

RESOLUTION NO. \_\_\_\_\_

**AN RESOLUTION OF THE CITY OF SANTA CLARA,  
CALIFORNIA MAKING FINDINGS REQUIRED BY  
SECTIONS 17958.5 AND 18941.5 OF THE CALIFORNIA  
HEALTH AND SAFETY CODE JUSTYFING CERTAIN  
LOCAL MODIFICATIONS TO THE 2025 CALIFORNIA  
ENERGY CODE AND THE 2025 CALIFORNIA GREEN  
BUILDING STANDARDS CODE TO INCREASE  
BUILDING EFFICIENCY AND INCREASE  
REQUIREMENTS RELATED TO ELECTRIC VEHICLE  
CHARGING STATIONS**

**WHEREAS**, Santa Clara's Climate Action Plan, first adopted in 2013, includes strategies to reduce greenhouse gas (GHG) emissions, and in 2022 was updated to further strengthen emissions reductions;

**WHEREAS**, pursuant to Sections 17922, 17958, 17958.5, 17958.7 and 18941.5 of the California Health and Safety Code, the City may adopt modifications to the provisions of the California Building Standards Code that are reasonably necessary to protect the health, welfare and safety of the residents of Santa Clara because of local climatic, geological or topographical conditions;

**WHEREAS**, the City now intends to adopt the 2025 Energy Code and the 2025 Green Building Standards Code with modifications to address local geological, topographical, and climatic conditions;

**WHEREAS**, the City must set forth the justifications for those local amendments.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:**

1. Global Findings. That the City Council hereby makes the following findings with respect to local geological, topographical and climatic conditions relating to the

modifications to the California Energy Code and California Green Building Standards Code:

- A. Santa Clara is located in the Santa Clara Valley, which is densely populated and located in an area of high seismic activities. Santa Clara is situated on alluvial soils between San Francisco Bay and the San Andreas Fault zone. The City's location makes it particularly vulnerable to damage by seismic events. The relatively young geological processes that have created the San Francisco Bay Area are still active today. Seismically, the City sits between two active earthquake faults (San Andreas and the Hayward/Calaveras) and numerous potentially active faults.
- B. Concern for fire-life safety associated with natural gas infrastructure located in the ground and in buildings increases with the risk of explosion or fire if there is a structural failure due to a seismic event considering the increasing number of buildings in the region.
- C. Severe seismic events could disrupt communications, damage gas mains, and place extreme demands on the limited and widely dispersed resources of the Police and Fire Departments necessary for the life safety needs of the community.
- D. The local geographic, topographic, and climatic conditions pose an increased hazard in acceleration, spread, magnitude, and severity of potential fires in the City, and may cause a delayed response from emergency responders, allowing further growth of the fire.
- E. Over the next century, increasing levels of atmospheric greenhouse gas concentrates are expected to result in global temperature increases, causing a variety of local changes, including extreme weather conditions, sea level rise, more frequent heat waves and extended period of drought. Sea level rise as a result of climate change will have a dramatic local impact on the City. The City's northern area borders the southern end

of the San Francisco Bay and is particularly vulnerable to sea level rise and is at an increased risk of flooding. Increased heat as a result of climate change can have a local impact on the health, safety, and welfare of the City's population, especially those without resources to purchase air conditioning, the elderly, disabled, or those with children. Failure to address and substantially reduce Greenhouse Gas emissions creates an increased risk to the health, safety and welfare of the City residents.

F. The City Council is adopting concurrent amendments to the California Building and Residential Codes based on specific findings of local geographic, topographic and climatic conditions; and the City Council hereby reaffirms such findings and confirms that the facts on which such findings were based apply to these modifications to the Energy and Green Building Standards Codes.

G. The provisions of this Ordinance establishing certain more restrictive standards than the California Codes will better serve to prevent or minimize structural and environmental damage resulting from local conditions.

2. Cost Effectiveness. That the City Council hereby makes the following additional findings with respect to cost effectiveness of any amendments to the California Codes for which such findings are required:

A. An August 1, 2019 Low Rise Residential Reach Code Cost Effectiveness Study prepared by Frontier Energy, Inc. and Misti Bruceri & Associates, LLC, funded by California utility ratepayers and submitted to the California Energy Commission, supports and documents the cost-effectiveness of the Ordinance.

B. A July 25, 2019 Non-residential New Construction Reach Code Cost Effectiveness Study prepared by TRC Advanced Energy and Energy Soft, funded by California

utility ratepayers and submitted to the California Energy Commission, further supports and documents the cost-effectiveness of the Ordinance.

- C. This Ordinance is in alignment with the cost effectiveness studies referenced above and therefore the City Council finds the proposed regulations to be cost-effective.
- D. None of the provisions of this Ordinance change minimum efficiency standards, and therefore, this Ordinance is not preempted by federal appliance regulations.

**3. 2025 California Energy Code Subchapter 2, “All Occupancies—Mandatory Requirements for the Manufacture, Construction, and Installation of Systems, Equipment and Building Components,” Section 110.10 (Mandatory Requirements for Solar-Readiness).**

A. Text Changes:

- 1. The Title of 2025 California Energy Code Subchapter 2, “All Occupancies—Mandatory Requirements for the Manufacture, Construction, and Installation of Systems, Equipment and Building Components,” Section 110.10 (Mandatory Requirements for Solar-Readiness), is amended to read as follows:

**“SECTION 110.10 - MANDATORY REQUIREMENTS FOR SOLAR READINESS AND SOLAR PANEL SYSTEM REQUIREMENTS FOR NEW NON-RESIDENTIAL AND MULTIFAMILY BUILDINGS”**

- 2. **Hotel/Motel Occupancies and High-rise Multifamily Buildings.** 2025 California Energy Code Subchapter 2, “All Occupancies—Mandatory Requirements for the Manufacture, Construction and Installation of Systems, Equipment and Building Components,” Section 110.10(a)3 (Covered Occupancies-Hotel/Motel Occupancies and High-rise Multifamily Buildings) is amended to read as follows:

**“3. Hotel/Motel Occupancies and High-rise Multifamily Buildings.** Hotel/motel occupancies and high-rise multifamily buildings with ten habitable stories or fewer, that do not have a photovoltaic system installed, shall comply with the requirements of Section 110.10(b) through 110.10(d) and Table 110.10-A.”

3. **Nonresidential Buildings.** 2025 California Energy Code Subchapter 2, “All Occupancies—Mandatory Requirements for the Manufacture, Construction and Installation of Systems, Equipment and Building Components,” Section 110.10(a)4 (Covered Occupancies - Nonresidential Buildings) is amended to read as follows:

“**4. Nonresidential Buildings.** Nonresidential buildings with three habitable stories or fewer, other than I-2 and I2.1 buildings that do not have a photovoltaic system installed, shall comply with the requirements of Section 110.10(b) through 110.10(d) and Table 110.10-A.”

4. **Solar panel requirements for all new nonresidential and high-rise residential buildings.** 2025 California Energy Code Subchapter 2, “All Occupancies—Mandatory Requirements for the Manufacture, Construction and Installation of Systems, Equipment and Building Components,” Section 110.10(a) (Covered Occupancies) is amended by adding the following table to the end of subsection (a):

<b>Table 110.10-A: Solar panel requirements for all new nonresidential and high-rise residential buildings</b>	
<b>Square footage of building</b>	<b>Size of panel</b>
Less than 10,000 sq. ft.	Minimum of 3-kilowatt PV systems
Greater than or equal to 10,000 sq. ft.	Minimum of 5-kilowatt PV systems
<b>EXCEPTION:</b> As an alternative to a solar PV system, the building type may provide a solar hot water system (solar thermal) with a minimum collector area of 40 square feet, additional to any other solar thermal equipment otherwise required for compliance with Part 6	

5. **Minimum solar area - exceptions.** 2025 California Energy Code Subchapter 2, “All Occupancies—Mandatory Requirements for the Manufacture, Construction and Installation of Systems, Equipment and Building Components,” Section 110.10(b)1B (Minimum Solar Zone Area-Multifamily Buildings, Hotel/Motel Occupancies and Nonresidential Buildings), Exception 2, is amended to read as follows:

“**EXCEPTION 2 to Section 110.10(b)1B:** High-rise multifamily buildings, hotel/motel occupancies with a permanently installed domestic solar water-heating system complying with Section 150.1(c)8Biii and an additional collector area of 40 square feet.”

6. **Minimum solar area - performance equivalency.** 2025 California Energy Code

Subchapter 2, "All Occupancies—Mandatory Requirements for the Manufacture, Construction and Installation of Systems, Equipment and Building Components," Section 110.10(b)1B (Minimum Solar Zone Area - Multifamily Buildings, Hotel/Motel Occupancies, and Nonresidential Buildings) is amended by adding the following new Exception 6 after Exception 5:

**"EXCEPTION 6 to Section 110.10(b)1B:** Performance equivalency approved by the Building Official."

7. **Minimum solar area - shading.** 2025 California Energy Code Subchapter 2, "All Occupancies—Mandatory Requirements for the Manufacture, Construction and Installation of Systems, Equipment and Building Components," Section 110.10(b)3 (Minimum Solar Zone Area - Shading) is amended by adding the following after Paragraph B:

**110.10(b)3C.** The solar zone needs to account for shading from obstructions that may impact the area required in 110.10(b)1B. When determined by the Building Official that conditions exist where excessive shading occurs and solar zones cannot be met, a performance equivalency approved by the Building Official may be used as an alternative.

B. Climatic Findings: Over the next century, increasing levels of atmospheric greenhouse gas concentrates are expected to result in global temperature increases, causing a variety of local changes, including extreme weather conditions, sea level rise, more frequent heat waves and extended period of drought. Sea level rise as a result of climate change will have a dramatic local impact on the City. The City's northern area borders the southern end of the San Francisco Bay and is particularly vulnerable to sea level rise and is at an increased risk of flooding. Increased heat as a result of climate change can have a local impact on the health, safety, and welfare of the City's population, especially those without resources to purchase air conditioning, the elderly, disabled, or those with children. Failure to address and substantially reduce Greenhouse Gas emissions creates an increased risk to the health, safety and welfare of the City residents.

The proposed modifications will advance this objective by increasing the prevalence of solar energy, and thereby reducing the use of greenhouse gases.

4. **2025 California Green Building Standards Code Chapter 1, Definitions, Section 202 (Definitions).**

A. Text Changes: 2025 California Green Building Standards Code, Chapter 1, Definitions Section 202 (Definitions) is amended by adding the following 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. The parking space shall contain signage with at least a ½" font adjacent to the parking space indicating the space is designated as EV Capable for future connection of infrastructure at the designed voltage and amperage levels.

**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).

**Low Power Level 2 EV Ready Space:**

A parking space served by a complete electric circuit with 208/240 volt, 20 ampere minimum branch circuit 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 15 amperes.

**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" front adjacent to the parking space, or b) electric vehicle supply equipment (EVSE) with a minimum output of 30 amperes.

**Level 3/Direct Current Fast Charger (DCFC):** A parking space that includes the installation of a charger with the capacity to provide at least 80 kW of output.

**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. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.

**Affordable Housing:** Residential buildings that entirely consist of units below market rate and whose rents or sales prices are governed by local agencies to be affordable based on area median income."

B. Climatic Findings: Over the next century, increasing levels of atmospheric greenhouse gas concentrations are expected to result in global temperature increases, causing a variety of local changes, including extreme weather conditions, sea level rise, more frequent heat waves and extended period of drought. Sea level rise as a result of climate change will have a dramatic local impact on the City. The City's northern area borders the southern end of the San Francisco Bay and is particularly vulnerable to sea level rise and is at an increased risk of flooding. Increased heat as a result of climate change can have a local impact on the health, safety, and welfare of the City's population, especially those without resources to purchase air conditioning, the elderly, disabled, or those with children. Failure to address and substantially reduce Greenhouse Gas emissions creates an increased risk to the health, safety and welfare of the City residents.

The proposed modifications will advance this objective by increasing the availability of electric vehicle charging, and thereby reducing the use of greenhouse gases.

**5. 2025 California Green Building Standards Code, Chapter 4, Mandatory Measures, Division 4.1, Planning and Design, Section 4.106.4 (Electric vehicle(EV) charging for new construction)**

A. Text Changes.

1. 2025 California Green Building Standards Code Chapter 4, Mandatory Measures, Division 4.1, Planning and Design, Section 4.106.4 (Electric vehicle(EV) charging for new construction) is amended to read as follows:

**“4.106.4. Electric vehicle (EV) charging for new construction.** New construction shall comply with Sections 4.106.4.1 or 4.106.4.2 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:**

As per the CalGreen code, the Chief Building Official will make determinations of exceptions.

1. On a case-by-case basis, where the local enforcing agency has determined EV charging and infrastructure are not feasible based upon one or more of the following conditions:
  - 1.1 Where there is no local utility power supply or the local utility is unable to supply adequate power.
  - 1.2 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 4.106.4, may adversely impact the construction cost of the project.
2. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) without additional parking facilities, and without electrical panel upgrade or new panel installation. ADUs and JADUs without additional parking but with electrical panel upgrades or new panels must have reserved breakers and electrical capacity according to the requirements of 4.106.4.1.
3. Multifamily residential building projects with valid entitlements granted by the City that have not otherwise expired before the effective date of this ordinance shall provide at least ten (10)

percent of the total number of parking spaces on a building site, provided for all types of parking facilities, with Level 2 EV Ready Circuits. Calculations for the required number of EV spaces shall be rounded up to the nearest whole number.

4. Spaces Accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.”
2. 2025 California Green Building Standards Code Chapter 4, Residential Mandatory Measures, Division 4.1, Planning and Design, Section 4.106.4.1 (New one- and two-family dwellings and townhouses with attached private garages) is amended to read as follows:

**“4.106.4.1 New one- and two-family dwellings and townhouses.**

1. In private garages with two or more parking spaces, install one Level 2 EV Ready Space and one Level 1 EV Ready Space.
2. For each dwelling unit with only one parking space, install a Level 2 EV Ready Space
3. For parking spaces not assigned to a dwelling unit:
  - a. 25% of the unassigned parking space(s) shall be Level 2 EV Ready Space(s)
  - b. 75% of the unassigned space(s) shall be Low Power Level 2 EV Ready Space(s)

Calculations for the required minimum number of EV Ready spaces shall be rounded up to the nearest whole number.”

3. 2025 California Green Building Standards Code Chapter 4, Residential Mandatory Measures, Division 4.1, Planning and Design, Section 4.106.4.1.1 (Identification) is amended 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".”

4. 2025 California Green Building Standards Code Chapter 4, Residential Mandatory Measures, Division 4.1, Planning and Design, Section 4.106.4.2.2 (Multifamily dwellings.) is amended by adding the following text to the end of that section:

**“3. Multifamily dwellings with less than 20 dwelling units.** The following requirements apply to all new multifamily dwellings with less than 20 units, and the residential portion of mixed-use buildings with less than 20 units.

- a. One parking space per dwelling unit with parking shall be provided with a Level 2 EV Ready Space.

**4. Multifamily buildings with 20 dwelling units or more** and for the residential portion of mixed-use buildings with 20 dwelling units or more:

- a. Provide one Level 2 EV Ready Space for each of the first 20 dwelling units with parking space(s)
- b. For all additional dwelling units above 20 with parking space(s):
  - i. 25% of dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready Space
  - ii. 75% of dwelling units with parking spaces shall be provided with at least one Low Power Level 2 EV Ready Space

5. All multifamily residential developments shall include secured bicycle parking with 110v electrical outlets.

**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 Space. 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 one Level 1 EV Ready Space.

Construction plans and specifications shall demonstrate that all raceways shall be a minimum of 1" and sufficient for installation of Level 2 Ready Spaces and all required 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 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 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 Spaces above the minimum number required level may offset the minimum number Level 1 EV Ready Spaces required on a 1:1 basis.
3. The multifamily requirements apply to multifamily buildings with parking spaces including: a) assigned or leased to individual dwelling units, and b) unassigned residential parking.
4. 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.”

B. Climatic Findings: Over the next century, increasing levels of atmospheric greenhouse gas concentrations are expected to result in global temperature increases, causing a variety of local changes, including extreme weather conditions, sea level rise, more frequent heat waves and extended period of drought. Sea level rise as a result of climate change will have a dramatic local impact on the City. The City's northern area borders the southern end of the San Francisco Bay and is particularly vulnerable to sea level rise and is at an increased risk of flooding. Increased heat as a result of climate change can have a local impact on the health, safety, and welfare of the City's population, especially those without resources to purchase air conditioning, the elderly, disabled, or those with children. Failure to address and substantially reduce Greenhouse Gas emissions creates an increased risk to the health, safety and welfare of the City residents.

The proposed modifications will advance this objective by increasing the availability of electric vehicle charging, and thereby reducing the use of greenhouse gases.

**6. 2025 California Green Building Standards Code, Chapter 5, Nonresidential Mandatory Measures, Division 5.1, Planning and Design, Section 5.106.5.3 (Electric vehicle (EV) charging)**

A. Text Changes.

1. 2025 California Green Building Standards Code Chapter 5, Nonresidential Mandatory Measures, Division 5.1, Planning and Design, Section 5.106.5.3 (Electric vehicle (EV) charging) is amended by adding the following exception after exception 2:
  3. Installation of each Level 3/Direct Current Fast Charger with the capacity to provide at least 80 kW output may substitute for 11 Level 2 EVCS spaces after a minimum of 11 Level 2 EVCS spaces are installed.
2. 2025 California Green Building Standards Code Chapter 5, Nonresidential Mandatory Measures, Division 5.1, Planning and Design, Section 5.106.5.3.1 (EV capable spaces) is amended to read as follows:

**5.106.5.3.1. EV Capable Spaces**

**Nonresidential buildings (excluding hotels and motels) and nonresidential portions of mixed use buildings:** EV capable spaces shall be provided as specified below and per the following requirements:

1. For retail uses: 15% of parking spaces shall be EV Capable. For Places of Religious Worship: 10% of parking spaces shall be EV Capable. For all other nonresidential buildings (excluding hotels and motels) and nonresidential portions of mixed use buildings: 35% of parking spaces shall be EV Capable.
2. Raceways complying with the California Electrical Code and no less than 1-inch (25 mm) diameter shall be provided and 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 capable space and into a suitable listed cabinet, box, enclosure or equivalent. A common raceway may be used to serve multiple capable spaces.
3. A service panel or subpanel(s) shall be provided with panel space and electrical load capacity for a dedicated 208/240 volt, 40-ampere

minimum branch circuit for each capable space, with delivery of 30-ampere minimum to an installed at each

4. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each capable space.
5. The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE."

Calculations for the required minimum number of 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 at all required EVCS; 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 EVCS including 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 EVCS.

3. 2025 California Green Building Standards Code Chapter 5, Nonresidential Mandatory Measures, Division 5.1, Planning and Design, Section 5.106.5.3.2 (Electric vehicle charging stations (EVCS) is amended to read as follows, but Sections 5.106.5.3.2.1 through 5.106.5.3.2.4.1 shall remain unchanged:

#### **5.106.5.3.2. Electric vehicle charging stations (EVCS)**

**Nonresidential buildings (excluding hotels and motels) and nonresidential portions of mixed use buildings:** In addition to the EV Capable Space requirements of Section 5.106.5.3.1, nonresidential buildings (excluding hotels and motels) and nonresidential portions of mixed use buildings shall comply with the following:

1. For retail uses: an additional 15% of parking spaces shall be provided with EVCS. For Places of Religious Worship: an additional 10% of parking spaces shall be provided with EVCS. For all other nonresidential buildings (excluding hotels and motels) and nonresidential portions of mixed use buildings: an additional 35% of parking spaces shall be provided with EVCS.
2. Required EVCS may be provided in any combination of Level 2 and

Direct Current Fast Charging (DCFC), except that at least one Level 2 EVSE shall be provided.

**Notes:**

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

4. 2025 California Green Building Standards Code Chapter 5, Nonresidential Mandatory Measures, Division 5.1, Planning and Design, Section 5.106.5.3.3 (Use of Automatic Load Management System (ALMS)) is amended to read as follows:

**“5.106.5.3.3. Use of Automatic Load Management Systems (ALMS)**

ALMS shall be permitted for EVCS. When ALMS is installed, the required electrical load capacity specified in Section 5.106.5.3.1 and Section 5.106.5.3.2 for each EVCS may be reduced when serviced by an EVSE controlled by an ALMS. Each EVSE controlled by an ALMS shall deliver a minimum 30 amperes to an EV when charging one vehicle and shall deliver a minimum 3.3 kW while simultaneously charging multiple EVs.”

5. 2025 California Green Building Standards Code Chapter 5, Nonresidential Mandatory Measures, Division 5.1, Planning and Design, Section 5.106.5.3.5 (Electric vehicle charging station signage.) is amended by adding the following text immediately following Section 5.106.5.3.5:

**5.106.5.3.5.1 Raceway Identification.** The raceway termination location shall be permanently and visibly marked as "EV Ready".

B. Climatic Findings: Over the next century, increasing levels of atmospheric greenhouse gas concentrates are expected to result in global temperature increases, causing a variety of local changes, including extreme weather conditions, sea level rise, more frequent heat waves and extended period of drought. Sea level rise as a result of climate change will have a dramatic local impact on the City. The City's northern area borders the southern end of the San Francisco Bay and is particularly vulnerable to sea level rise and is at an increased risk of flooding. Increased heat as a result of climate change can have a local impact on the health, safety, and welfare of the City's population, especially those without resources to purchase air conditioning, the elderly, disabled, or those with children. Failure to address and substantially reduce Greenhouse Gas emissions creates an increased risk to the health, safety and welfare of the City residents. The proposed modifications will advance this objective by increasing the availability of electric vehicle charging, and thereby reducing the use of greenhouse gases.

7. Prior Version Repealed. This Resolution updates and supersedes Resolution No. \_\_\_\_\_, adopted by the Council on October 21, 2025, and that prior resolution is hereby repealed.

8. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE \_\_\_\_ DAY OF \_\_\_\_\_, 2025, BY THE FOLLOWING VOTE:

AYES: COUNCILORS:

NOES: COUNCILORS:

ABSENT: COUNCILORS:

ABSTAINED:

COUNCILORS:

ATTEST: \_\_\_\_\_  
NORA PIMENTEL, MMC  
ASSISTANT CITY CLERK  
CITY OF SANTA CLARA

Attachments incorporated by reference: None