

16.58.300 Compliance with local water-efficient landscape ordinance- Residential.

Add Section 4.304.1.1 of the 2019 California Green Building Standards Code to read as follows:

4.304.1.1 Compliance with local water-efficient landscape ordinance. Residential projects must comply with the City of Cupertino's Landscape Ordinance, pursuant to Chapter 14.15 of the Cupertino Municipal Code.

16.58.310 Compliance with local water-efficient landscape ordinance- Non-Residential.

Add Section 5.304.1.1 of the 2019 California Green Building Standards Code to read as follows:

5.304.1.1 Compliance with local water-efficient landscape ordinance. Non-residential projects must comply with the City of Cupertino's Landscape Ordinance, pursuant to Chapter 14.15 of the Cupertino Municipal Code.

16.58.400 Electric vehicle (EV) Charging - Residential.

Amend Section 4.106.4 of the 2019 California Green Building Standards Code to read as follows:

4.106.4 Electric vehicle (EV) charging for new construction. New construction shall comply with Sections 4.106.4.1 and 4.106.4.2 to facilitate future installation and use of EV chargers.

Exceptions:

1. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) without additional parking facilities.

Amend Section 4.106.4.1 of the 2019 California Green Building Standards Code to read as follows:

4.106.4.1 New one- and two-family dwellings and town- houses with attached private garages. For each dwelling unit, install a Level 2 EV Ready Circuit and Level 1 EV Ready Circuit.

Exception: For each dwelling unit with only one parking space, install a Level 2 EV Ready Circuit.

Amend Section 4.106.4.1.1 of the 2019 California Green Building Standards Code to read as follows:

4.106.4.1.1 Identification. The raceway termination location shall be permanently and visibly marked as "Level 2 EV-Ready".

Amend Section 4.106.4.2 of the 2019 California Green Building Standards Code to read as follows:

4.106.4.2 New multifamily dwellings. The following requirements apply to all new multifamily dwellings:

1. For multifamily buildings with less than or equal to 20 dwelling units, one parking space

- per dwelling unit with parking shall be provided with a Level 2 EV Ready Circuit.
2. When more than 20 multifamily dwelling units are constructed on a building site:
 - a. 25% of the dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready Circuit. Calculations for the required minimum number of Level 2 EV Ready spaces shall be rounded up to the nearest whole number.
 - b. In addition, each remaining dwelling unit with parking space(s) shall be provided with at least a Level 1 EV Ready Circuit.

Exception: For all multifamily Affordable Housing, 10% of dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready Circuit. Calculations for the required minimum number of Level 2 EV Ready spaces shall be rounded up to the nearest whole number. The remaining dwelling units with parking space(s) shall each be provided with at least a Level 1 EV Ready Circuit.

Notes:

1. ALMS may be installed to decrease electrical service and transformer costs associated with EV Charging Equipment subject to review of the authority having jurisdiction.
2. Installation of Level 2 EV Ready Circuits above the minimum number required level may offset the minimum number Level 1 EV Ready Circuits 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. Local jurisdictions may consider allowing exceptions through their local process, 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 Circuits and Level 1 EV Ready Circuits. 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 Circuits.

Amend Section 4.106.4.2.2 of the 2019 California Green Building Standards Code to read as follows:

4.106.4.2.2 Electric vehicle charging space (EV space) dimensions. Applicants shall size EV spaces as specified by the Building Official.

Delete Section 4.106.4.2.3 of the 2019 California Green Building Standards Code in its entirety.

Delete Section 4.106.4.2.4 of the 2019 California Green Building Standards Code in its entirety

Delete Section 4.106.4.2.5 of the 2019 California Green Building Standards Code in its entirety.

16.58.420 Electric vehicle (EV) charging – Non-Residential.

Amend Section 5.106.5.3 of the 2019 California Green Building Standards Code to read as follows:

5.106.5.3 Electric vehicle (EV) charging. 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.

Exception:

1. Where there is no commercial power supply.
2. Nonresidential tenant improvements.

Amend Section 5.106.5.3.1 of the 2019 California Green Building Standards Code to read as follows:

5.106.5.3.1 Office buildings: In nonresidential new construction buildings designated primarily for office use with parking:

1. When 10 or more parking spaces are constructed, 20% of the available parking spaces on site shall be equipped with Level 2 EVCS;
2. An additional 10% shall be provided with at least Level 1 EV Ready Circuits; and
3. An additional 30% shall be at least EV Capable.

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.

Amend Section 5.106.5.3.2 of the 2019 California Green Building Standards Code to read as follows:

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% of the available parking spaces on site shall be equipped with Level 2 EVCS;
2. An additional 5% shall be at least Level 1 EV Ready.

Calculations for the required minimum number of spaces equipped with Level 2 EVCS and Level 2 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.

Amend Section 5.106.5.3.3 of the 2019 California Green Building Standards Code to read as follows:

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 2019 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. Chapter 11B applies to certain facilities including, but not limited to, public accommodations and publicly funded housing (see section 1.9 of Part 2 of the California Building Code). Section 11B-812 requires that "Parking spaces, access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches (2489 mm) minimum." It also requires that parking spaces and access aisles meet maximum slope requirements of 1 unit vertical in 48 units horizontal (2.083 percent slope) in any direction at the time of new building construction or renovation. Section 11B-812.5 contains accessible route requirements.
5. It is encouraged that shared parking, EV Ready are designated as "EV preferred."

Delete Table 5.106.5.3.3 of the 2019 California Green Building Standards Code in its entirety.

Amend Section 5.106.5.3.4 of the 2019 California Green Building Standards Code to read as follows:

5.106.5.3.4 [N] Identification. The raceway termination location shall be permanently and visibly marked as "EV_Ready".

Delete Section 5.106.5.3.5 of the 2019 California Green Building Standards Code in its entirety.