirements of this subsection for that system or equipment.

Section 110.4 is modified as follows:

SECTION 110.4 - MANDATORY REQUIREMENTS FOR POOL AND SPA SYSTEMS AND EQUIPMENT

(a) Certification by Manufacturers. Any pool or spa heating system or equipment, meeting the requirements of Section 100.0 (e)2A, may be installed so long as the manufacturer has certified that the system or equipment has all of the following:

Section 110.5 is modified as follows:

SECTION 110.5- NATURAL GAS CENTRAL FURNACES, COOKING EQUIPMENT, POOL AND SPA HEATERS, AND FIREPLACES: PILOT LIGHTS PROHIBITED

Any natural gas system or equipment, meeting the requirements of *Section 100.0 (e)2A,* listed below may be installed so long as it does not have a continuously burning pilot light:

Local Amendments to the Green Building Code

The proposed Ordinance shows where changes were made to the State Green Building Code. Plain text is the State's code; underlined text show additions; and strikethroughs indicate deletions. The Ordinance will be incorporated as a clean version without edits.

SECTION 2
DEFINITIONS

EV Capable: A parking space linked to a listed electrical panel with sufficient capacity to provide at least 110/120 volts and 20 amperes to the parking space. Raceways linking the electrical panel and parking space only need to be installed in spaces that will be inaccessible in the future, either trenched underground or where penetrations to walls, floors, or other partitions would otherwise be required for future installation of branch circuits. Raceways must be at least 1" in diameter and may be sized for multiple circuits as allowed by the California Electrical Code. The panel circuit directory shall identify the overcurrent protective device space(s) reserved for EV charging as "EV CAPABLE." Construction documents shall indicate future completion of raceway from the panel to the parking space, via the installed inaccessible raceways.

Level 1 EV Ready Space: A parking space served by a complete electric circuit with a minimum of 110/120 volt, 20-ampere capacity including electrical panel capacity, overprotection device, a minimum 1" diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled "Electric Vehicle Outlet" with at least a ½" font adjacent to the parking space, or b) electric vehicle supply equipment (EVSE).

Level 2 EV Ready Space: A parking space served by a complete electric circuit with 208/240 volt, 40-ampere capacity including electrical panel capacity, overprotection device, a minimum 1" diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled "Electric Vehicle Outlet" with at least a ½" font adjacent to the parking space, or b) electric vehicle supply equipment (EVSE) with a minimum output of 40 amperes.

Electric Vehicle Charging Station (EVCS): A parking space that includes installation of electric vehicle supply equipment (EVSE) with a minimum capacity of 30 amperes connected to a circuit serving a Level 2 EV Ready space. EVCS installation may be used to satisfy a Level 2 EV Ready space requirement.

SECTION 4
RESIDENTIAL MANDATORY MEASURES

4.106.4 Electric vehicle (EV) charging for new construction. New construction shall comply with Sections 4.106.4.1, 4.106.4.2, or 4.106.4.3 to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.

Exceptions:

1. On a case-by-case basis, where the City has determined EV charging and infrastructure are not feasible based upon one or more of the following conditions:
   - 1.1.1 Where there is no commercial power supply available to the designated parking area.
   - 1.1.2 Where there is evidence substantiating that meeting the requirements will alter the local utility infra–structure design requirements on the utility side of the meter so as to increase the utility side cost to the homeowner or the developer by more than $400.00 per dwelling unit.
   - 1.1.3 The construction is for an Accessory Dwelling Units (ADU) or Junior Accessory Dwelling Unit (JADU) without additional parking facilities.

4.106.4.1 New one- and two-family dwellings and townhouses with attached private garages.

For each dwelling unit, install at least two EV Ready Spaces, including at least one Level 2 EV Ready space as described in Section 2 Definitions. listed raeeway to aeeommodate a dedieated 208/240 \olt braneh eirouit. The raeeway shall not be less than trade size 1 (nominal 1 ineh inside diameter). The raeeway shall originate at the main serviee or subpanel aRG SAaU terminate into a listed eabinet, bm< or other enelosure in elose prmcimity to the proposed loeation of an EV charger. Raceways are required to be continuous at enclosed, inaccessible or concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40 ampere minimum dedieated braneh eirouit and spaee(s) reserved to permit installation of a branch eircuit overourrent protective devise.

Exception: For each dwelling unit with only one parking space, only one Level 2 EV Ready space is required.

4.106.4.1.1 Identification. The service panel or sub panel circuit directory shall identify the o¥erourrent proteetive deviee spaee(s) reserved for future EV eharging as "Level 2 EV CAPABLE". The raceway termination location shall be permanently and visibly marked a s CAPABLE". "Level 2 EV Ready".

4.106.4.2.1.1 Electric vehicle charging stations (EVCS). When EV chargers are installed, EV spaces required by Section 4.106.4.2.2, Item 3, shall comply with at least one of the following options:

1. The EV space shall be located adjacent to an accessible parking space meeting the requirements of the *California Building Code,* Chapter 11A, to allow use of the EV charger from the accessible parking space.
2. The EV space shall be located on an accessible route, as defined in the *California Building Code,* Chapter 2, to the building.

Exception: Electric vehicle charging stations designed and constructed in compliance with the California Building Code, Chapter 11 B, are not required to comply with Section 4.106.4.2.1.1 and Section 4.106.4.2.2, Item 3.

Note: Electric vehicle charging stations serving public housing are required to comply with the *California Building Code,* Chapter 11 B.

4.106.4.2.3
Single EV spaoe reqyireel. Install a listed raeeway eapable of aeeommodating a 208/240 olt dedicated branch circuit. The raceway shall not be less than trade size 1 (nominal 1 inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed eabinet, bm< or enelosure in elose proximity to the proposed loeation of the EV spaees. Construction documents shall identify the raoei.•;ay termination point. The service panel and/or subpanel shall provide capacity to install a 40 ampere minimum dedicated branch circuit and spaee(s) reserved to permit installation of a braneh eirouit 0l,er eurrent proteeti¥e de l,iee.

4.106.4.2.4 Multiple EV spaces required. Construction raceway termination point and proposed location of future EV spaces and EV chargers Construction documents shall also provide information on amperage of future EVSE, raceway method(s), wiring schematics and elestrisal load calculations to verify that the elestrieal panel service sapaeity and eleetrical system, including any on site distribution transformer(s), have sufficient capacity to simultaneously charge all EVs at all required EV spaces at the full rated amperage of the EVSE. Plan design shall be based upon a 40-ampere minimum branch circuit. Raceways and related components that are planned to be installed underground, enclosed, inaccessible or in concealed areas and spaces shall be installed at the time of original construction.

4.106.4.2.5 Identification. The service panel or sub–panel cirBuit directory shall identify the o¥ercurrent protective device space(s) resePtled for future E V eharging purposes as "EV CAPABLE;" in aceordance with the California Electrieal Gode. Refer to Section 2 Definitions for identification requirements.

DIVISION 3:
If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The Council declares that it would have adopted the Ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

DIVISION 4:
This Ordinance is exempt from the environmental review requirements of CEQA pursuant to Section 15061 (b)(3) of Title 14 of the California Code of Regulations because it can be seen with certainty that there is no possibility that the provisions contained herein may have a significant effect on the environment. Further, the Ordinance is also exempt from the requirements of CEQA pursuant to CEQA Guidelines Sections 15307 and 15308 of Title 14 of the California Code of Regulatlons as actions taken by regulatory agencies to assure the maintenance, restoration, enhancement of natural resources, or protection of the environment.

DIVISION 5:
This Ordinance shall be published in a newspaper of general circulation in accordance With California Government Code Section 36933, published, and circulated in the City of Burlingame, and shall be in full force and .effect following approval by the Califorhia Energy Commission.

OocuSigned lly:
t<ffeL---
DD660259260460
Emily Beach, Mayor

I, Meaghan Hassel-Shearer, City Clerk of the City of Burlfngame, certify that the foregoing ordinance was Introduced at a public hearing at a regular meeting of the City Council held on

1. The main electrical service panel shall have a minimum busbar rating of 200 amps.
2. The main electrical service panel shall have a reserved space to allow for the installation of a double pole circuit breaker for a future solar electric installation. The reserved space shall be permanently marked as "For Future Solar Electric".

Local Amendments to the Green Building Code

The proposed Ordinance shows where changes were made to the State Green Building Code. Plain text is the State's code; underlined text show additions; and strikethroughs indicate deletions. The Ordinance will be incorporated as a clean version without edits.

SECTION 2
DEFINITIONS

EV Capable: A parking space linked to a listed electrical panel with sufficient capacity to provide at least 110/120 volts and 20 amperes to the parking space. Raceways linking the electrical panel and parking space only need to be installed in spaces that will be inaccessible in the future. either trenched underground or where penetrations to walls. floors, or other partitions would otherwise be required for future installation of branch circuits. Raceways must be at least 1" in diameter and may be sized for multiple circuits as allowed by the California Electrical Code. The panel circuit directory shall identify the overcurrent protective device space(s) reserved for EV charging as "EV CAPABLE." Construction documents shall indicate future completion of raceway from the panel to the parking space. via the installed inaccessible raceways.

Level 1 EV Ready Space: A parking space served by a complete electric circuit with a minimum of 110/120 volt, 20-ampere capacity including electrical panel capacity, overprotection device. a minimum 1" diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled "Electric Vehicle Outlet" with at least a½" font adjacent to the parking space. orb) electric vehicle supply equipment (EVSE).

Level 2 EV Ready Space: A parking space served by a complete electric circuit with 208/240 volt, 40-ampere capacity including electrical panel capacity, overprotection device. a minimum 1" diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled "Electric Vehicle Outlet" with at least a½" font adjacent to the parking space, orb) electric vehicle supply equipment (EVSE) with a minimum output of 40 amperes.

Electric Vehicle Charging Station (EVCS): A parking space that includes installation of electric vehicle supply equipment (EVSE) with a minimum capacity of 30 amperes connected to a circuit serving a Level 2 EV Ready space. EVCS installation may be used to satisfy a Level 2 EV Ready space requirement.

Automatic Load Management Systems (ALMS): (ALMS) A control system that allows multiple EV chargers or EV Ready electric vehicle outlets to share a circuit or panel and automatically reduce power at each charger, providing the opportunity to reduce electrical infrastructure costs and/or provide demand response capability. ALMS systems must be designed to deliver at least 1.4kW to each EV Capable, EV Ready or EVCS space served by the ALMS.

SECTION 4
RESIDENTIAL MANDATORY MEASURES

4.106.4 Electric vehicle (EV) charging for new construction. New construction shall comply with Sections 4.106.4.1, 4.106.4.2, or 4.106.4.3 to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.

Exceptions:

1. On a case-by-case basis, where the City has determined EV charging and infrastructure are not feasible based upon one or more of the following conditions:
   1.1 Where there is no commercial power supply available to the designated parking area.
   Vl/here there is evidence substantiating that meeting the requirements •1,ill alter the local utility infra-structure design requirements on the utility side of the meter so as to increase the utility side cost to the homeowner or the developer by more than $400.00 per dwelling unit.
   1.2 Spaces accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.
2. The construction is for an Accessory Dwelling Units (ADU) or Junior Accessory Dwelling Unit (JADU) without additional parking facilities.

4.106.4.1.1 Identification. The service panel or sub-panel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging as "Level 2 EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "Level 2 EV CAPABLE". "Level 2 EV Ready".

4.106.4.2 New multifamily dwellings. If residential parking is available, ten (10) percent in total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric ¥ehicle charging spaces (EV spaces) capable of supporting future EVSE. Calculations for the required number of EV spaces shall be rounded up to the nearest ',¥hole number. The following requirements apply to all new multifamily dwellings:

1. 10 percent of the dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready space. Calculations for the required minimum number of Level 2 EV Ready spaces shall be rounded up to the nearest whole number.

2. The remaining dwelling units with parking space(s) shall be provided with at least one Level 1 EV Ready space and have conduit installed to accommodate potential future Level 2 charging demands. One Level 1 EV Ready outlet may be shared between two units.

Notes:

1. ~~Construction documents are intended to demonstrate the project's capability and capacity for facilitating future EV charging.~~
2. ~~There is no requirement for EV spaces to be constructed or available until EV chargers are installed for use.~~
1. ALMS may be installed to decrease electrical service and transformer costs associated with EV Charging Equipment subject to review by the Chief Building Official.
2. Installation of Level 2 EV Ready spaces above the minimum number required level will offset the minimum number of Level 1 EV Ready spaces required on a 1:1 basis.
3. The requirements apply to multifamily buildings with parking spaces including: a) assigned or leased to individual dwelling units, and b) unassigned residential parking.
4. The Chief Building Official may consider allowing exceptions, on a case by case basis, if a building permit applicant provides documentation detailing that the increased cost of utility service or on-site transformer capacity would exceed an average of $4,500 among parking spaces with Level 2 EV Ready spaces and Level 1 EV Ready spaces. If costs are found to exceed this level, the applicant shall provide EV infrastructure up to a level that would not exceed this cost for utility service or on-site transformer capacity.
5. In order to adhere to accessibility requirements in accordance with California Building Code Chapters 11A and/or 11B, it is recommended that all accessible parking spaces for covered newly constructed multifamily dwellings are provided with Level 1 or Level 2 EV Ready spaces.

4.106.4.2.1.1 Electric vehicle charging stations (EVCS). When EV chargers are installed, EV spaces required by Section 4.106.4.2.2, Item 3, shall comply with at least one of the following options:

1. The EV space shall be located adjacent to an accessible parking space meeting the requirements of the *California Building Code,* Chapter 11A, to allow use of the EV charger from the accessible parking space.
2. The EV space shall be located on an accessible route, as defined in the *California Building Code,* Chapter 2, to the building.

Exception: Electric vehicle charging stations designed and constructed in compliance with the California Building Code, Chapter 11B, are not required to comply with Section 4.106.4.2.1.1 and Section 4.106.4.2.2, Item 3.

Note: Electric vehicle charging stations serving public housing are required to comply with the *California Building Code,* Chapter 11 B.

4.106.4.2.2 Electric vehicle charging space (EV space) dimensions. The EV spaces shall be designed to comply with the following:

1. The minimum length of each EV space shall be 18 feet (5486 mm).
2. The minimum width of each EV space shall be 9 feet (2743 mm).
3. One in every 25 EV spaces, but not less than one, shall also have an 8-foot (2438 mm) wide minimum aisle. A 5-foot (1524 mm) wide minimum aisle shall be permitted provided the minimum width of the EV space is 12 feet (3658 mm).
    a) Surface slope for this EV space and the aisle shall not exceed 1 unit vertical in 48 units horizontal (2.083 percent slope) in any direction.
4. New construction shall meet the minimum EV spaces dimensions required by the California Building Codes and comply with 2019 CBC Section 11 B-812 and Table 11 B-228.3.2.1. The dimensions for additional charging spaces shall be governed by the Burlingame Municipal Code and Zoning Ordinance.

4.106.4.2.3 Single EV space required. Install a listed raceway capable of accommodating a 208/240-volt dedicated branch circuit. The raceway shall not be less than trade size 1 (nominal 1 inch inside diameter). The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or enclosure in close proximity to the proposed location of the EV spaces. Construction documents shall identify the raceway termination point. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit over current protective device.

4.106.4.2.4 Multiple EV spaces required. Construction raceway termination point and proposed location of future EV spaces and EV chargers. Construction documents shall also provide information on amperage of future EVSE, raceway method(s), wiring schematics and electrical load calculations to verify that the electrical panel service capacity and electrical system, including any on site distribution transformer(s), have sufficient capacity to simultaneously charge all EVs at all required EV spaces at the full rated amperage of the EVSE. Plan design shall be based upon a 40-ampere minimum branch circuit. Raceways and related components that are planned to be installed underground, enclosed, inaccessible or in concealed areas and spaces shall be installed at the time of original construction.

4.106.4.2.5 Identification. The service panel or sub panel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging purposes as "EV CAPABLE" in accordance with the California Electrical Code. Refer to Section 2 Definitions for identification requirements.

DIVISION 3:

If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this

Ordinance. The Council declares that it would have adopted the Ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid,

DIVISION 4:
This Ordinance is exempt from the environmental review requirements of CEQA pursuant to Section 15061 (b)(3) of Title 14 of the California Code of Regulations because it can be seen with certainty that there is no possibility that the provisions contained hereih may have a significant effect on the environment. Further, the Ordinance is also exempt from the requirements of CEQA pursuant to CEQA Guidelines Sections 15307 and 15308 of Title 14 of the California Code of Regulations as actions taken by regulatory agencies to assure the maintenance, restoration, enhancement of natural resources, or protection of the environment.

DIVISION 5:
This Ordinance shall be published in a newspaper of general circulation in accordance with California Government Code Section 36933, published, and circulated in the Clty of Burlingame, and shalf be in full force and effect following approval by the California Energy Commission.

DocuSigned by:
D066C125928D48D...
Emily Beach, Mayor

I, Meaghan Hassel-Shearer, City Clerk of the City of Burlingame, certify that the foregoing ordinance was introduced at a public hearing at a regular meeting of the City Council held on the 6th day of July, 2020, and adopted thereafter at a regular meeting of the City Council held on the 17th day of August 2020, by the following vote:

AYES: Councilmembers: BEACH, BROWNRIGG, COLSON, ORTIZ
NOES: Councilmembers: O'BRIEN KEIGHRAN
ABSENT: Councilmembers: NONE

DocuSigned by:
Meaghan Hassel-Shearer
8D484C3D80E7449...
Meaghan Hassel-Shearer, City Clerk

Level 2 EV Ready Space: A parking space served by a complete electric circuit with 208/240 volt, 40-ampere capacity including electrical panel capacity, overprotection device, a minimum 1" diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled "Electric Vehicle Outlet" with at least a ½" font adjacent to the parking space, or b) electric vehicle supply equipment (EVSE) with a minimum output of 40 amperes.

Electric Vehicle Charging Station (EVCS): A parking space that includes installation of electric vehicle supply equipment (EVSE) with a minimum capacity of 30 amperes connected to a circuit serving a Level 2 EV Ready space. EVCS installation may be used to satisfy a Level 2 EV Ready space requirement.

Automatic Load Management Systems (ALMS): (ALMS) A control system that allows multiple EV chargers or EV Ready electric vehicle outlets to share a circuit or panel and automatically reduce power at each charger, providing the opportunity to reduce electrical infrastructure costs and/or provide demand response capability. ALMS systems must be designed to deliver at least 1.4kW to each EV Capable, EV Ready or EVCS space served by the ALMS.

SECTION 5
NONRESIDENTIAL MANDATORY MEASURES

5.106.5.3 Electric vehicle (EV) charging. [N] New construction shall comply with Section 5.106.5.3.1 or Section 5.106.5.3.2 to facilitate future installation and use of EV chargers. ef electric vehicle supply equipment (EVSE). When EVSE(s) is/are installed, it shall be in accordance with the *California 81:Jikling Code,* the *California EJectricaJ Code* and as follows:

Exceptions:

1. Where there is no commercial power supply.
2. Spaces accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.

5.106.5.3.1 Office buildings: In nonresidential new construction buildings with 50 percent or greater occupied floor area designated for office use with parking:

1. When 10 or more parking spaces are constructed and designated to the office use, 10 percent of the designated parking spaces shall be equipped with Level 2 EVCS; and
2. An additional 10 percent of the designated spaces shall be provided with at least Level 1 EV Ready spaces.

Calculations for the required minimum number of spaces equipped with Level 2 EVCS, Level 1 EV Ready spaces and EV Capable spaces shall all be rounded up to the nearest whole number.

Construction plans and specifications shall demonstrate that all raceways shall be a minimum of 1" and sufficient for installation of EVCS at all required Level 1 EV Ready and EV Capable

spaces. Electrical calculations shall substantiate the design of the electrical system to include the rating of equipment and any on-site distribution transformers, and have sufficient capacity to simultaneously charge EVs at all required EV spaces including Level 1 EV Ready and EV Capable spaces; and service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for the future installation of the EVSE.

Notes:

1. ALMS may be installed to increase the number of EV chargers or the amperage or voltage beyond the minimum requirements in this code. The option does not allow for installing less electrical panel capacity than would be required without ALMS.

5.106.5.3.2 Other nonresidential buildings: In nonresidential new construction buildings that are not designated primarily for office use, such as retail or institutional uses:

1. When 10 or more parking spaces are constructed, 6 percent of the available parking spaces on site shall be equipped with Level 2 EVCS;
2. An additional 5 percent shall be at least Level 1 EV Ready.

Calculations for the required minimum number of spaces equipped with Level 2 EVCS and Level 1 EV Ready spaces shall be rounded up to the nearest whole number

Exception: Installation of each Direct Current Fast Charger with the capacity to provide at least 80 kW output may substitute for 6 Level 2 EVCS and 5 EV Ready spaces after a minimum of 6 Level 2 EVCS and 5 Level 1 EV Ready spaces are installed.

5.106.5.3.3 Clean Air Vehicle Parking Designation. EVCS qualify as designated parking as described in Section 5.106.5.2 Designated parking for clean air vehicles.

Notes:

1. The California Department of Transportation adopts and publishes the California Manual on Uniform Traffic Control Devices (California MUTCD) to provide uniform standards and specifications for all official traffic control devices in California. Zero Emission Vehicle Signs and Pavement Markings can be found in the New Policies & Directives number 13-01. www.dot.ca.gov/hq/traffops/policy/13-01.pdf.
2. See Vehicle Code Section 22511 for EV charging spaces signage in off-street parking facilities and for use of EV charging spaces.
3. The Governor's Office of Planning and Research published a Zero-Emission Vehicle Community Readiness Guidebook, which provides helpful information for local governments, residents and businesses. www.opr.ca.gov/docs/ZEV_Guidebook.pdf.

4. Section 11B-812 of the California Building Code requires that a facility providing EVCS for public and common use also provide one or more accessible EVCS as specified in Table 11B-228.3.2.1.

5.106.5.3.1 Single charging space requirements. [N] When only a single charging space is required per Table 5.106.5.3.3, a raceway is required to be installed at the time of construction and shall be installed in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following:

1. The type and location of the EV8E.
2. A listed raceway capable of accommodating a 208/240-volt dedicated branch circuit.
3. The raceway shall not be less than trade size 1".
4. The raceway shall originate at a service panel or a subpanel serving the area, and shall terminate in close proximity to the proposed location of the charging equipment and into a listed suitable cabinet, box, enclosure or equivalent.
5. The service panel or subpanel shall have sufficient capacity to accommodate a minimum 40 ampere dedicated branch circuit for the future installation of the EV8E.

5.106.5.3.2 Multiple charging space requirements.

When multiple charging spaces are required per Table 5.106.5.3.3 raceway(s) is/are required to be installed at the time of construction and shall be installed in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following:

1. The type and location of the EV8E.
2. The raceway(s) shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the charging equipment and into listed suitable cabinet(s), box(es), enclosure(s) or equivalent.
3. Plan design shall be based upon 40-ampere mini mum branch circuits.
4. Electrical calculations shall substantiate the design of the electrical system, to include the rating of equipment and any on-site distribution
5. transformers and have sufficient capacity to simultaneously charge all required EVs at its full rated amperage.
6. The service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for the future installation of the EV8E.

5.106.5.3.3 EV charging space calculation. [J] Table 5.106.5.3.3 shall be used to determine if single or multiple charging space requirements apply for the future installation of EV8E.

Exceptions: On a case by case basis where the local enforcing agency has determined EV charging and infrastructure is not feasible based upon one or more of the follmving conditions:

1. Where there is insufficient electrical supply
2. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may adversely impact the construction cost of the project.

—TABLE 5.166.5.3.3—

TOTAL NUMBER OF ACTUAL PARKING SPACES	NUMBER OF REQUIRED EV CHARGING SPACES
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201 and over	6 percent of total[1]

[1] Calculation for spaces shall be rounded up to the nearest whole number.

5.106.5.3.4 [N] Identification. The service panel or subpanel(s) circuit directory shall identify the reserved overcurrent protective device space(s) for future EV charging as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE Ready".

5.106.5.3.5 [N] Future charging spaces qualify as designated parking as described in Section 5.106.5.2 Designated parking for clean air vehicles.

DIVISION 3:
If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The Council declares that it would have adopted the Ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

DIVISION 4:
This Ordinance is exempt from the environmental review requirements of CEQA pursuant to Section 15061 (b)(3) of Title 14 of the California Code of Regulations because it can be seen with certainty that there is no possibility that the provisions contained herein may have a significant effect on the environment. Further, the Ordinance is also exempt from the requirements of CEQA pursuant to CEQA Guidelines Sections 15307 and 15308 of Title 14 of the California Code of Regulations as actions taken by regulatory agencies to assure the maintenance, restoration, enhancement of natural resources, or protection of the environment.

DIVISION 5:
This Ordinance shall be published in a newspaper of general circulation in accordance with California Government Code Section 36933, published, and circulated in the City of Burlingame, and shall be in full force and effect following approval by the California Energy Commission.

GOocuSlgned by:
cf /?ffeL--
•POffifiC125928D480

Emily Beach, Mayor

t, Meaghan Hassel-Shearer, City Clerk of the City of Burlingame, certify that the foregoing ordinance was introduced at a public hearing at a regular meeting of the City Council held on the 6th day of July, 2020, and adopted thereafter at a regular meeting of the City Council held on the 17th day of August 2020, by the following vote:

AYES:	Councilmembers:	BEACH, BROWNRIGG, COLSON, ORTIZ
NOES:	Councilmembers:	O'BRIEN KEIGHRAN
ABSENT:	Councilmembers:	NONE

DocuSigned by:
Meaghan Hassel-Shearer
8D484C3D80E7449...

Meaghan Hassel-Shearer, City Clerk