



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 3rd Floor, Long Beach, CA 90802 (562) 570-5237

July 25, 2019

CHAIR AND SUSTAINABLE CITY COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Support the proposed updates to the electric vehicle charging infrastructure policy and related local code amendments to the City Council for their consideration.

DISCUSSION

On November 3, 2015, the City Council requested that the Sustainable City Commission (Commission) prepare a report and recommendations on the status and opportunities for expansion of the electric vehicle (EV) infrastructure in the City of Long Beach (City). On March 26, 2016, the Commission fulfilled this request by recommending four amendments to the California Building Standards Code (Code) to facilitate greater private investment in EV infrastructure when new construction occurs. On November 15, 2016, the City Council approved an Ordinance amending Title 18 of the Long Beach Municipal Code to include the local EV amendments that went into effect on January 1, 2017.

State law permits local jurisdictions to amend the Code, pursuant to Sections 17958.5 and 17958.7 of the California Health and Safety Code, prior to the next adoption and enforcement of the latest edition of the Code. As part of the triennial code adoption process, staff from the Building and Safety Bureau and the Office of Sustainability are taking this opportunity to incorporate lessons learned since the adoption of the EV amendments in 2017. Staff have reviewed the Code related to EV infrastructure and performed research and analysis of several key aspects that inform EV policy. Those aspect includes an analysis of future EV demand in Long Beach over the next several years, verify if our current or future EV regulations exceeds the State's minimum EV requirements, support uniformity of EV regulations in the greater Los Angeles region, and address concerns from owners and developers (stakeholders) in our community to achieve the City's EV infrastructure goals. Key findings from this research and analysis are summarized below, followed by a policy recommendation.

Finding 1. EV Ownership Rate in Long Beach.

As of March 2019, 2,475 electric vehicles are owned or leased by Long Beach residents, according to data from the California Department of Motor Vehicles. This represents 0.67% of all automobiles in Long Beach and is close to the 0.84% rate in Los Angeles County and 0.90% in all of California. When comparing EV ownership rate in Long Beach since March 2016 when the last triennial code adoption occurred, this represent an increase of 111%. A summary of this comparison is in Exhibit A. Assuming a similar

increase for the next 3 years when the next triennial code adoption occurs, it is anticipated that EV ownership rate in Long Beach for 2022 will be close to 1.41%. The current EV requirements for new multifamily dwellings (one EV Space for each dwelling unit, 25% of the total guest parking spaces are EV Spaces, and 5% of the total guest parking spaces are electrical vehicle charging stations) would continue to greatly exceed the 2022 projection of 1.41%. As such, the analysis of this data suggests that there is an opportunity that the City can update its current EV regulations to better align with the projected ownership data is feasible and practical for new construction.

Finding 2. Uniformity in the Greater Los Angeles Region.

The City, along with many jurisdictions in the greater Los Angeles region, is a participating member in the Los Angeles Regional Uniform Code Program (LARUCP). The mission of the LARUCP is to minimize the number of and to develop uniformity in local amendments to the Code for adoption by jurisdictions in the greater Los Angeles region. The uniformity of requirements will ensure consistency for developers who may be constructing new buildings from one jurisdiction to the next. One such effort to promote uniformity of building regulations is related to EV infrastructure requirements. Members from the Los Angeles County Building and Safety Division, City of Los Angeles Department of Building and Safety, and other jurisdictional members and partners collaborated with staff from the City's Building and Safety Bureau to develop regional EV requirements that could be adopted in the greater Los Angeles region. The opportunity to develop uniformity of the EV requirements will promote and encourage EV infrastructures throughout the region as well as to ensure consistency between the various jurisdictions adopting and enforcing the EV regulations.

Finding 3. Community Outreach and Input.

Since January 2017, owners and developers of new multifamily dwellings, hotels/motels and nonresidential buildings have expressed concerns and challenges resulting from the implementation of the City's local EV requirements. The cost to provide a greater number of EV spaces in comparison to the EV ownership rate, the reduction of general parking spaces for both EV and accessible spaces are more severe on smaller parking lots, and the reduction of required parking spaces due to State mandated wider residential EV parking stall width were among some of the reasons cited as hardship for developments in the City. In evaluating the feedback and input received from our community stakeholders, staff is finding the opportunity to incorporate those comments and updating the local EV requirement as part of the triennial code adoption, as appropriate.

Recommendation.

In consideration of the lessons learned since the EV implementation in 2017 and the findings outlined herein, the following policy recommendations are offered to ensure that the City continues to meet future EV expansion needs of its resident while addressing the concerns of the stakeholders in our community. The recommendations below are summarized in Exhibit B that compares current EV requirement with the recommended EV requirements.

- Single-family dwelling
No change. Continue requiring an EV Space for each new dwelling.

CHAIR AND SUSTAINABLE CITY COMMISSIONERS

July 25, 2019

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- Multi-family dwellings
Update. Replace an EV Space for each dwelling unit in a new multifamily dwelling building, an EV Space for 25% of the total guest parking spaces and an EVCS for 5% of the total guest parking spaces with EV Spaces for 25% of the total residential parking spaces and EVCS for 5% of the total residential parking spaces. Allow new affordable housing developments and small multifamily dwellings of 17 or less units to comply with the State's minimum EV requirement.
- Non-residential developments
Update. Continue requiring EV Spaces for 25% of the total nonresidential parking spaces and EVCS for 5% of the total nonresidential parking spaces. Allow new nonresidential developments with less than 10 parking spaces to be exempt from the EV requirement.
- Hotel and motel developments
Update. Continue requiring EV Spaces for 30% of the total hotel/motel parking spaces and EVCS for 5% of the total hotel/motel parking spaces. Allow new hotel/motel development with less than 10 parking spaces to be exempt from the EV requirement.

The recommendations will continue to meet the future demand of EV ownership in Long Beach for the next several years, continue to exceed the State's minimum EV requirements, ensure uniformity of EV regulations in the greater Los Angeles region, and make it easier for the stakeholders in our community to achieve the City's EV infrastructure goals. The recommendations will be developed as local code amendments to the State mandated Code that will be effective on January 1, 2020 as reflected in Exhibit C.

SUSTAINABILITY

Car travel in Long Beach and across southern California account for a significant amount of carbon dioxide emissions, the primary gas associated with climate change. The update of the EV infrastructure requirement is an opportunity for Long Beach to continue to be a leader among cities in combating climate change by encouraging residents and visitors to opt for low- and zero-emission vehicles that drastically reduce those emissions.

TIMING CONSIDERATIONS

State law requires that the effective date of the Ordinance be January 1, 2020. City Council action is requested for November 2019. The Commission action is requested on July 25, 2019, in order to comply with this State mandated deadline.

FISCAL IMPACT

There is no fiscal or local job impact associated with this recommendation.

CHAIR AND SUSTAINABLE CITY COMMISSIONERS

July 25, 2019

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SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Truong Huynh', written over the text 'Respectfully submitted,'.

TRUONG HUYNH, P.E., C.B.O.
GENERAL SUPERINTENDENT OF DEVELOPMENT SERVICES

TH:th:lr

C:\Users\trhuynh\OneDrive\Codes and Standards\LBMC Code Adoption\2020\Staff Report

Attachments:

Exhibit A – 2019 Long Beach EV Ownership Rate
Exhibit B – 2019 EV Summary Comparison Table
Exhibit C – 2019 EV Code Adoption Package

City of Long Beach
Comparison of Electric Vehicle Ownership Rates

Location	March 2016 # of electric vehicles (% of total autos)	March 2019 # of electric vehicles (% of total autos)	2016-2019 % Increase # of electric vehicles
Long Beach	1,172 (0.29%)	2,475 (0.67%)	111%
California	135,667 (0.35%)	316,585 (.90%)	133%
Los Angeles County	30,528 (0.31%)	71,522 (.84%)	134%
Orange County	13,578 (0.47%)	35,411 (1.31%)	161%
Santa Monica	1,043 (1.08%)	2,225 (2.61%)	133%
Palo Alto	1,780 (2.67%)	3,697 (5.5%)	107%
Long Beach Zip Codes			
90802	94 (0.29%)	175 (0.61%)	86%
90803	288 (0.91%)	587 (2.05%)	104%
90804	55 (0.18%)	103 (0.38%)	87%
90805	39 (0.05%)	111 (0.16%)	184%
90806	58 (0.16%)	117 (0.36%)	102%
90807	128 (0.41%)	333 (1.16%)	160%
90808	147 (0.41%)	387 (1.12%)	163%
90810	98 (0.29%)	50 (0.16%)	-51%
90813	22 (0.06%)	65 (0.19%)	195%
90814	87 (0.52%)	204 (1.32%)	134%
90815	156 (0.45%)	343 (1.05%)	120%

COMPARISOIN OF CURRENT AND FUTURE EV REQUIREMENTS IN THE GREATER LOS ANGELES REGION

	2019 CALGREEN	PROPOSED COLA	PROPOSED LACO	CURRENT COLB	PROPOSED COLB
SINGLE-FAMILY DUPLEX	1 EV Space	1 EV Space	1 EV Space	1 EV Space	1 EV Space
MULTI-FAMILY	6% EV Space 0% EVCS of total parking Exemption: < 10 spaces	25% EV Space 5% EVCS of total parking Exemptions: < 10 spaces < 17 units	25% EV Space 5% EVCS of total parking Exemptions: < 10 spaces - affordable housing	1 EV Space per unit 25% EV Space 5% EVCS of total guest parking Exemption: - innovative parking system	<u>25% EV Space</u> <u>5% EVCS</u> <u>of total parking</u> Exemptions: - innovative parking system <u>< 17 units</u> <u>- affordable housing</u> <u>reduce to 6% EV</u> <u>Space of total</u> <u>parking</u>
HOTEL/MOTEL	6% EV Space % EVCS of total parking Exemption: < 10 spaces	25% EV Space 5% EVCS of total parking Exemption: < 10 spaces	25% EV Space 5% EVCS of total parking Exemption: < 10 spaces	30% EV Space 10% EVCS of total parking	30% EV Space 10% EVCS of total parking <u>Exemption:</u> <u>< 10 spaces</u>
NONRESIDENTIAL	6% EV Space % EVCS of total parking Exemption: < 10 spaces	25% EV Space 5% EVCS of total parking Exemption: < 10 spaces	25% EV Space 5% EVCS of total parking Exemption: < 10 spaces	25% EV Space 5% EVCS of total parking	25% EV Space 5% EVCS of total parking <u>Exemption:</u> <u>< 10 spaces</u>



SUSTAINABLE CITY COMMISSION PUBLIC HEARING

LOCAL ADOPTION OF THE LATEST CALIFORNIA BUILDING STANDARDS CODE AND UNIFORM HOUSING CODE

JULY 25, 2019

PREPARED BY



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CITY OF LONG BEACH

OFFICE OF SUSTAINABILITY

333 West Ocean Blvd., 13th Floor ■ Long Beach, CA 90802 ■ (562) 570-6396 ■ FAX (562) 570-6583

March 24, 2016

CHAIR AND SUSTAINABLE CITY COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Forward recommendations on electric vehicle charging infrastructure policy to the City Council for their consideration.

DISCUSSION

On November 3, 2015, the City Council requested that the Sustainable City Commission prepare a report and recommendations on the current status, and opportunities for expansion, of electric vehicle (EV) infrastructure in the City of Long Beach. This request contained specific direction to look at the opportunity to update the City's building code in order to facilitate greater private investment in EV infrastructure when new construction occurs. To fulfill this request, the Office of Sustainability has performed research and analysis of key data sources and policy precedents in other jurisdictions to inform customized EV policy recommendations for Long Beach. Key findings from this research are summarized below, followed by three main policy recommendations.

EV use rates in Long Beach are comparable to those in the Los Angeles region and both are growing rapidly. As of March 2016, 1,172 EVs are registered to Long Beach residents, according to data from the California Department of Motor Vehicles. This represents 0.29 percent of all automobiles in Long Beach and is close to the 0.31 percent rate in Los Angeles County and 0.35 percent in all of California. While ownership rates below 1 percent of all automobiles may seem small, the rates are increasing rapidly. Between March 2015 and March 2016 an average of 20 new EVs a month were added in Long Beach. Exhibit A shows comparisons of EV ownership rates in selected locations across California. The rapid growth of EV use in both Long Beach and the Los Angeles region warrants proactive planning for the expansion of associated EV charging infrastructure proportional to this growth.

Existing EV charging stations in Long Beach are widespread, yet relatively underutilized. Long Beach currently has 107 charging stations based on a survey of available sources by the Office of Sustainability (Exhibit B). Almost half, or 51, of these stations are located within 11 City-owned parking structures and parking lots and are maintained and operated by the vendor CarCharging under contract with the City. Utilization data for these 51 stations show a wide range of usage rates, with the highest at the Long Beach Airport and the City Place Shopping Center. While the current usage rates leave significant capacity at almost all locations, strategic expansion of chargers into public lots that do not currently have them would improve coverage Citywide.

The nucleus of the next phase of expansion within public parking lots is already underway. As many as 50 additional EV charging stations at City-owned parking lots are currently being planned for, which could double the total number of public parking stations within five years. Three beach parking lots are slated to receive EV charging stations via the City's vendor CarCharging as the lots are rehabilitated in the next few years. In addition, Long Beach has been selected to receive new charging stations as part of the initial phase of the Southern California Edison (SCE) ChargeReady program. ChargeReady is a massive investment in EV charging infrastructure that is intended to ultimately add 30,000 new charging stations within the SCE service territory. Locations have yet to be selected but City staff will need to coordinate closely with SCE to target new or existing locations that would most benefit from additional charging capacity.

In consideration of these findings, the following broad policy recommendations are offered to ensure Long Beach is prepared to meet future EV expansion needs.

To facilitate the appropriate expansion of EV charging installations at existing City facilities:
Form an interdepartmental EV Charging Station (EVCS) Task Force to proactively look for opportunities to expand EV charging stations at City-owned facilities, for use by residents, visitors and also by City employees. Having this Task Force in place will be instrumental to maximizing the opportunities offered by the SCE ChargeReady program in addition to other opportunities. The creation of a prioritized list of new sites and exploration of technical feasibility issues should be pursued initially. Another charge for the Task Force can be to work on amending the Long Beach Municipal Code to allow the City to issue citations to non-EVs parked at EVCS parking spaces and potentially EVs that exceed time limits at EVCS parking spaces.

To Increase EVCS installations at existing private facilities:

In order to help facilitate the private installation of charging stations, the City should streamline the EVCS permitting process utilizing, where appropriate, recommendations outlined within AB 1236. Once in place, the City should actively promote the new streamlined EVCS permitting process to residents and businesses.

To Increase EV readiness requirements in all new development:

Using current CALGreen standards as a baseline, amend the Building Code to increase requirements for the number of EV Ready (meaning electrical panel capacity and electrical conduit that connects to a parking space and enables easy installation of wiring and charging equipment at a later time) spaces and, in some instances, require that a minimum number of spaces have Electric Vehicle Supply Equipment (EVSE) installed and ready for use.

- Single family residential
At least one EV Ready parking space for each residential unit.
- Multi-family residential
Resident parking: At least one EV Ready parking space for each residential unit.
Guest parking: 25 percent of guest parking spaces shall be EV Ready, among which at least 5 percent (and no less than one) of all guest parking spaces shall have EVSE installed.

CHAIR AND SUSTAINABLE CITY COMMISSIONERS

March 24, 2016

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- Non-Residential Development

At least 25 percent of parking spaces shall be EV Ready, among which at least 5 percent (and no less than one) of total parking spaces shall have EVSE installed. Example: If a commercial development is required to have 100 parking spaces, at least 20 shall be EV Ready and an additional 5 shall have EVSE installed.

- Hotels

At least 30 percent of parking spaces shall be EV Ready, among which at least 10 percent (and no less than one) of total parking spaces shall have EVSE Installed. Example: If a new hotel development is required to have 200 parking spaces, at least 40 shall be EV Ready and an additional 20 shall have EVSE installed.

A study by the City of Palo Alto has estimated that new building code requirements like these will raise the cost of constructing a new development by less than 1 percent.

TIMING CONSIDERATIONS

In Long Beach, the triennial update of the Building Code must be adopted by the City Council by November 2016, to go into effect on January 1, 2017. Immediate action on the recommendation will allow the necessary time for consideration of the proposed policies and incorporation into the Building Code update process as appropriate.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



LARRY RICH
SUSTAINABILITY COORDINATOR



AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

LR

Attachments: Exhibit A – EV Ownership Rates Comparison
 Exhibit B – Long Beach EV Charging Station Map

City of Long Beach

Comparison of Electric Vehicle Ownership Rates

Location	March 2015 # of electric vehicles (% of total autos)	March 2016 # of electric vehicles (% of total autos)	2015-2016 Increase
Long Beach	917 (0.24%)	1,172 (0.29%)	27.8%
California	98,841 (0.28%)	135,667 (0.35%)	37.3%
Los Angeles County	22,822 (0.24%)	30,528 (0.31%)	33.8%
Orange County	9,824 (0.35%)	13,578 (0.47%)	38.2%
Santa Monica	824 (0.86%)	1,043 (1.08%)	26.6%
Palo Alto	1,147 (1.76%)	1,780 (2.67%)	55.2%
Long Beach Zip Codes			
90802	74 (0.24%)	94 (0.29%)	27.0%
90803	237 (0.75%)	288 (0.91%)	21.5%
90804	46 (0.16%)	55 (0.18%)	19.6%
90805	25 (0.03%)	39 (0.05%)	56.0%
90806	47 (0.13%)	58 (0.16%)	23.4%
90807	91 (0.30%)	128 (0.41%)	40.7%
90808	103 (0.29%)	147 (0.41%)	42.7%
90810	98 (0.29%)	98 (0.28%)	0.0%
90813	19 (0.05%)	22 (0.06%)	15.8%
90814	62 (0.38%)	87 (0.52%)	40.3%
90815	115 (0.34%)	156 (0.45%)	35.7%

Office of Sustainability - 3/17/16

Source: California Department of Motor Vehicles Bi-Annual Motive Report

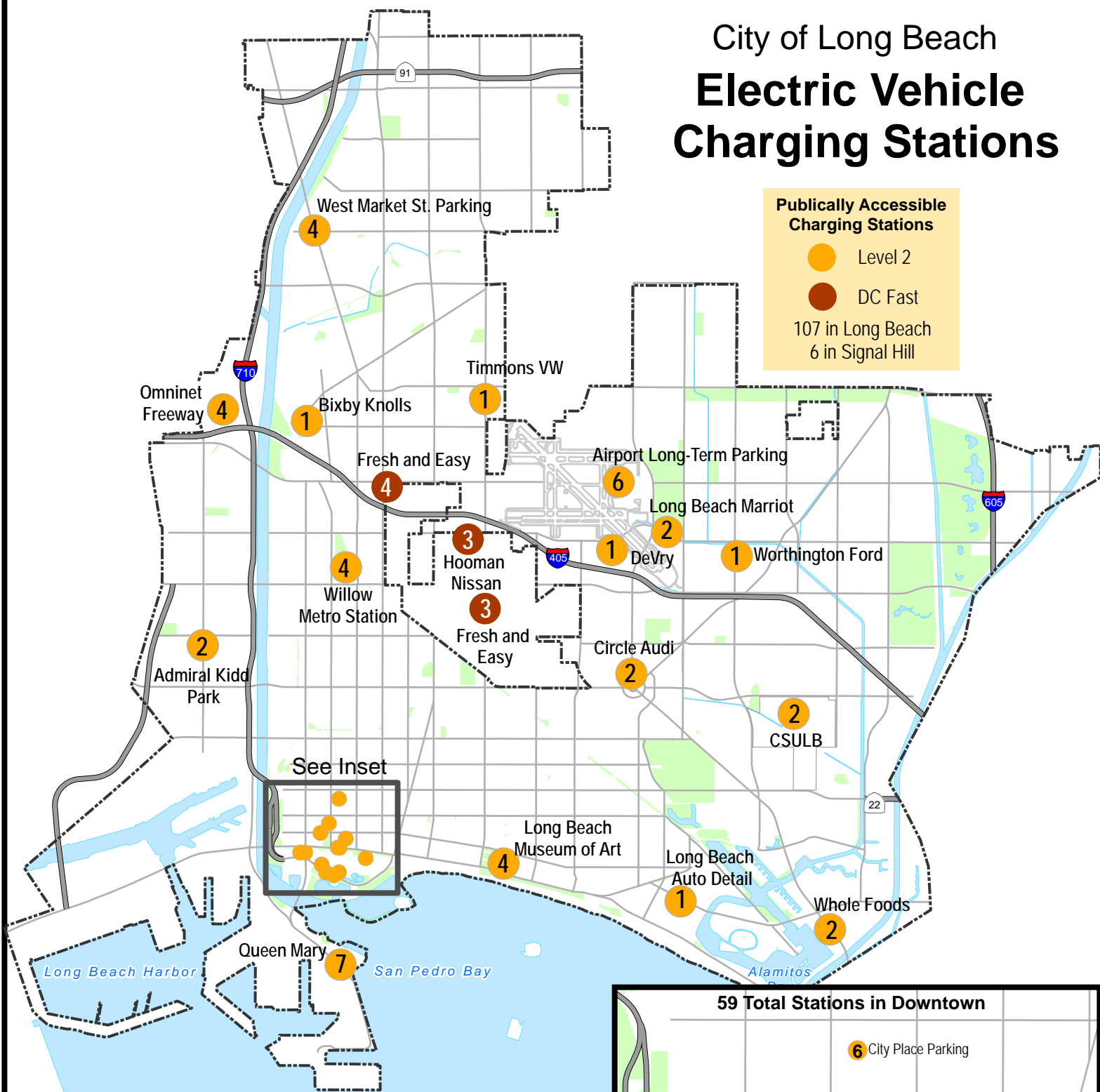
City of Long Beach Electric Vehicle Charging Stations

Publicly Accessible Charging Stations

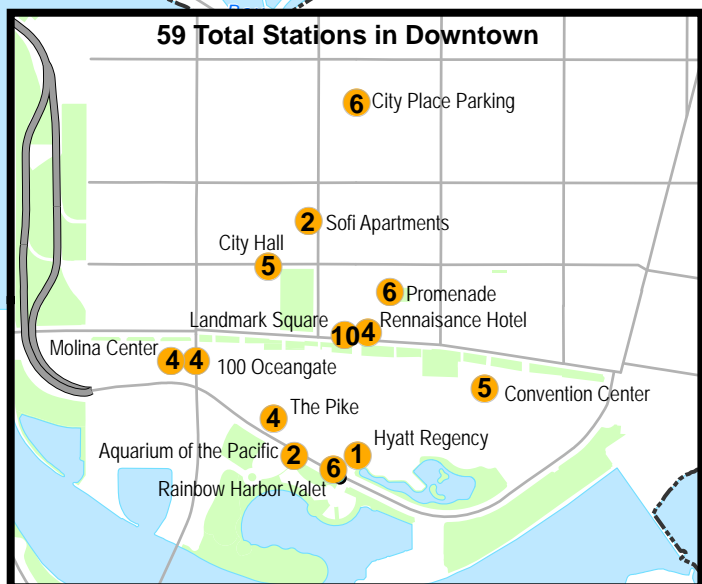
Level 2

DC Fast

107 in Long Beach
6 in Signal Hill



59 Total Stations in Downtown



COMPARISON OF ELECTRIC VEHICLE OWNERSHIP RATES

LOCATION	MARCH 2016 # OF ELECTRIC VEHICLES (% OF TOTAL AUTOS)	MARCH 2019 # OF ELECTRIC VEHICLES (% OF TOTAL AUTOS)	2016-2019 % INCREASE # OF ELECTRIC VEHICLES
Long Beach	1,172 (0.29%)	2,475 (0.67%)	111%
California	135,667 (0.35%)	316,585 (.90%)	133%
Los Angeles County	30,528 (0.31%)	71,522 (.84%)	134%
Orange County	13,578 (0.47%)	35,411 (1.31%)	161%
Santa Monica	1,043 (1.08%)	2,225 (2.61%)	133%
Palo Alto	1,780 (2.67%)	3,697 (5.5%)	107%
Long Beach Zip Codes			
90802	94 (0.29%)	175 (0.61%)	86%
90803	288 (0.91%)	587 (2.05%)	104%
90804	55 (0.18%)	103 (0.38%)	87%
90805	39 (0.05%)	111 (0.16%)	184%
90806	58 (0.16%)	117 (0.36%)	102%
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90808	147 (0.41%)	387 (1.12%)	163%
90810	98 (0.29%)	50 (0.16%)	-51%
90813	22 (0.06%)	65 (0.19%)	195%
90814	87 (0.52%)	204 (1.32%)	134%
90815	156 (0.45%)	343 (1.05%)	120%

Office of Sustainability - 7/10/19

Source: California Department of Motor Vehicles Bi-Annual Motive Report

CONDITIONS FOR LOCAL AMENDMENT

LOCAL GOVERNMENT AMENDMENTS UNDER THE CALIFORNIA BUILDING STANDARDS LAW:

Pursuant to Sections 18941.5, 17958.7 and 17958.5 of the Health and Safety Code, the California Building Standards Law permits local amendments under the following conditions:

- The governing body of the local government must make express findings that amendments to the building standards, including green building standards but excluding residential, historic or energy standards, contained in the California Codes of Regulation Title 24 are reasonably necessary because of local climatic, geological, or topographical conditions.
- The local government amendments must provide more restrictive building standards than that contained in California Codes of Regulation Title 24.
- The amendments are not effective until copies of both the express findings and the amendments, with the amendments expressly marked and identified as to the applicable findings, have been filed with the California Building Standards Commission.

LOCAL GOVERNMENT AMENDMENTS UNDER THE STATE HOUSING LAW:

Pursuant to Sections 17958.7, 17958.5 and 17958 of the Health and Safety Code, the State Housing Law permits local amendments are permitted under the following conditions:

- The governing body of the local government must make express findings that amendments to the building standards, including green building standards, for residential occupancies contained in the California Codes of Regulation Titles 24 or 25 are reasonably necessary because of local climatic, geological, or topographical conditions.
- The local government amendments must provide equivalent or more restrictive building standards than that contained in California Codes of Regulation Titles 24 or 25.
- The amendments are not effective until copies of both the express findings and the amendments, with the amendments expressly marked and identified as to the applicable findings, have been filed with the California Building Standards Commission.

LEGEND FOR PROPOSING AMENDMENTS TO PROPOSED BUILDING STANDARDS:

1. Existing California amendments or code language being modified: *All such language shown in italics, modified language is underlined or shown in ~~strikeout~~.*
2. Model code language with new California amendments: Model code language shown in Arial 10 fonts; California amendments to the model code texts shown underlined and in italics.
3. Proposed amended or adopted text: All language shown in underline.
4. Repealed text: All language shown in ~~strikeout~~.

FORMAT OF CODE CHANGE PROPOSAL

PROPOSED AMENDMENT:

Section [XXXXXX] of the Long Beach Municipal Code is amended to read as follows:

OR

Section [XXXXXX] is added to Chapter [XX] of the Long Beach Municipal Code to read as follows:

OR

Section [XXXXXX] of the Long Beach Municipal Code is deleted as follows:

OR

Section [XXXXXX] of the Long Beach Municipal Code is deleted in its entirety and replaced to read as follows:

[Add code language with the proposed amendment, addition, or deletion. Words to be deleted are ~~crossed out~~ and additions are underlined.]

RATIONALE:

Administrative changes to reference the latest edition of the State's code. State law requires that local jurisdictions adopt the 2019 Edition of the California Green Building Standards Code by January 1, 2020.

This proposed amendment is a continuation of an amendment adopted during previous code adoption cycles.

[Provide a brief sentence or paragraph to justify or rationalize proposed amendment, addition or deletion of code language. Reference or include any technical data or study to support rationale.]

FINDINGS:

Local Climatic Condition – Amendment is necessary on the basis of a local climatic condition. The City of Long Beach is a densely populated city having buildings and structures constructed within a climate system capable of producing major winds, fire and rain related disasters, including but not limited to those caused by the Santa Ana winds and El Nino (or La Nina) subtropical-like weather. The proposed amendment to **[SPECIFY PROPOSED REQUIREMENT AND WHAT IT HOPES TO ACCOMPLISH]** and therefore need to be incorporated into the code to assure that new buildings and structures and additions or alterations to existing buildings or structures are designed and constructed in accordance with the scope and objectives of the California Green Building Standards Code.

OR

Local Environmental Condition – Amendment is necessary on the basis of a local environmental condition. The City of Long Beach is a densely populated city having buildings and structures constructed within **[SPECIFY ENVIRONMENTAL CONDITIONS AND WHAT IMPACT IT HAS ON THE ENVIRONMENT]**. The proposed amendment to **[SPECIFY PROPOSED REQUIREMENT AND WHAT IT HOPES TO ACCOMPLISH]** and therefore need to be incorporated into the code to assure that new buildings and structures and additions or alterations to existing buildings or structures are designed and constructed in accordance with the scope and objectives of the California Green Building Standards Code.

PROPOSED AMENDMENT:

Section 18.47.030 of the Long Beach Municipal Code is amended to read as follows:

18.47.030 – Amend CALGreen Section 4.106.4.2—New multifamily dwelling EV charging space and charging station calculation.

~~Section 4.106.4.2 of the 2016 Edition of the California Green Building Standards Code is amended to read as follows:~~

~~4.106.4.2 New multifamily dwellings. Where a building contains 3 or more dwelling units is constructed on a building site, at least one electric vehicle charging spaces (EV spaces) capable of supporting future EVSE shall be provide for each dwelling unit. Where guest parking spaces are provided on a building site, 25 percent of the total number of guest parking spaces, but in no case less than one, shall be EV spaces capable of supporting future EVSE and 5 percent of the total number of guest parking spaces, but in no case less than one, shall have EV chargers installed. Calculations for the required number of EV spaces shall be rounded up to the nearest whole number.~~

~~Exception: On a case-by-case basis, where the Building Official has determined EV charging and infrastructure are not feasible based upon the installation of an alternative and innovative parking system, the following required number of EV spaces and EV chargers may be permitted in lieu of providing one EV space for each dwelling unit:~~

- ~~1. 100 percent of the total number of guest parking spaces shall be EV spaces capable of supporting future EVSE; and~~
- ~~2. 10 percent of the total number of guest parking spaces shall have EV chargers installed.~~

~~Note: Construction documents are intended to demonstrate the project's capability and capacity for facilitating future EV charging. There is no requirement for EV spaces to be constructed or available until EV chargers are installed for use.~~

~~4.106.4.2 New multifamily dwellings. If residential parking is available, twenty-five (25) percent of the total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric vehicle charging spaces (EV spaces) capable of supporting future EVSE and five (5) percent of the total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric vehicle charging stations (EVCS). Calculations for the required number of EV spaces and EVCS shall be rounded up to the nearest whole number.~~

Exceptions: In lieu of the EV spaces and EVSE required by Section 4.106.4.2, the following uses are permitted to calculate the required number of EV spaces capable of supporting future EVSE at ten (10) percent of the number of parking spaces:

1. Affordable housing.
2. Multifamily dwellings containing less than 17 units.
3. Where alternative and innovative parking system are permitted to be installed as determined by the Building Official.

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.

RATIONALE:

Administrative changes to reference the latest edition of the State's code. State law requires that local jurisdictions adopt the 2019 Edition of the California Green Building Standards Code by January 1, 2020.

This proposed amendment requires a certain percentage of parking stalls to be provided with EV charging space capable of supporting future EVSE and EV charging station. Increasing the number of EV charging space or station will allow both the community and residents to benefit from reduced local air and noise pollution, help to combat climate change and enable residents to improve their health and lifestyle.

This proposed amendment includes new exceptions to address parking situation associated with affordable housing units and multifamily dwelling units containing less than 17 units to allow the percentage of EV spaces to comply with the default state's code.

This proposed amendment is a continuation of an amendment adopted during previous code adoption cycles.

FINDINGS:

Local Climatic Condition – The City of Long Beach is a densely populated area having buildings and structures constructed within heavily traveled traffic corridors and highways, near and within the proximity of the Long Beach airport and port, and near the ocean and within flood prone area. This impacts the quality of the air, causes higher decibel noise level, and increases the risk of rising sea or flood levels. The proposed modification to increase the number of EV charging space and station will help to address and significantly reduce local air and noise pollutions and greenhouse gas emissions will improve the health and welfare of the city's residents, businesses and visitors and reduce the rise in sea or flood levels, including in San Pedro Bay, that could put at risk the city's homes and businesses, public facilities, airport and port. Therefore, this amendment needs to be incorporated into the code to assure that new buildings and structures and additions or alterations to existing buildings or structures are designed and constructed in accordance with the scope and objectives of the California Green Building Standards Code.

PROPOSED AMENDMENT:

Section 18.47.040 of the Long Beach Municipal Code is amended to read as follows:

~~18.47.040 – Add CALGreen Section 4.106.4.3 – New hotels.~~

~~Section 4.106.4.3 is added to Chapter 4 of the 2016 Edition of the California Green Building Standards Code to read as follows:~~

~~4.106.4.3 New hotels. Where hotels are constructed on a building site, 30 percent of the total number of parking spaces, but in no case less than one, shall be EV spaces capable of supporting future EVSE and 10 percent of the total number of parking spaces, but in no case less than one, shall have EV chargers installed. Calculations for the required number of EV spaces shall be rounded up to the nearest whole number.~~

~~Construction shall comply with Section 5.106.5.3.1 or Section 5.106.5.3.2 to facilitate future installation of EVSE. When EVSE(s) is/are installed, it shall be in accordance with the California Building Code, the California Electrical Code, Section 5.106.5.3.1 or Section 5.106.5.3.2, and Section 5.106.5.3.4.~~

~~Note: Construction documents are intended to demonstrate the project's capability and capacity for facilitating future EV charging. There is no requirement for EV spaces to be constructed or available until EV chargers are installed for use.~~

~~18.47.040 – Amend CALGreen Section 4.106.4.3, Section 4.106.4.3.1 and Table 4.106.4.3.1—New hotels and motels EV charging space and charging station calculation.~~

Section 4.106.4.3, Section 4.106.4.3.1 and Table 4.106.4.3.1 of the 2019 Edition of the California Green Building Standards Code are amended to read as follows:

4.106.4.3 New hotels and motels. All newly constructed hotels and motels shall provide EV spaces capable of supporting future installation of EVSE and EVCS. The construction documents shall identify the location of the EV spaces and EVCS.

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.

4.106.4.3.1 Number of required EV spaces and EVCS. The number of required EV spaces and EVCS shall be based on the total number of parking spaces provided for all type of parking facilities in accordance with Table 4.106.4.3.1. Calculation for the required number of EV spaces and EVCS shall be rounded up to the nearest whole number.

TABLE 4.106.4.3.1

<u>TOTAL NUMBER OF PARKING SPACES</u>	<u>NUMBER OF REQUIRED EV SPACES</u>	<u>NUMBER OF REQUIRED EVCS</u>
<u>0-9</u>	<u>0</u>	<u>0</u>
<u>10-25</u>	<u>3</u>	<u>1</u>
<u>26-50</u>	<u>8</u>	<u>3</u>
<u>51-75</u>	<u>16</u>	<u>6</u>
<u>76-100</u>	<u>23</u>	<u>8</u>
<u>101-150</u>	<u>31</u>	<u>11</u>
<u>151-200</u>	<u>46</u>	<u>16</u>
<u>201 and over</u>	<u>30 percent of total</u>	<u>10 percent of total</u>

RATIONALE:

Administrative changes to reference the latest edition of the State's code. State law requires that local jurisdictions adopt the 2019 Edition of the California Green Building Standards Code by January 1, 2020.

This proposed amendment requires a certain percentage of parking stalls to be provided with EV charging space capable of supporting future EVSE and EV charging station. Increasing the number of EV charging space or station will allow both the community and residents to benefit from reduced local air and noise pollution, help to combat climate change and enable residents to improve their health and lifestyle.

This proposed amendment is a continuation of an amendment adopted during previous code adoption cycles.

FINDINGS:

Local Climatic Condition – The City of Long Beach is a densely populated area having buildings and structures constructed within heavily traveled traffic corridors and highways, near and within the proximity of the Long Beach airport and port, and near the ocean and within flood prone area. This impacts the quality of the air, causes higher decibel noise level, and increases the risk of rising sea or flood levels. The proposed modification to increase the number of EV charging space and station will help to address and significantly reduce local air and noise pollutions and greenhouse gas emissions will improve the health and welfare of the city's residents, businesses and visitors and reduce the rise in sea or flood levels, including in San Pedro Bay, that could put at risk the city's homes and businesses, public facilities, airport and port. Therefore, this amendment needs to be incorporated into the code to assure that new buildings and structures and additions or alterations to existing buildings or structures are designed and constructed in accordance with the scope and objectives of the California Green Building Standards Code.

PROPOSED AMENDMENT:

Section 18.47.060 of the Long Beach Municipal Code is amended to read as follows:

~~18.47.060 Amend CALGreen Section 4.408 Construction waste reduction, disposal and recycling.~~

~~Section 4.408 of the 2016 Edition of the California Green Building Standards Code is deleted in its entirety and replaced to read as follows:~~

**SECTION 4.408
CONSTRUCTION AND DEMOLITION RECYCLING PROGRAM**

~~4.408.1 General. Covered projects meeting the threshold of Section 18.67.020 of Title 18 of the Long Beach Municipal Code shall comply with Chapter 18.67 Construction and Demolition Recycling Program of Title 18 of the Long Beach Municipal Code.~~

18.47.060 – Amend CALGreen Section 5.106.5.3.3 and Table 5.106.5.3.3—New nonresidential EV charging space and charging station calculation.

Section 5.106.5.3.3 and Table 5.106.5.3.3 of the 2019 Edition of the California Green Building Standards Code are amended to read as follows:

5.106.5.3.3 EV charging space and charging station calculation. (N) Table 5.106.5.3.3 shall be used to determine the number of required single or multiple EV spaces capable of supporting future installation of EVSE and EVCS. Calculations for the required number of EV charging spaces and EVCS shall be rounded up to the nearest whole number.

Exception: On a case-by-case basis where the Building Official has determined EV charging and infrastructure is not feasible based evidence suitable to the Building Official that there is insufficient electrical supply.

TABLE 5.106.5.3.3

<u>TOTAL NUMBER OF ACTUAL PARKING SPACES</u>	<u>NUMBER OF REQUIRED EV SPACES</u>	<u>NUMBER OF REQUIRED EVCS</u>
<u>0-9</u>	<u>0</u>	<u>0</u>
<u>10-25</u>	<u>3</u>	<u>1</u>
<u>26-50</u>	<u>7</u>	<u>2</u>
<u>51-75</u>	<u>13</u>	<u>3</u>
<u>76-100</u>	<u>19</u>	<u>4</u>
<u>101-150</u>	<u>26</u>	<u>6</u>
<u>151-200</u>	<u>38</u>	<u>8</u>
<u>201 and over</u>	<u>25 percent of total</u>	<u>5 percent of total</u>

RATIONALE:

Administrative changes to reference the latest edition of the State's code. State law requires that local jurisdictions adopt the 2019 Edition of the California Green Building Standards Code by January 1, 2020.

This proposed amendment requires a certain percentage of parking stalls to be provided with EV charging space capable of supporting future EVSE and EV charging station. Increasing the number of EV charging space or station will allow both the community and residents to benefit from reduced local air and noise pollution, help to combat climate change and enable residents to improve their health and lifestyle.

This proposed amendment is a continuation of an amendment adopted during previous code adoption cycles.

FINDINGS:

Local Climatic Condition – The City of Long Beach is a densely populated area having buildings and structures constructed within heavily traveled traffic corridors and highways, near and within the proximity of the Long Beach airport and port, and near the ocean and within flood prone area. This impacts the quality of the air, causes higher decibel noise level, and increases the risk of rising sea or flood levels. The proposed modification to increase the number of EV charging space and station will help to address and significantly reduce local air and noise pollutions and greenhouse gas emissions will improve the health and welfare of the city's residents, businesses and visitors and reduce the rise in sea or flood levels, including in San Pedro Bay, that could put at risk the city's homes and businesses, public facilities, airport and port. Therefore, this amendment needs to be incorporated into the code to assure that new buildings and structures and additions or alterations to existing buildings or structures are designed and constructed in accordance with the scope and objectives of the California Green Building Standards Code.

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