

City Council Meeting: June 25, 2024

Santa Monica, California

ORDINANCE NUMBER 2783 (CCS)
(City Council Series)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA MONICA
AMENDING ARTICLE VIII OF THE SANTA MONICA MUNICIPAL CODE
TO ADOPT LOCAL AMENDMENTS TO THE 2022 CALIFORNIA GREEN BUILDING
STANDARDS CODE RELATING TO ELECTRIC VEHICLE PARKING
REQUIREMENTS FOR NEWLY CONSTRUCTED BUILDINGS

WHEREAS, the California State Building Standards Commission approved and published the 2022 edition of the California Building Standards Code on July 1, 2022, and such code became effective on January 1, 2023; and

WHEREAS, the 2022 California Building Standards Code includes the 2022 California Green Building Standards Code; and

WHEREAS the July 2024 Intervening Code Cycle update to the 2022 California Green Building Standards Code takes effect July 1, 2024; and

WHEREAS, California Health and Safety Code Sections 17958.7 and 18941.5 provide that the City may make changes or modifications to the building standards contained in the California Building Standards Code based upon express findings that such changes or modifications are reasonably necessary because of local climatic, geological, or topographical conditions; and

WHEREAS, Section 101.7.1 of the 2022 California Green Building Standards Code provides that for the purposes of local amendments to the 2022 California Green Building Standards Code, local climatic, topographical, or geological conditions include local environmental conditions as established by the City; and

WHEREAS, at its September 27, 2022 meeting, the Council adopted a resolution making findings regarding local climatic, geological, topographical, and environmental

conditions to support certain local amendments to the 2022 California Green Building Standards Code; and

WHEREAS, at its September 27, 2022 meeting, the Council enacted an ordinance adopting and making certain local amendments to the 2022 California Green Building Standards Code; and

WHEREAS, consistent with the City's May 2019 Climate Action & Adaptation Plan, the local amendments to the 2022 California Green Building Standards Code implemented by this ordinance will increase the use of renewable energy and reduce greenhouse gas emissions; and

WHEREAS, local amendments to the 2022 California Green Building Standards Code through the 2024 Intervening Code Cycle relating to building electrification and electric vehicle readiness were the subject of a public stakeholder workshop conducted on April 4, 2024 at which attendees included architects, energy modelers, designers, builders, developers, and other local stakeholders; and

WHEREAS, local amendments to the 2022 California Green Building Standards Code relating to building electrification and electric vehicle readiness were reviewed with the Commission on Sustainability, Environmental Justice, and the Environment and its Electric Vehicle Subcommittee at multiple meetings in 2024; and

WHEREAS, at its March 18, 2024 meeting, the Commission on Sustainability, Environmental Justice, and the Environment determined to recommend that the City Council adopt the local amendments to the 2022 California Green Building Standards Code (in accordance with the 2024 Intervening Code Cycle) implemented by this ordinance; and

WHEREAS, at its May 14, 2024 meeting, Council formally adopted the 2022 California Green Building Standards Code; and

WHEREAS, once adopted by the City Council, the local amendments to the 2022 California Green Building Standards Code will, in accordance with Health and Safety Code Section 17958.7, be submitted to the California Building Standards Commission for filing, and shall become effective 30 days after this submission; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Purpose

It is the purpose and intent of this Ordinance to adopt local modifications and changes to the 2022 California Green Building Standards Code (Title 24, Part 11) that provide local standards for new residential, non-residential, and hotel and motel buildings that exceed the minimum standards of the 2024 Intervening Code update to the 2022 California Green Building Standards Code reduce greenhouse gas emissions.

SECTION 2. Section 8.106.110 of the Santa Monica Municipal Code are hereby amended to read as follows:

Section 4.106.4 of the 2022 California Green Building Code and its subsections are amended to read as follows:

A4.106.8 Electric vehicle (EV) charging for new construction.

New construction shall comply with Section A4.106.8.1 or A4.106.8.2, to facilitate the installation and use of EV ready spaces. Electric vehicle supply equipment (EVSE) shall comply with the *California Electrical Code*.

A4.106.8.1 New one- and two-family dwellings and townhouses with attached private garages.

Tier 1 and Tier 2. For each dwelling unit, a dedicated 208/240-volt branch circuit shall be installed in the raceway required by Section 4.106.4.1. The branch circuit and associated overcurrent protective device shall be rated at 40 amperes minimum. Other electrical components, including a receptacle or blank cover, related to this section shall be installed in accordance with the *California Electrical Code*.

A4.106.8.1.1 Identification.

The service panel or subpanel circuit directory shall identify the overcurrent protective device designated for future EV charging purposes as “EV READY” in accordance with the *California Electrical Code*. The receptacle or blank cover shall be identified as “EV READY.”

A4.106.8.2 New multifamily dwellings, hotels and motels.

New multifamily dwellings, hotels and motels shall meet the following requirements.

A4.106.8.2.1 Multifamily dwellings, hotels and motels

Tier 1. New multifamily projects shall comply with Option A.

Option A for new multifamily dwellings, hotels and motels.

1. EV Ready parking spaces with receptacles.

- a. Hotels and motels. Fifty (50) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles.
- b. Multifamily parking facilities. Fifty (50) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles.

EV charging receptacles required by this section shall be located in at least one assigned parking space per dwelling unit where assigned parking is provided but need not exceed fifty (50) percent of the total number of assigned parking spaces provided on the site.

Exceptions:

1. Areas of parking facilities served by parking lifts, including but not limited to automated mechanical-access open parking garages as defined in the California Building Code; or parking facilities otherwise incapable of supporting electric vehicle charging.

2. Hotels and motels may substitute Level 2 EV chargers for some or all of the required EV charging receptacles. Where Level 2 EV chargers are installed in place of low power Level 2 receptacles, at least fifty (50) percent of the installed EV chargers shall be equipped with J1772 connectors.

2. EV Ready parking spaces with EV chargers.

a. Hotels and motels. Fifteen (15) percent of the total number of parking spaces for hotels and motels shall be equipped with Level 2 EV chargers. At least fifty (50) percent of the required EV chargers shall be equipped with J1772 connectors.

b. Multifamily parking facilities. Fifteen (15) percent of the total number of parking spaces shall be equipped with Level 2 EV chargers. At least fifty (50) percent of the required EV chargers shall be equipped with J1772 connectors. Where common use parking or unassigned parking is provided, EV chargers shall be

located in common use or unassigned parking areas and shall be available for use by all residents or guests.

Exceptions:

1. Areas of parking facilities served by parking lifts, including but not limited to automated mechanical-access open parking garages as defined in the California Building Code; or parking facilities otherwise incapable of supporting electric vehicle charging.

An automatic load management system (ALMS) may be used to reduce the maximum required electrical capacity to each space served by the ALMS. The electrical system and any on-site distribution transformers shall have sufficient capacity to deliver at least 3.3 kW simultaneously to each EV charging station (EVCS) served by the ALMS. The branch circuit shall have a minimum capacity of 40 amperes, and installed EV chargers shall have a capacity of not less than 30 amperes.

A4.106.8.2.2 Technical requirements. The EV spaces required by Section A4.106.8.2 shall be designed and constructed in accordance with Sections 4.106.4.2, 4.106.4.2.2.1.1, 4.106.4.2.2.1.2, and 4.106.4.2.5.

SECTION 3. Section 8.106.120 of the Santa Monica Municipal Code is hereby amended as follows:

Section 5.106.5.3 of the 2022 California Green Building Code and its subsections are amended to read as follows:

5.106.5.3 Electric vehicle (EV) charging. Construction shall comply with Section A5.106.5.3.1 Tier 1, and in accordance with regulations in the *California Building Code* and the *California Electrical Code*.

A5.106.5.3.1 Tier 1

Comply with Section 5.106.5.3.1 EV capable spaces, Section 5.106.5.3.2 Electric vehicle charging stations and associated Table A5.106.5.3.1 Tier 1, or comply with Section A5.106.5.3.2 Electric vehicle charging stations (EVCS)—Power allocation method and associated Table A5.106.5.3.2 Tier 1.

Refer to Section 5.106.5.3.2 for the permitted use of Level 2 or Direct Current Fast Charger (DCFC) to create EVCS. Refer to Section 5.106.3.2.1 for the allowed use of DCFC to comply with both EV capable spaces and Level 2 EVSE. Refer to Section 5.106.5.3.3 for the allowed use of Automatic Load Management System (ALMS).

Table A5.106.5.3.1		
TOTAL NUMBER OF ACTUAL PARKING SPACES	TIER 1 NUMBER OF REQUIRED EV CAPABLE SPACES	TIER 1 NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)²
0-9	2	0
10-25	5	2
26-50	11	4
51-75	19	5
76-100	26	9
101-150	38	13
151-200	53	18
201 and over	30 percent of actual parking spaces ¹	33 percent of EV capable spaces ¹

Table A5.106.5.3.1

TOTAL NUMBER OF ACTUAL PARKING SPACES	TIER 1 NUMBER OF REQUIRED EV CAPABLE SPACES	TIER 1 NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)²
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1. Calculation for spaces shall be rounded up to the nearest whole number.
2. The number of required EVCS (EV capable spaces provided with EVSE) in column 3 count toward the total number of required EV capable spaces shown in column 2.
3. At least one Level 2 EVSE shall be provided.

A5.106.5.3.2 Electric vehicle charging stations (EVCS) – Power Allocation method.

The power allocation method may be used as an alternative to the requirements in Section 5.106.5.3.1, Section 5.106.5.3.2, and associated Table A5.106.5.3.1 Tier 1. Use Table A5.106.5.3.2 Tier 1 to determine the total power in kVA required based on the total number of actual parking spaces.

Power allocation method shall include the following:

1. Use any kVA combination of EV capable spaces, low power Level 2, Level 2 or DCFC EVSEs.
2. At least one Level 2 EVSE shall be provided.

TABLE A5.106.5.3.2 Tier 1

TOTAL NUMBER OF ACTUAL PARKING SPACES	MINIMUM TOTAL kVA @ 6.6 kVA	TOTAL kVA REQUIRED IN ANY COMBINATION OF EV CAPABLE^{3,4}, LOW POWER LEVEL 2 LEVEL 2^{1,2}, OR DCFC
0–9	13.2	13.2
10–25	33	33
26–50	72.6	72.6

51–75	125.4	125.4
76–100	171.6	171.6
101–150	250.8	250.8
151–200	349.8	349.8
201 and over	30 percent of actual parking spaces × 6.6	Total required kVA = P × .30 × 6.6 Where P = Parking spaces in facility

1. Level 2 EVSE @ 6.6 kVA minimum.
2. At least one Level 2 EVSE shall be provided.
3. Maximum allowed kVA to be utilized for EV capable spaces is 67 percent.
4. If EV capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV capable spaces.

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 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.

5.106.5.3.4 Accessible electric vehicle charging station (EVCS). When EVSE is installed, accessible EVCS shall be provided in accordance with the *California Building Code Chapter 11B Section 11B-228.3*.

Note: 5.106.5.3.5 Electric vehicle charging station signage. For EVCS signs, refer to Electric vehicle charging stations shall be identified by signage or pavement markings in compliance with Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s).

5.106.5.3.5.1 Additional EV Ready Requirement for office facilities. In addition to the requirements of Table A5.106.5.3.1, for office parking facilities, an additional 20% (rounded to the nearest whole number) of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles.

5.106.5.4 Additions or alterations to existing buildings or parking facilities [A].

[BSC-CG] Existing buildings or parking facilities being modified by one of the following shall comply with Section 5.106.5.4.1 or 5.106.5.4.2. When EVSE is installed, accessible EVCS shall be provided in accordance with the California Building Code, Chapter 11B, Section 11B-228.3.

1. When the scope of construction work includes an increase in power supply to an electric service panel as part of a parking facility addition or alteration.
2. When a new photovoltaic system is installed covering existing parking spaces.
3. When additions or alterations to existing buildings are triggered pursuant to code Section 301.3 and the scope of work includes an increase in power supply to an electric service panel.

Exceptions:

1. On a case-by-case basis where the local enforcing agency has determined compliance with this section is not feasible based upon one of the following conditions:
 - a. Where there is no local utility power supply.
 - b. Where the local utility is unable to supply adequate power.
 - c. Where there is evidence suitable to the local enforcement 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.

d. Where demonstrated as impracticable excluding local utility service or utility infrastructure issues.

2. Remote parking facilities that do not have access to the building service panel.
3. Parking area lighting upgrades where no trenching is part of the scope of work.
4. Emergency repairs, including but not limited to water line break in parking facilities, natural disaster repairs, etc.

5.106.5.4.1 Existing buildings or parking areas without previously installed EV capable infrastructure [A].

When EV capable infrastructure does not exist at an existing parking facility or building, and the parking facility or building undergoes an addition or alteration listed in Section 5.106.5.4, construction shall include electric vehicle charging in compliance with either Section 5.106.5.3 and associated Table 5.106.5.3.1, or Section 5.106.5.3.6 and associated Table 5.106.5.3.6 for the total number of actual parking spaces being added or altered.

5.106.5.4.2 Existing buildings or parking areas with previously installed EV capable infrastructure [A].

When EV capable infrastructure is available at an existing parking facility or building, and the parking facility or building is undergoing an addition or alteration listed in Section 5.106.5.4, construction shall include electric vehicle charging in compliance with either Section 5.106.5.3 and associated Table 5.106.5.3.1, or Section 5.106.5.3.6 and

associated Table 5.106.5.3.6 utilizing the existing EV capable allocated power and infrastructure for the total number of actual parking spaces being added or altered. If the area being added or altered exceeds the existing EV capable capacity, allocated power and infrastructure, provide additional EV charging as needed to comply with this section.

5.106.5.4.5 Electric vehicle (EV) charging: medium-duty and heavy-duty. [N] [BSG-CG] Construction shall comply with Section 5.106.5.4.1 to facilitate future installation of electric vehicle supply equipment (EVSE). Construction for warehouses, grocery stores and retail stores with planned off-street loading spaces shall also comply with Section 5.106.5.4.5.1 for future installation of medium- and heavy-duty EVSE.

Exceptions:

1. On a case-by-case basis where the local enforcing agency has determined compliance with this section is not feasible based upon one of the following conditions:
 - a. Where there is no local utility power supply.
 - b. Where the local utility is unable to supply adequate power.
 - c. 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.

When EVSE(s) is/are installed, it shall be in accordance with the **California Building Code**, the *California Electrical Code* and as follows:

5.106.5.4.5.1 Electric vehicle charging readiness requirements for warehouses, grocery stores and retail stores with planned off-street loading spaces. In order to avoid future demolition when adding EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s) or

subpanel(s) shall be installed at the time of construction in accordance with the *California Electrical Code*. Construction plans and specifications shall include, but are not limited to, the following:

1. The transformer, main service equipment and subpanels shall meet the minimum power requirement in Table 5.106.5.4.4.5.1 to accommodate the dedicated branch circuits for the future installation of EVSE.
2. The construction documents shall indicate one or more location(s) convenient to the planned off-street loading space(s) reserved for medium- and heavy-duty ZEV charging cabinets and charging dispensers, and a pathway reserved for routing of conduit from the termination of the raceway(s) or busway(s) to the charging cabinet(s) and dispenser(s), as shown in Table 5.106.5.4.5.1.
3. Raceway(s) or busway(s) originating at a main service panel or a subpanel(s) serving the area where potential future medium- and heavy-duty EVSE will be located, and shall terminate in close proximity to the potential future location of the charging equipment for medium- and heavy-duty vehicles.
4. The raceway(s) or busway(s) shall be of sufficient size to carry the minimum additional system load to the future location of the charging for medium- and heavy-duty ZEVs as shown in Table 5.106.5.4.5.1.

TABLE 5.106.5.4.5.1 RACEWAY CONDUIT AND PANEL POWER REQUIREMENTS FOR MEDIUM- AND HEAVY-DUTY EVSE [N]			
Building type	Building Size (sq. ft.)	Number of Off-street loading spaces	Additional capacity Required (kVa) for Raceway & Busway and Transformer & Panel
Grocery		1 or 2	200

	10,000 to 90,000	3 or Greater	400
	Greater than 90,000	1 or Greater	400
Manufacturing Facilities	10,000 to 50,000	1 or 2	200
	10,000 to 50,000	3 or Greater	400
	Greater than 50,000	1 or Greater	400
Office Buildings	10,000 to 135,000	1 or 2	200
	10,000 to 135,000	3 or Greater	400
	Greater than 135,000	1 or Greater	400
Retail	10,000 to 135,000	1 or 2	200
		3 or Greater	400
	Greater than 135,000	1 or Greater	400
Warehouse	20,000 to 256,000	1 or 2	200
		3 or Greater	400
	Greater than 256,000	1 or Greater	400

5.106.5.6 Electric vehicle (EV) charging at public schools and community colleges.

[DSA-SS] Electric vehicle infrastructure and electric vehicle charging stations shall comply with Section 5.106.5.6 and shall be provided in accordance with regulations in the California Building Code and the California Electrical Code.

Exceptions:

1. On a case-by-case basis where compliance with this section has been demonstrated to be not feasible based upon one of the following conditions, and with concurrence by the Division of the State Architect (DSA), compliance with Section 5.106.5.6 shall not be required.
 - a. Where there is no local utility power supply.
 - b. Where the local utility is unable to supply adequate power.
 - c. The installation of EVCS is impracticable.
2. Parking spaces accessible only by automated mechanical car parking systems are not required to comply with Section 5.106.5.6.

5.106.5.6.1 EV capable spaces.

EV capable spaces shall be provided in accordance with Table A5.106.5.6.1 and the following requirements:

1. 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 EV capable space and into a suitable listed cabinet, box, enclosure or equivalent. A common raceway may be used to serve multiple EV capable spaces.
2. 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

EV capable space, with delivery of 30-ampere minimum to an installed EVSE at each EVCS.

3. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each EV capable space.

4. The service panel or subpanel circuit directory shall identify the reserved overcurrent protective device space(s) as “EV CAPABLE.” The raceway termination location shall be permanently and visibly marked as “EV CAPABLE.”

5.106.5.6.2 Electric vehicle charging stations (EVCS).

EV capable spaces shall be provided with EVSE to create EVCS in the number indicated in Table 5.106.5.6.1 and shall comply with Section 5.106.5.6.2. EVCS shall be serviced by Level 2 or Direct Current Fast Charging (DCFC) EVSE, or with EVSE in any combination of Level 2 and DCFC. Accessible EVCS shall be provided in accordance with California Building Code Chapter 11B.

5.106.5.6.2.1 Reduced number of EV capable spaces.

The installation of each DCFC EVSE shall be permitted to reduce the minimum number of required EV capable spaces indicated in Table 5.106.5.6.1 by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.

5.106.5.6.2.2 Multiple connectors.

EVSE with multiple vehicle connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.6.1 for each EV capable space is accumulatively supplied to the EVSE.

5.106.5.6.2.3 Use of automatic load management systems (ALMS).

ALMS shall be permitted for EVCS installed in accordance with Section 5.106.5.6.2. When ALMS is installed, the required electrical load capacity specified in Section 5.106.5.6.1 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.

5.106.5.6.3 EVCS alternative compliance.

In lieu of compliance with Section 5.106.5.6.2, EVCS shall be provided with Level 1, low power Level 2, or Level 2, or any combination of Level 1, low power Level 2 or Level 2 EVSE such that the total power supplied by the combination of EVSE meets the minimum power indicated in Table 5.106.5.6.3, based on the total number of actual parking spaces in each parking facility.

TABLE 5.106.5.6.3

NUMBER OF PARKING SPACES IN A PARKING FACILITY	MINIMUM TOTAL POWER (KVA) REQUIRED FOR EVCS
0–9	0
10–25	7
26–50	14
51–75	20

76–100	27
101–150	40
151–200	60
201 and over	Total required KVA = $P \times .05 \times 6.6$ Where P = Parking spaces in facility

5.106.5.6.4 EVCS for alterations of or additions to parking facilities.

Alterations of or additions to parking facilities shall provide EVCS in compliance with Section 5.106.5.6.4. The installation of infrastructure for EV capable spaces required to be provided without EVSE shall not be required.

5.106.5.6.4.1 Alterations of and additions to parking facilities.

EVCS shall be provided in accordance with the number indicated in Table 5.106.5.6.1 or minimum power indicated in Table 5.106.5.6.3 when the scope of work includes an increase in power supply to an electric panel serving light fixtures illuminating the parking area or when area containing parking spaces is added to a parking facility. The number of required EVCS shall be based on the total number of existing and new parking spaces in the parking facility.

5.106.5.6.4.2 Alterations consisting of the installation of photovoltaic systems.

EVCS shall be provided in accordance with the number indicated in Table 5.106.5.6.1 or maximum power indicated in Table 5.106.5.6.3 when a new photovoltaic system is installed in an existing parking facility.

5.106.5.6.5 Requirement to install EVSE.

Level 2 EVSE shall be provided in all existing EV capable spaces to create EVCS when a project is required by *California Administrative Code* Section 4-309 to be submitted for plan approval to the Division of the State Architect. When EVSE is installed in existing EV capable spaces, accessible EVCS shall be provided in accordance with California Building Code Chapter 11B.

Exception: Projects in which improvements in parking areas consist only of accessibility improvements are not required to comply with Section 5.106.5.6.5.


SECTION 4. Any provision of the Santa Monica Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this Ordinance. Underlines and strikethroughs have been intentionally left in and must be published in underline and strikethrough form.

SECTION 5. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 6. The Mayor shall sign and the City Clerk shall attest to the passage of the Ordinance. The City Clerk shall cause the same to be published once in the official newspaper within 15 days after its adoption. Following its adoption, this Ordinance shall


be submitted to the California Building Standards Commission for filing. This Ordinance shall become effective 30 days after submission to the California Building Standards Commission. Building permit applications submitted on or after the effective date of this Ordinance shall be required to comply with the requirements set forth herein.

APPROVED AS TO FORM:

DocuSigned by:

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Douglas Sloan, City Attorney

Approved and adopted this 25th day of June, 2024.

DocuSigned by:

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Phil Brock, Mayor

State of California)
County of Los Angeles) ss.
City of Santa Monica)

I, Nikima S. Newsome, Interim City Clerk of the City of Santa Monica, do hereby certify that the foregoing Ordinance No. 2783 (CCS) had its introduction on June 11, 2024, and was adopted at the Santa Monica City Council meeting held on June 25, 2024, by the following vote:

AYES: Councilmembers de la Torre, Torosis, Davis, Parra, Zwick,
Mayor Brock, Mayor Pro Tem Negrete

NOES: None

ABSENT: None

ATTEST:

DocuSigned by:

7032651F371E430...

Nikima S. Newsome, Interim City Clerk

6/26/2024

Date

A summary of Ordinance No. 2783 (CCS) was duly published pursuant to California Government Code Section 40806.