

**CITY OF BELMONT
CITY COUNCIL AND BELMONT FIRE
PROTECTION DISTRICT BOARD OF
DIRECTORS**



CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, January 10, 2023

7:00 PM

City Council Chambers

City Hall, One Twin Pines Lane, Belmont, California

TELECONFERENCE PARTICIPANTS

Some Members may Participate Virtually

Being held under Gov. Code 54953(e)

The meeting will be broadcast live to Belmont residents on Comcast Cable Channel 27, streamed live via the City's website at www.Belmont.gov. The public may also attend the meeting in the Chambers and address the Council from the Chambers. Social distancing must be practiced, and seating will be limited.

PUBLIC COMMENT:

To maximize time for live public comment, we encourage members of the public to provide comments by joining the Committee meeting via Zoom : For web, visit <https://belmont-gov.zoom.us/> select "Join" and enter Meeting ID: 95745673035. Use the Raise Hand feature to request to speak. You may rename your profile if you wish to remain anonymous.

For dial- in comments, call *67 1-(669) 900-6833 (your phone number will appear on the live broadcast if *67 is not dialed prior to the phone number), enter Meeting ID: 95745673035, and press *9 to request to speak. All public comments are subject to a 3-minute time limit unless otherwise determined by the Committee Chair.

If you wish to submit written public comment, you may send an email to cclerk@belmont.gov before the council considers the item. Please indicate the agenda item topic or agenda item number you wish to comment on in your email's subject line. Any public comment regarding agenda items that are received from the publication of the agenda through the meeting date will be made part of the meeting record but will not be read during the Council meeting.

- 1. ROLL CALL**
- 2. PLEDGE OF ALLEGIANCE**
- 3. REPORT FROM CLOSED SESSION**
- 4. SPECIAL PRESENTATIONS**

A. Recognition of AYSO Belmont 10UG Team

5. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

This portion of the meeting is reserved for persons wishing to address the Body on any City matter not on the agenda. The period for public comment at this point in the agenda is limited to 15 minutes, with a maximum of 3 minutes per speaker. Speakers who requested but did not receive an opportunity to speak during this comment period will be given an opportunity to address the Body later in the meeting. State law prohibits the Body from acting on non-agenda items.

6. COUNCILMEMBER ANNOUNCEMENTS

7. CONSENT BUSINESS

Consent business items are considered to be routine in nature and will be enacted by one motion. There will be no separate discussion on these items unless a member or staff request specific items to be removed for separate action. The City Attorney will read the title of ordinances to be adopted.

A. Virtual Meetings - January

Recommendation: Adopt a resolution finding that the COVID-19 statewide emergency remains in effect and that state and local officials continue to recommend measures to promote social distancing and directing the Council's Citizen Advisory Bodies to make consistent findings

Attachment(s):

[Staff Report](#)

[Resolution](#)

B. Proclamation of Local Emergency

Recommendation: Adopt a resolution:

(1) ratifying the director of emergency services' proclamation of local emergency and proclaiming a local emergency due to recent and on-going storms and flooding,

(2) approving the order of succession for the director of emergency services as set for in the director's proclamation,

(3) Authorizing the city manager to execute and file applications and agreements for the city to receive state or federal financial assistance and to execute any applications or agreements on behalf of or for the purpose of authorizing or assisting the San Mateo Consolidated Fire Department in obtaining state or federal financial assistance related to this local emergency.

(4) Requesting that the Governor of California include the city and the Belmont Fire Protection District in state emergency declarations and that the city and district be included in federal emergency declarations, that the Governor waive regulations that may hinder the response and recovery efforts, and make available to the City of Belmont, the District and all eligible community members, businesses and service providers all relevant state and federal disaster assistance funds including California Disaster Assistance Act and State Private Nonprofit Organization Assistance Program funds

Attachment(s):

[Staff Report](#)

[Resolution](#)

[Local Emergency Proclamation](#)

C. Monthly Financial Reports - November

Recommendation: Motion to Receive Monthly Financial Reports

Attachment(s):

8. PUBLIC HEARINGS

A. 2022 California Building, Residential, Mechanical, Plumbing and Electrical Codes with local Amendments, and the 2022 California Fire Code as Amended by the San Mateo Consolidated Fire Department

Recommendation: 1) Conduct a Public Hearing; and 2) Adopt an ordinance (Second Reading) adopting the 2022 California Building Standards Code with local amendments.

Attachment(s):

[Staff Report](#)

[Adoption Ordinance - 2nd Reading](#)

[Resolution & Findings](#)

B. 2022 Energy Reach/EV Infrastructure Code Amendments

Recommendation: Conduct public hearing and adopt 2022 Energy Reach & EV Infrastructure Code Amendments Ordinance (second readings).

Attachment(s):

[Staff Report](#)

[Ordinance](#)

[Resolution](#)

9. GENERAL BUSINESS

General Business items are considered separately, typically in the order listed. The chair will call for public comment on each item when the body considers the item.

10. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

A. Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee Assignments

B. Verbal report from City Manager (Including an update the storm events)

11. MATTERS OF INTEREST/CLARIFICATION

Items in this category are for discussion and direction to staff only. However, Council/Board may take final action on an item if there is no need for additional staff analysis.

A. Council Intergovernmental Assignments for Calendar Year 2023

Recommendation: Motion to approve changes to City Council Intergovernmental Assignments for calendar year 2023

Attachment(s):

[Staff Report.pdf](#)

[2022 Assignment List](#)

[2023 Draft Assignment List](#)

12. ADJOURNMENT

If you need assistance to participate in this meeting, please contact the City Clerk at (650) 595-7413. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. Meeting information can also be accessed via the internet at: www.belmont.gov. All staff reports will be posted to the web in advance of the meeting, and any writings or documents provided to a majority of the City Council/District Board or Commission regarding any item on this agenda will be made available for public inspection in the City Clerk's Office, One Twin Pines Lane, during normal business hours and at the Council Chambers at City Hall, Second Floor, during the meeting.



STAFF REPORT

Meeting Date: January 10, 2023
Agency: City of Belmont
Staff Contact: Scott Rennie, City Attorney
Agenda Title: Virtual Meetings in January
Agenda Action: Resolution

Recommendation

Adopt a resolution finding that the COVID-19 statewide emergency remains in effect and that state and local officials continue to recommend measures to promote social distancing and directing the Council's Citizen Advisory Bodies to make consistent findings.

Strategic Focus Area

Fiscal and Organizational Sustainability

Background

Governor Newsom proclaimed a state of emergency on March 4, 2020, in response to the COVID-19 pandemic and subsequently issued a series of Executive Orders (N-25-20, N-29-20, and N-08-21) that effectively suspended certain provisions of the Brown Act governing the use of teleconferencing by local legislative bodies and allowed them to hold fully virtual meetings. The Brown Act was subsequently amended by enactment of AB 361 in 2021 to include new requirements for holding fully virtual meetings during a state of emergency proclaimed by the Governor.

The Brown Act, in Government Code Section 54953(b)(3), typically requires a city legislative body that this uses teleconferencing to: (1) post agendas at all teleconference locations from which members will participate, (2) identify each location in the notice and agenda of the meeting or proceeding, (3) make teleconference location accessible to the public and (4) maintain at least a quorum of the members of the legislative body in locations within the boundaries of the city. Under Government Code Section 54953(e) as amended by AB 361, fully virtual meetings are allowed without complying with these requirements during a proclaimed state of emergency if either:

1. State or local officials have imposed or recommended measures to promote social distancing;
- or,
2. The legislative body determines by majority vote that as a result of the emergency meeting in person would present imminent risks to the health or safety of attendees.

After the initial teleconferenced meeting the legislative body must reconsider the state of emergency and determine whether either of the above circumstances continue every 30 days in order to continue to teleconference without complying with the requirements in section 54953(b)(3) listed above.

The City Council found both circumstances listed both existed and began holding fully virtual public



meetings on September 28, 2021. Most recently, on December 13, 2022, the Council found that state and local officials have imposed or recommended measures to promote social distancing.

The current San Mateo County Health Officer order related to COVID-19 issued on February 16, 2022, remains in effect and advises that individuals should continue to follow guidance released by the United States Department of Health & Human Services (“HHS”) including their sub-agency United States Centers for Disease Control and Prevention (“CDC”), the United States Environmental Protection Agency (“EPA”), California Department of Public Health (“CDPH”), and California Department of Social Services (“CDSS”).

On February 25, 2022, Governor Newsom lifted many of his previous emergency order’s related to COVID-19 and left in place critical measures that support the state’s ongoing response and recovery efforts.

In November and December 2022, COVID-19 case rates and hospitalizations increased substantially in San Mateo County. The COVID-19 community levels in Alameda, Santa Clara, Contra Costa, and Marin counties have risen to moderate and community transmission in San Mateo County remains substantial. While the virus continues to mutate allowing it to evade immunity developed from initial vaccination, the rate of booster vaccination needed to better protect against emerging variants is lagging. As of December 28, the percentage of San Mateo County residents that have received the COVID-19 bivalent booster increase modestly over the previous month from 25% to 30%.

The CDC continues to recommend that individuals who are not up to date on COVID-19 vaccinations stay six feet apart from other people in indoor public places. The CDC also continues to advise regardless of community transmission level that physical distancing along with other risk-reduction measures will help reduce the chances of spreading COVID-19 and especially recommends physical distancing when levels are medium or high. <https://www.cdc.gov/coronavirus>.

The current emergency COVID-19 regulations of the California Department of Industrial Relations Division Occupational Safety and Health (Cal/OSHA) require employers to inform employees that strategies to decrease the spread of COVID-19 are most effective when used in combination including physical distancing. (California Code of Regulations Title 8, Section 3205). [COVID-19 Prevention Emergency Temporary Standards](#). These standards are expected to expire in January 2023 once new non-emergency Cal/OSHA standards are approved by the Office of Administrative Law. The new standards also continue to incorporate and recommend physical distancing as a COVID-19 prevention strategy.

Analysis

Transmission rates of COVID-19 have risen, the risk of COVID-19 variants which continue to emerge are still unknown, and booster rates are relatively low. COVID-19 remains a significant public health hazard, particularly for unvaccinated individuals and continues to spread and impact nearly all parts of city operations.

Reducing the circumstances under which people come into close contact remains an important component of Belmont’s COVID-19 response strategy. However, the open nature of public meetings makes it difficult to enforce compliance with vaccination, physical distancing, masking, cough and sneeze



etiquette, or other safety measures. Meetings of the city’s legislative bodies incur indoors for sustained periods of time which increases the risk to members of the legislative bodies and attending members of the public to Delta variant transmission and infection. In addition, the non-emergency teleconferencing requirements of the Brown Act do not provide a safe alternative for legislative body members who may be at high risk of infection or are susceptible to more severe illness as a result of infection because those rules require that the public be allowed to attend at the teleconference location.

Staff concludes that the Council may reasonably find, based on the available public health information pertaining to COVID-19, that meeting in person by the city’s legislative bodies at this time would present imminent risks to the health or safety of attendees. Staff also concludes that the Council may also reasonably find, as an independent basis for continuing virtual meetings, that the County Health Officer recommends individuals follow CDC guidance which continues to encourage physical distancing as risk reduction strategy, and that CalOSHA continues to promote physical distancing as a prevention strategy in the workplace. Council may therefore find that state and local officials continue to recommend measures to promote social distancing in settings such as legislative body meetings.

Alternatives

1. Take no action (in which case in-person meetings will resume)
2. Consider other findings

Attachments

- A. Draft resolution

Fiscal Impact

- No Fiscal Impact
- Funding Source Confirmed:

Source:

Staff

Purpose:

Discretionary Action

Public Outreach:

Posting of Agenda

RESOLUTION NO. 2023 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT RECONSIDERING THE COVID-19 STATEWIDE EMERGENCY AS OF JANUARY 10, 2023, FINDING THAT STATE AND LOCAL OFFICIALS CONTINUE TO RECOMMEND MEASURES TO PROMOTE SOCIAL DISTANCING, AND DIRECTING THE COUNCIL’S CITIZEN ADVISORY BODIES TO MAKE CONSISTENT FINDINGS

WHEREAS, in response to the COVID-19 pandemic, Governor Newsom proclaimed a state of emergency on March 4, 2020, and the state of emergency remains in effect; and,

WHEREAS, the City Council made findings under Government Code Section 54953(e) and began holding fully virtual public meetings on September 28, 2021; and most recently, on December 13, 2022, the Council found that state and local officials have imposed or recommended measures to promote social distancing,

WHEREAS, the current San Mateo County Health Officer order related to COVID-19 issued on February 16, 2022, remains in effect and advises that individuals should continue to follow guidance released by the United States Department of Health & Human Services (“HHS”) including their sub-agency United States Centers for Disease Control and Prevention (“CDC”), the United States Environmental Protection Agency (“EPA”), California Department of Public Health (“CDPH”), and California Department of Social Services (“CDSS”); and,

WHEREAS, on February 25, 2022, Governor Newsom lifted many of his previous emergency order’s related to COVID-19 and left in place critical measures that support the state’s ongoing response and recovery efforts; and,

WHEREAS, case rates and hospitalizations have risen significantly in San Mateo County and the rate of booster vaccination needed to better protect against emerging variants is lagging; and,

WHEREAS, the CDC continues to recommend that individuals who are not up to date on COVID-19 vaccinations stay six feet apart from other people in indoor public places, and the CDC also continues to advise regardless of community transmission level that physical distancing along with other risk-reduction measures will help reduce the chances of spreading COVID-19; and,

WHEREAS, the current emergency COVID-19 regulations and the proposed non-emergency regulations of the California Department of Industrial Relations Division Occupational Safety and Health (Cal/OSHA) encourage physical distancing as a COVID-19 prevention strategy (California Code of Regulations Title 8, Section 3205).

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. The Council has reconsidered the circumstances of the state of emergency and finds that state and local officials continue to recommend measures to promote social

distancing.

SECTION 2. The subordinately legislative bodies of the city, including the commissions and other citizen advisory bodies, are directed to make findings consistent with the findings herein unless the body finds new information which was not known and could not have been known with the exercise of reasonable diligence as of January 10, 2023 that would prevent a reasonable decisionmaker from making either of the findings in Section 1 or the Council directs otherwise. Any finding inconsistent with the findings in Section 1 is subject to review and vacation by the Council.

SECTION 3. The resolution is effective immediately.

* * *

ADOPTED January 10, 2023 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney



STAFF REPORT

Meeting Date: January 10, 2023
Agency: City of Belmont
Staff Contact: Afshin Oskoui, City Manager
Agenda Title: Proclamation of Local Emergency
Agenda Action: Resolution

Recommendation

Adopt a resolution:

- (1) ratifying the director of emergency services' proclamation of local emergency and proclaiming a local emergency due to recent and on-going storms and flooding,
- (2) approving the order of succession for the director of emergency services as set for in the director's proclamation,
- (3) Authorizing the city manager to execute and file applications and agreements for the city to receive state or federal financial assistance and to execute any applications or agreements on behalf of or for the purpose of authorizing or assisting the San Mateo Consolidated Fire Department in obtaining state or federal financial assistance related to this local emergency.
- (4) Requesting that the Governor of California include the city and the Belmont Fire Protection District in state emergency declarations and that the city and district be included in federal emergency declarations, that the Governor waive regulations that may hinder the response and recovery efforts, and make available to the City of Belmont, the District and all eligible community members, businesses and service providers all relevant state and federal disaster assistance funds including California Disaster Assistance Act and State Private Nonprofit Organization Assistance Program funds.

Strategic Focus Area

Public Safety

Background

The city experienced extraordinary rainfall starting at or about 4:00 a.m. on December 31, 2022, caused by recent significant wet weather events, including flooding and storms, that resulted in flooding of streets and underpasses, downing of trees, mudflows imperiling private property and residents, and washout of trail in the Waterdog Lake Open Space among other damages. Beginning on January 4, 2023, a series of storms brought high wind and significant rain that caused more flooding, downed trees, flooded streets and caused debris flows on public and private property. Storms and rains are expected to continue into the week of January 15th. The storms and rains threaten conditions of disaster and extreme peril to the safety of persons and property which are likely beyond the control of the services, personnel, equipment, and facilities of the city and may necessitate that the city request mutual aid under the California Emergency Services Act.

The city manager found the conditions described above satisfy the criteria in Government Code Section 8558(c) and Belmont City Code Section 8-42 for declaring a local emergency. Because the city council



was not in session when the conditions arose, the city manager proclaimed a local emergency existed and signed the proclamation on January 4th, 2023. This proclamation is now being presented to the City Council for ratification.

Analysis

Government Code Section 8630 and Belmont City Code Section 8-46(a) authorize the city manager as the director of the city's emergency organization to proclaim a local emergency. However, the council must ratify the director's proclamation of emergency within 7 days, or the local emergency will expire.

An "emergency", as defined by BCC section 8-42, means "the actual or threatened existence of conditions of disaster or of extreme peril to the safety of persons and property within this city caused by such conditions as air pollution, fire, flood, storm, epidemic, riot, or earthquake, or other conditions, including conditions resulting from war or imminent threat of war, but other than conditions resulting from a labor controversy, which conditions are or are likely to be beyond the control of the services, personnel, equipment, and facilities of this city, requiring the combined forces of other political subdivisions to combat."

"Disaster", as defined by BCC section 8-40, means the "actual or threatened enemy attack, sabotage, extraordinary fire, flood, storm, epidemic, riot, earthquake or other similar public calamity."

Declaring a local emergency is a necessary step to requesting and receiving local, state and federal mutual aid resources to assist the city with the response, cleanup and restoration of damage caused by the January 2023 storms. Ratifying the local emergency will allow the director to:

- (1) Request the governor to proclaim a "state of emergency" if locally available resources are inadequate to cope with the emergency.
- (2) Direct the efforts of the emergency organization of this city, coordinate services and staff of the emergency organization of this city; and resolve questions of authority and responsibility that may arise between them.
- (3) Represent this city in all dealings with public or private agencies on matters pertaining to emergency.
- (4) Make and issue rules and regulations on matters reasonably related to the protection of life and property as affected by such emergency subject to ratification at the earliest practicable time by the city council.
- (5) Obtain vital supplies, equipment, and such other properties found lacking and needed for the protection of life and property and to bind the city for the fair value thereof and, if required immediately, to commandeer the same for public use.
- (6) Require emergency services of any city officer or employee and, in the event of the proclamation of a "state of emergency" in the county to command the aid of as many citizens of this community as the director deems necessary in the execution of the director's duties.
- (7) Requisition necessary personnel or material of any city department or agency.
- (8) Execute all ordinary power as city manager, all of the special powers conferred by this article or by resolution or emergency plan adopted by the city council, all powers conferred by any statute, by any agreement approved by the city council, and by any other lawful authority.



Alternatives

1. Take no action, allowing local emergency to expire
2. Ratify local emergency and give direction

Attachments

- A. Emergency Organization Director’s Proclamation of Local Emergency

Fiscal Impact

- No Fiscal Impact
- Funding Source Confirmed:

Source:

Staff

Purpose:

Discretionary Action

Public Outreach:

Posting of Agenda

RESOLUTION NO. 2023 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT RATIFYING THE PROCLAMATION OF A LOCAL EMERGENCY BY THE DIRECTOR OF EMERGENCY SERVICES RELATED TO THE 2023 WINTER STORMS, RATIFYING THE DIRECTOR’S ORDER OF SUCCESSION, AND PROCLAIMING A LOCAL EMERGENCY

WHEREAS, beginning on December 31, 2022, the city and surrounding regions of the bay area experienced a series of powerful rain storms characterized as atmospheric river events that caused flooding, mud and debris flows, and downed trees; and,

WHEREAS, the storms have caused conditions of disaster and extreme peril to the safety of persons and property that is beyond the control and resources of the city to effectively respond to and require the combined forces of other political subdivisions to combat and recover from; and,

WHEREAS, the director of emergency services (“Director”) for the City of Belmont proclaimed a local emergency on January 3, 2023 and designated an order of succession to that office (“Director’s Proclamation”).

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. The city council finds that the conditions in Government Code Section 8558(c) and Belmont City Code Section 8-42, relating to the proclamation of a local emergency, have been met.

SECTION 2. The city council ratifies the Director’s Proclamation and proclaims a local emergency.

SECTION 3. The city council approves the order of succession for the director of emergency services as set for in the Director’s Proclamation.

SECTION 4. The city manager is authorized to execute and file any application or agreement with the State of California or federal government for purposes of obtaining state or federal assistance, and to execute any applications or agreements on behalf of or for the purpose of authorizing or assisting the San Mateo Consolidated Fire Department in obtaining state or federal financial assistance related to this local emergency.

SECTION 5. The City of Belmont requests that the Governor of California include the city and the Belmont Fire Protection District in state emergency declarations and that the city and district be included in federal emergency declarations, that the Governor waive regulations that may hinder the response and recovery efforts, and make available to the City of Belmont, the District and all eligible community members, businesses and service providers all relevant state and federal disaster assistance funds including California Disaster Assistance Act and State Private Nonprofit Organization Assistance Program funds.

* * *

ADOPTED January 10, 2023 by the City of Belmont City Council by the following
vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

**EMERGENCY ORGANIZATION
CITY OF BELMONT, CALIFORNIA
PROCLAMATION OF LOCAL EMERGENCY**

January 3, 2023

Extraordinary rainfall on December 31, 2022, resulted in flooding and mudflows causing peril to persons and damaging of property in the city and vicinity. A second, more powerful storm is forecast for January 4, 2023 which is expected to be accompanied by heavy wind and may bring up to 5 additional inches of rain to San Mateo County. This storm and the rains that are expected to continue for the next several days threaten conditions of disaster and extreme peril to the safety of persons and property which are likely beyond the control of the services, personnel, equipment, and facilities of the city and may necessitate that the city request mutual aid under the California Emergency Services Act.

For these reasons, I find the conditions in Government Code Section 8558(c) and Belmont City Code Section 8-42, relating to the proclamation of a local emergency, have been met. At this time, the Council is not in session.

THEREFORE, I, AFSHIN OSKOUI, Director of Emergency Services for the City of Belmont, in accordance with the authority vested in me by Government Code Section 8630 and Belmont City Code Section 8-46, **PROCLAIM A LOCAL EMERGENCY** exists now throughout the city. This proclamation will terminate after seven days unless ratified by the city council.

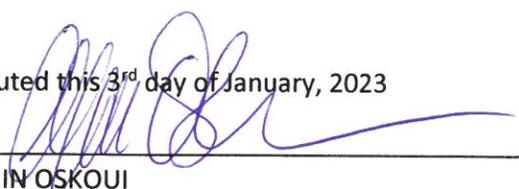
During the existence of this local emergency, the powers, functions, and duties of the director of emergency services and the city emergency organization are those prescribed by state law, ordinances, and resolutions of the city council and the city's emergency plan.

The City of Belmont requests that the Governor of California include the city in state emergency declarations and that the city be included in federal emergency declarations, that the Governor waive regulations that may hinder the response and recovery efforts, and make available to the City of Belmont and all eligible community members, businesses and service providers all relevant state and federal disaster assistance funds including California Disaster Assistance Act and State Private Nonprofit Organization Assistance Program funds.

I FURTHER DIRECT that the order of succession in the absence or incapacity of the director of emergency services or that of the then acting director next in line, is as follows:

- a. The assistant director of emergency services (Police Chief)
- b. Public Works Director
- c. Parks and Recreation Director

Executed this 3rd day of January, 2023



AFSHIN OSKOUI

City Manager

Director of Emergency Services



HIGHLIGHTS

PERFORMANCE AT A GLANCE REPORT

- General Fund balance increased compared to prior YTD
- Some funds experiencing cyclical deficits

FUND RECAP AT A GLANCE REPORT

Notable Fund Balance Increase compared to prior YTD:

- General Fund
- Belmont Fire Protection District
- Affordable Housing Successor
 - Planned Park
- Sewer Collection System
 - Sewer Treatment
 - Measure W

Notable Fund Balance Decrease compared to prior YTD:

- Street Improvements

BUDGET VARIANCE REPORT

- Management Discussion & Analysis
- Tax Trends

CASH DISBURSEMENTS & PURCHASE ORDER ACTIVITY REPORT

This report contains financial information which has not been reviewed or audited by an independent auditor, does not reflect the application of generally accepted accounting principles in all instances and is subject to future revision. This report has not been prepared with a view to informing an investment decision in any of the City's bonds, notes or other obligations. Any projections, plans or other forward-looking statements included in this report are subject to a variety of uncertainties that could cause any actual plans or results to differ materially from any such statement. The information herein is not intended to be used by investors or potential investors in considering the purchase or sale of the City's bonds, notes or other obligations and investors and potential investors should rely only on information filed by the City on the Municipal Securities Rulemaking Board's Electronic Municipal Market Access System for municipal securities disclosures and website, maintained on the World Wide Web at <https://emma.msrb.org/>

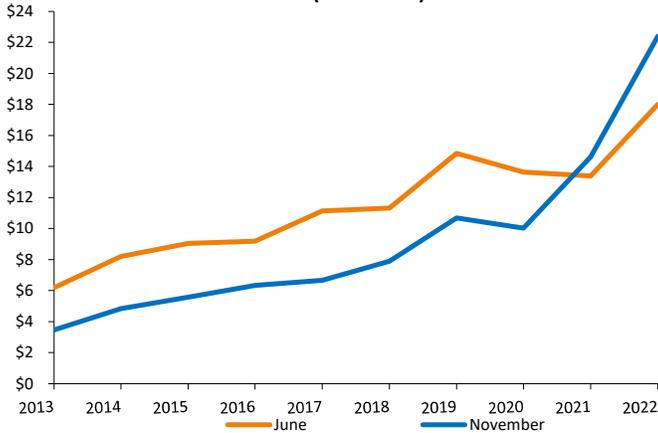
These financial reports are designed to provide a general overview of the City of Belmont's interim finances. Questions concerning any information provided in these reports should be addressed to financedept@belmont.gov or for additional information regarding the City's financial activities, including past award winning audited financial statements, transparency efforts and best practices please visit the City at www.belmont.gov.



City of Belmont
Performance at a Glance
Results for the Period Ended November 30, 2022
(000's)



General Fund Balance Trend
 (in millions)

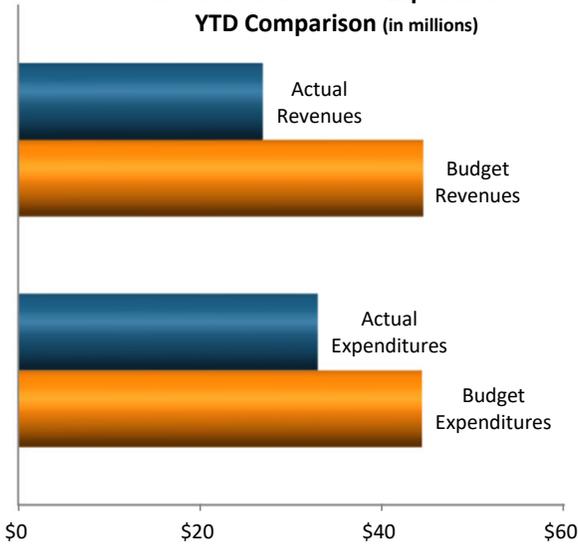


General Fund Balance Trends*

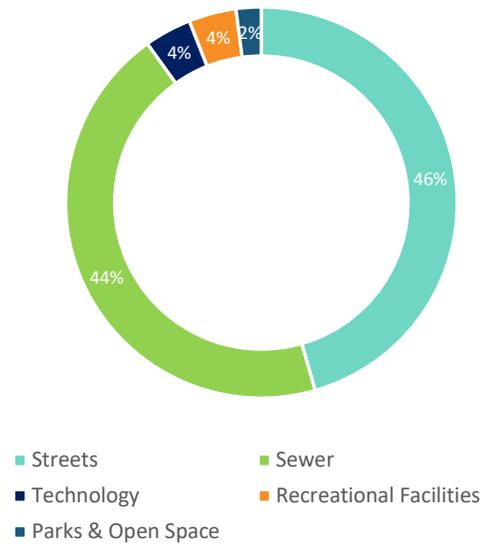
6/30/2013	\$6,200	Audited
6/30/2014	\$8,204	Audited
6/30/2015	\$9,049	Audited
6/30/2016	\$9,177	Audited
6/30/2017	\$11,128	Audited
6/30/2018	\$11,325	Audited
6/30/2019	\$14,846	Audited
6/30/2020	\$13,637	Audited
6/30/2021	\$13,398	Audited
6/30/2022	\$18,013	Audited
11/30/2022	\$22,394	Unaudited

* excludes Measure I

All Funds Revenues & Expenditures
YTD Comparison (in millions)



Capital Improvement Plan



General Fund

The General Fund balance is \$22.4 million, a \$4.4 million increase compared to amount at the prior fiscal year end. The increase compared to the 6/30/22 balance was primarily due to the receipt of the second and last tranche of one-time \$3.2 million in ARPA Federal Coronavirus State and Local Fiscal Recovery Funds, a \$1.5 million VLF reimbursement due to the shortfall from two years prior, as well as transient occupancy tax recovering from the prior year.

Fund Balance - YTD Fund Deficits

As shown on the Fund Recap at a Glance (page 3), the Recreation Fund, Street Maintenance, Library Bond Debt Service and Facilities Management Fund have deficits and are expected to be eliminated in a future period.

City of Belmont
Fund Recap at a Glance
Results for the Period Ended November 30, 2022
(000's)



Fund	Fund Name	Audited Fund Balance 06/30/22 (1)	Revenues					Expenditures					Unaudited Fund Balance 11/30/22 (1)+(2)-(3)	PY YTD Fund Balance 11/30/21
			YTD Budget	YTD Actual (2)	Variance (Under) Over	%	PY YTD Actual	YTD Budget	YTD Actual (3)	Variance (Over)	%	PY YTD Actual		
GENERAL FUND														
101	General	\$18,013	\$12,901	\$13,017	\$116	101%	\$9,415	\$11,794	\$8,636	\$3,158	73%	\$8,235	\$ 22,394	14,613
102	Measure I	2,938	904	630	(274)	70%	624	2,250	374	1,876	17%	715	3,194	3,660
SPECIAL REVENUE FUNDS														
205	Recreation	(0)	1,626	677	(949)	42%	595	1,603	1,319	284	82%	1,081	(643)	(462)
206	Library Maintenance & Operation	836	127	3	(124)	2%	0	300	135	165	45%	142	703	820
207	Athletic Field Maintenance	376	38	46	8	121%	37	113	27	86	24%	26	395	389
208	City Tree	297	4	4	(1)	88%	5	31	14	17	45%	13	288	318
209	Senior Services Donation	90	2	1	(1)	39%	0	0	0	0	N/A	0	91	86
210	Development Services	1,084	2,303	1,949	(354)	85%	1,740	2,366	1,924	442	81%	1,791	1,109	342
212	General Plan Maintenance	1,305	209	384	175	184%	56	429	41	389	10%	0	1,648	794
223	Belmont Fire Protection District	16,217	6,086	1,795	(4,291)	29%	1,012	5,136	4,517	619	88%	6,384	13,495	10,037
225	Police Grants and Donations	33	0	0	0	490%	0	2	2	(0)	102%	1	31	34
227	Supplemental Law Enforcement	-	74	90	16	122%	96	68	70	(2)	102%	92	20	4
231	Street Maintenance	-	983	508	(476)	52%	466	1,014	937	77	92%	815	(430)	362
232	RMRA Street Project	-	252	206	(46)	82%	181	321	7	314	2%	612	199	(107)
233	Measure W	1,457	230	285	55	124%	103	133	0	133	0%	0	1,742	353
234	Street Improvements	905	662	803	141	121%	1,593	989	684	305	69%	1,122	1,025	2,832
237	Traffic Impact	200	339	1	(339)	0%	200	0	0	0	N/A	0	201	0
239	Public Art	396	132	1	(130)	1%	0	0	0	0	N/A	0	397	0
275	Affordable Housing Successor	6,468	1,788	2,416	628	135%	33	1,098	217	882	20%	194	8,667	3,527
277	Inclusionary Housing	2,452	330	1	(330)	0%	0	69	0	69	0%	0	2,453	2,385
	Total Special Revenue	32,117	15,185	9,168	(6,017)	60%	6,119	13,671	9,894	3,777	72%	12,273	31,391	21,715
CAPITAL PROJECT FUNDS														
308	General Facilities	725	15	2	(13)	15%	0	155	5	150	3%	5	723	823
310	Infrastructure	2,810	507	267	(240)	53%	0	1,066	666	400	62%	180	2,411	2,122
312	Comcast PEG Program	396	0	1	1	570%	33	50	0	50	0%	0	397	363
341	Planned Park	1,989	583	413	(170)	71%	0	313	48	264	15%	83	2,354	275
342	Park Impact	327	1,172	283	(890)	24%	0	546	151	395	28%	0	459	1,397
343	Open Space	164	4	3	(0)	95%	0	53	22	31	42%	6	145	200
704	Special Assessment Districts	308	0	1	1	523%	0	0	0	0	N/A	0	309	308
	Total Capital Projects	6,719	2,282	971	(1,312)	43%	33	2,183	892	1,290	41%	273	6,798	5,487
DEBT SERVICE & OTHER FUNDS														
406	Library Bond Debt Service	270	281	0	(281)	0%	0	285	531	(246)	186%	516	(261)	(249)
501-505	Sewer Collection System	25,616	6,575	610	(5,965)	9%	52	6,711	4,513	2,198	67%	4,081	21,713	16,286
507	Sewer Treatment	25,992	1,314	15	(1,298)	1%	1	1,781	2,264	(483)	127%	2,528	23,744	21,774
525	Storm Drainage Enterprise	2,588	919	347	(571)	38%	241	1,219	660	559	54%	704	2,275	3,122
530	Solid Waste Management	1,766	228	188	(40)	83%	167	232	206	26	89%	167	1,748	1,606
570	Worker's Compensation	1,537	291	313	23	108%	290	295	646	(351)	219%	551	1,205	1,076
571	Liability Insurance	3,386	293	(1,480)	(1,773)	-505%	(1,458)	445	588	(143)	132%	458	1,319	1,459
572	Self Funded Vision	-	1	0	(1)	2%	4	2	(5)	7	-272%	(4)	5	9
573	Fleet & Equipment Management	7,438	1,856	1,875	19	101%	2,134	2,029	1,988	41	98%	1,465	7,325	6,500
574	Facilities Management	0	916	739	(177)	81%	707	970	1,036	(66)	107%	883	(297)	(138)
575	Benefit Prefunding	1,082	614	537	(77)	87%	525	547	737	(190)	135%	958	882	1,011
	Total Debt & Other	69,676	13,287	3,146	(10,142)	24%	2,663	14,516	13,163	1,353	91%	13,134	59,658	52,456
	Total All Funds	\$129,464	\$44,560	\$26,931	(\$17,628)	60%	\$18,854	\$44,414	\$32,960	\$11,454	74%	\$34,632	\$123,435	\$97,931

Fund Types:

General Fund - Used to account for and report all financial resources not accounted for and reported in another fund.

Special Revenue Funds - Used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditure for specific purposes other than debt service or capital projects.

Capital Projects Funds - Used to account for and report financial resources that are restricted, committed, or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets.

Debt Service & Other Funds - Includes funds used to account for and report financial resources that are restricted, committed, or assigned to expenditure for principal and interest; funds used to finance and account for special activities and services performed by a designated department for other departments in the City on a cost reimbursement basis; and funds to account for operations financed and operated in a manner similar to a private business enterprise with the intent that the cost of providing goods and services is primarily financed through user charges; and funds used to account for assets held by the City as an agent.

City of Belmont
Budget Variance Report
General Fund / All Other Funds
Results for the Period Ended November 30, 2022
(000's)



	General Fund				All Other Funds							
	Budget	Year to Date (YTD)		Annual	PY YTD	Budget	Year to Date (YTD)		Annual	PY YTD		
		Actual	Variance	%	Budget	Actual	Variance	%	Budget	Actual		
REVENUES												
Taxes	\$8,520	\$6,129	(\$2,392)	72% a	\$20,449	\$3,777	\$7,865	\$2,396	(\$5,469)	30% a	\$18,875	\$2,024
<i>Property Taxes</i>	2,825	663	(2,162)	23%	6,780	636	6,031	1,355	(4,677)	91%	14,476	988
<i>Sales Taxes</i>	1,724	1,235	(488)	72%	4,136	1,185	1,426	1,041	(386)	71%	3,423	1,004
<i>Other Taxes</i>	3,972	4,231	259	107%	9,533	1,956	407	-	(407)	99%	977	33
Licenses and permits	468	417	(51)	89%	1,124	333	774	1,043	269	135%	1,858	754
Intergovernmental	1,452	3,380	1,928	233%	3,486	3,314	1,767	1,376	(391)	78% d	4,240	1,032
Charge for services	1,860	1,731	(129)	93% b	4,464	1,639	16,614	7,132	(9,482)	43% e	39,874	6,215
Fines and forfeits	69	47	(22)	68%	165	43	-	-	-	N/A	-	-
Use of money and property	391	1,309	918	335%	938	295	222	953	731	429%	534	135
Miscellaneous	140	4	(136)	3% c	337	15	82	(1,384)	(1,466)	-1679% f	198	(738)
Other financing sources	-	-	-	N/A	-	-	1,629	2,397	767	147%	3,910	17
Operating transfers in	-	-	-	N/A	-	-	2,705	-	(2,705)	g	6,491	-
Total Revenues	12,901	13,017	116	101%	30,963	9,415	31,659	13,914	(17,745)	44%	75,981	9,439
EXPENDITURES												
General government	2,922	2,259	(663)	77%	7,013	2,001	3,389	3,967	578	117% h	8,134	3,441
Public safety	6,108	5,553	(555)	91%	14,658	5,447	5,203	4,589	(614)	88%	12,486	6,477
Streets and utilities	-	-	-	N/A	-	-	13,804	8,035	(5,769)	58%	33,129	9,708
Culture and recreation	923	824	(98)	89%	2,214	788	3,473	2,838	(635)	82%	8,335	2,292
Urban redevelopment	-	-	-	N/A	-	-	3,143	1,552	(1,591)	49%	7,543	1,516
Debt service	-	-	-	N/A	-	-	2,745	3,343	598	122% i	6,589	2,962
Operating transfer out	1,842	-	(1,842)	-	4,420	-	863	-	(863)	-	2,071	-
Total Expenditures	11,794	8,636	(3,158)	73%	28,306	8,235	32,620	24,324	(8,296)	75%	78,287	26,396
EXCESS OF REVENUES OVER (UNDER) EXPENDITURES	\$1,107	\$4,381	(\$3,041)		\$2,657	\$1,180	(\$961)	(\$10,410)	(\$26,041)		(\$2,306)	(\$16,957)

Management Discussion and Analysis
(Items with unfavorable budget variance more than \$0.1 million)

General Fund:

Revenues

- a) **Taxes** - The budget variance is primarily due to the timing of semi-annual property tax receipts received in December and April. In addition, the majority of Sales Tax and Transient Occupancy Taxes received in July are related to June activities, which are subject to an accounting adjustment.
- b) **Charges for Services** - The budget variance is primarily due to the quarterly fire prevention and protection fee, which will be received in a future reporting period.
- c) **Miscellaneous** - The budget variance is primarily due to the timing of the annual Crystal Springs Uplands School (CSUS) Public Service Fee, which will be received in a future reporting period.

Other Funds

Revenues

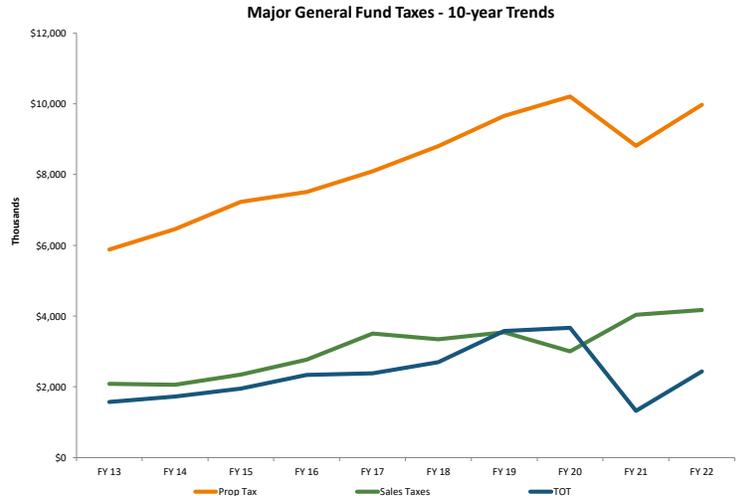
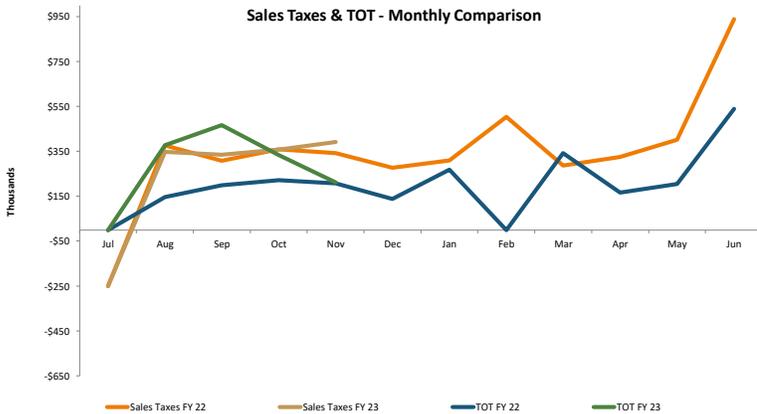
- d) **Intergovernmental** - The revenue will be received in a future reporting period and includes activities related to the prior fiscal year, which are subject to accounting adjustment.
- e) **Charges for Services** - The Sewer Use Fee (Collection & Treatment) is included as part of the City's Property Tax bill to be received semi-annually, typically in December and April.
- f) **Miscellaneous** - This revenue is subject to an accounting adjustment during the fiscal year closing process related to claims liability.
- g) **Operating Transfers In** - Budgeted operating transfers will be recorded at the end of the fiscal year based on actual results.

Other Funds

Expenditures

- h) **General Government** - The annual insurance premiums and OPEB contributions were paid in July.
- i) **Debt Service** - Semi-annual debt service on bonds were paid in August.

Trends



** July TOT revenues received were for June activities and accrued to the previous FY. July revenues will be received in August.

City of Belmont
Disbursements & Purchase Order Activity Report
Results for the Period Ended November 30, 2022



Disbursements Amounts Equal to \$50,000 and Above

Vendor	Description	Date	No.	Amount
ADP	PAYROLL PPE 10/29/22 TAXES	11/4/22	DAJ000007770	94,304.92
ADP	PAYROLL PPE 11/12/22 TAXES	11/17/22	DAJ000007772	147,139.32
CALPERS	COB CONTRIBUTIONS	11/9/22	DAJ000007789	108,918.86
CALPERS	HEALTH PREMIUM-NOVEMEBR	11/16/22	DAJ000007792	154,879.97
CALPERS	COB CONTRIBUTIONS & ADMIN FEE	11/29/22	DAJ000007815	109,146.04
CITY OF BELMONT EMPLOYEES	PAYROLL PPE 10/29/22	11/3/22	DAJ000007769	396,414.04
CITY OF BELMONT EMPLOYEES	PAYROLL PPE 11/12/22	11/17/22	DAJ000007773	430,407.07
CP VII 815 BELMONT LLC	BASIN REHABILITATION PROJECTS	11/10/22	EFT00030227	578,014.16
PAVEMENT ENGINEERING INC	PAYMENT PROJECTS	11/23/22	EFT00030301	52,642.50
PG&E	CITYWIDE UTILITES	11/22/22	DAJ000007813	77,212.96
SILICON VALLEY CLEAN WATER	DECEMEBR CONTRIBUTIONS	11/10/22	EFT00030209	303,292.00
Total Disbursements in Excess of \$50,000				\$ 2,452,371.84
Total Count				11

Purchase Order Amounts Equal to \$50,000 and Above

Vendor	Description	Date	No.	Amount
EYEP SOLUTIONS	IT NETWORK INTRASTRUCTURE EQUIPMENT & MAINTENANCE	11/18/22	23 00021	250,765.98
RENNE PUBLIC LAW GROUP	PROFESSIONAL SERVICES	11/18/22	23 00022	50,000.00
TOWNE FORD SALES	TWO 2023 FORD F350 TRUCKS	11/30/22	23 00024	264,180.55
SCHAAF & WHEELER CONSULTING	2023 SEWER REHABILITATION PROJECT	11/30/22	23 00025	130,690.00
Total Purchase Orders Issued in Excess of \$50,000				\$ 695,636.53
Total Count				4

**CITY OF BELMONT
TREASURER'S REPORT
November-22**



Agency Receipts and Disbursements Summary

	Beginning Balance October 31, 2022		Receipts		Disbursements		Ending Balance November 30, 2022
City of Belmont	\$ 91,441,094.90	\$	3,066,867.79	\$	(3,680,974.62)	\$	90,826,988.07
Belmont Fire Protection District	12,265,653.86		1,309,270.97		(85,560.95)		13,489,363.88
Total	\$ 103,706,748.76	\$	4,376,138.76	\$	(3,766,535.57)	\$	104,316,351.95

Balance Summary

		Deposit		Investments		Pool Total
City of Belmont & Belmont Fire Protection District	\$	682,620.00	\$	103,633,731.95	\$	104,316,351.95

I certify that this report accurately reflects all investments of City of Belmont and Belmont Fire Protection District, and is in conformance with the adopted Investment Policy mandated by Government Code 53646. Furthermore, I certify to the best of my knowledge, sufficient investment liquidity and anticipated revenues are available to meet the Agency's budgeted expenditure requirement for the next six months.

Respectfully Submitted,

s/b Grace Castaneda
Grace Castaneda
City Treasurer

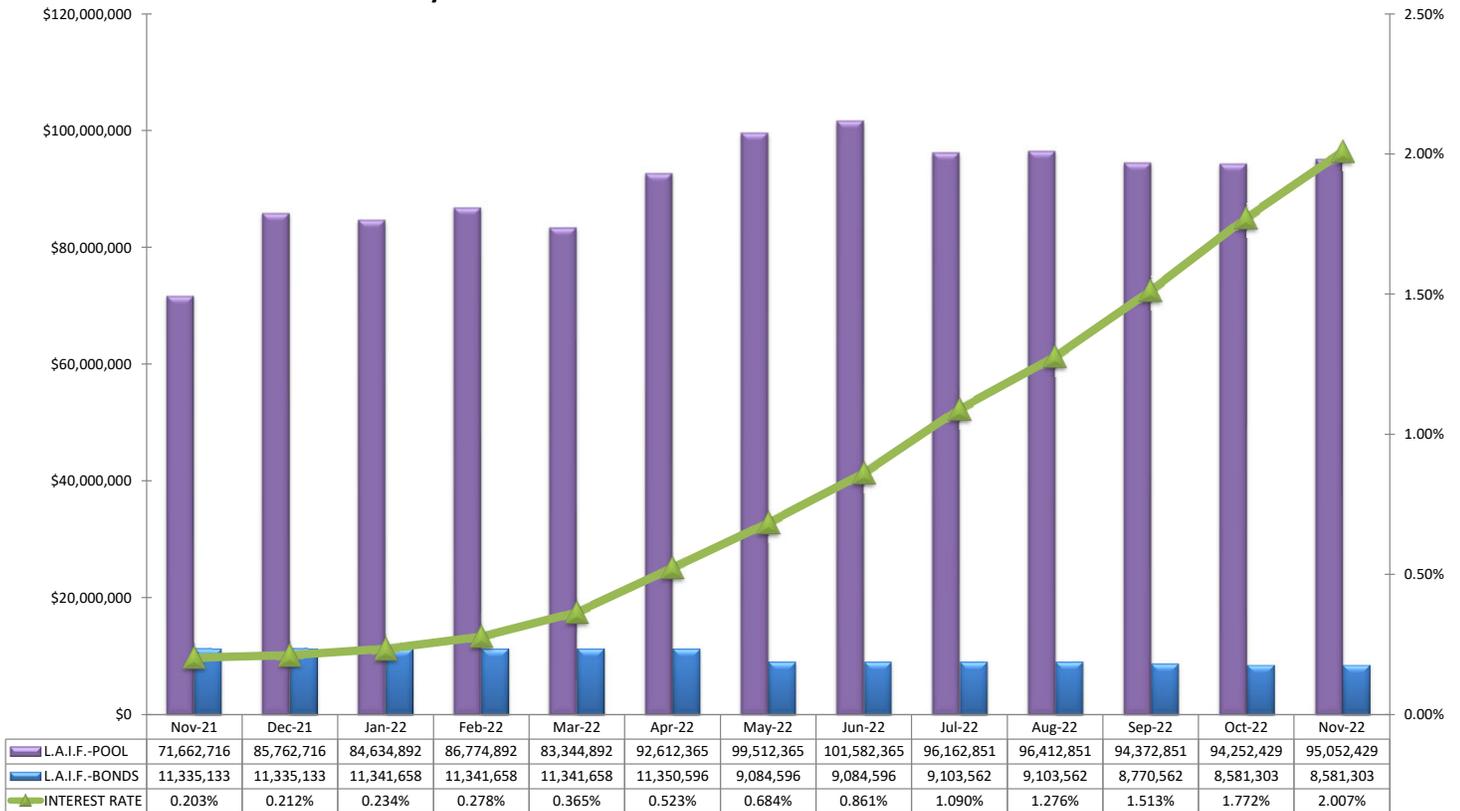
CITY OF BELMONT TREASURER'S REPORT October-22



Investment Detail

Investment Type	Issuer	Maturity Date	Par Amount	Current Market Value	Interest Total	Investment Period	Rate	Pricing Source	Manager
Deposit									
General Account	Wells Fargo		\$ 682,620.00	\$ 682,620.00				Bank	Bank
Investments:									
L.A.I.F.-POOL	State of California	Daily	95,052,428.93	93,223,711.64	158,975.19	90 days	2.007%	LAIF	LAIF
L.A.I.F.-BONDS	State of California	Daily	8,581,303.02	8,416,207.01	14,352.23	90 days	2.007%	LAIF	LAIF
Total			\$ 104,316,351.95	\$ 102,322,538.64	\$ 173,327.42				

City of Belmont Investment Portfolio Trends





STAFF REPORT

Meeting Date: January 10, 2023
Agency: City of Belmont
Staff Contact: Carlos de Melo, Community Development Director, (650) 595-7440, cdemelo@belmont.gov, Dino Francesconi, Chief Building Official, (650) 595-7450, dfrancesconi@belmont.gov
Agenda Title: 2022 Energy Reach/EV Infrastructure Code Amendments
Agenda Action: Ordinance

Recommendation

Conduct public hearing and adopt 2022 Energy Reach & EV Infrastructure Code Amendments Ordinance (second reading).

Strategic Focus Area

Quality of Life

Background

Every three years, the State of California adopts new building standards that are organized in Title 24 of the California Code of Regulations, referred to as the California Building Standards Code (CBSC). This regular update is referred to as a “code cycle.” The current code cycle was adopted in 2019 and became effective on January 1, 2020. Cities and counties can adopt reach codes that require items that are above the minimum state code requirements. However, these reach codes must be filed with the State.

Belmont reviewed Energy Reach Codes in conjunction with the CBSC Adoption process in December 2019, in conjunction with a Climate Action Plan (CAP) update in March 2021, and via updates in October 2021, and February 2022. At the April 26, 2022 City Council meeting, the Council reviewed and discussed the Model Energy Reach & EV Infrastructure Code Amendments (1st Reading of Ordinance) and directed staff set a Public Hearing for the 2nd Reading of the Ordinance.

The Council subsequently conducted a public hearing and adopted the Ordinance (2nd reading) at their June 14, 2022 meeting. The Council further directed that the Reach Code provisions be carried forward in conjunction with the 2022 CBSC code cycle update Ordinance (which was introduced at the November 22, 2022 Council as a separate item).

Staff introduced a draft Reach Code Ordinance (First Reading) for Council consideration at their December 13, 2022 meeting; no modifications/text edits were made. The Council subsequently set a Public Hearing/Second Reading of the Ordinance for tonight’s meeting (consistent with the Public Hearing/Second Reading for the 2022 CBSC Ordinance also on tonight’s agenda).



Analysis

Building Electrification

In August 2021, the California Energy Commission (CEC) adopted the 2022 Building Energy Efficiency Standards ("2022 Energy Code"). The 2022 Energy Code was also considered by the California Building Standards Commission (CBSC) in December 2021. The proposed 2022 Energy Code, which is slated to go into effect on January 1, 2023, includes a few key changes from the 2019 Energy Code. This includes promoting usage of electric heat pump technology, establishing electric-ready requirements for buildings when natural gas is installed, updating requirements for nonresidential solar photovoltaic (PV) system and battery storage standards, and bolstering gas cooking ventilation standards.

Provisions for multifamily buildings include a compliance pathway for central heat pump water heating and prescriptive heat pump requirements for multifamily HVAC systems in dwelling units. Single-family dwelling requirements include a new prescriptive baseline based on either a space heating heat pump or heat pump water heater. Nonresidential buildings will be required to add efficiency measures if not meeting prescriptive requirements such as heat pump space heating.

Funded by the California investor-owned utilities (IOUs), the California Statewide Codes and Standards Program (Statewide Program) led the development of a cost-effectiveness studies for Energy Code reach codes that examined different performance-based approaches for new construction of specific building types. The Statewide Program's analysis estimated cost-effectiveness of several building prototypes including one-story and two-story single-family homes, a two-story and five-story multifamily building, a three-story office building, a one-story retail building, a one-story quick service restaurant, and a four-story hotel. The single-family homes, multifamily homes, and office building prototypes are directly applicable to current Belmont development. The studies identified cost-effective pathways for all-electric buildings and noted where certain exceptions may be necessary.

The City has seen a dramatic increase in multi-family residential activity within the last two years (over 500 units currently under construction or completed). In addition, over 435 multi-family units (spread over 6 different projects) have received entitlement approvals, are in the construction permitting phase, or are currently in the review pipeline. The City also anticipates enhanced commercial development activity in the form of proposed Biotech/Life Sciences office uses in key redevelopment areas of the community - Island Parkway, Shoreway Road, and the Unincorporated Harbor Industrial Area (HIA) - over the next several years.

Building appliance electrification options can generally be broken into three categories:

- All-Electric Municipal Code: No gas hookup allowed (via municipal ordinance). This code is the most effective, avoids the triennial building code cycle, and is flexible in that a City may choose to include time-certain or existing building policies.
- All-Electric Building Code Amendment: Appliances must be electric has many of the same benefits as the Municipal Code option, except that it must be re-adopted with every triennial building code cycle.
- All-Electric-Preferred Building Code Amendment: Allows mixed-fuel buildings with high energy performance, requiring additional energy efficiency measures, battery storage, and/or pre-wiring



for buildings to be electric-ready. In many ways, the 2022 California Energy Code is already electric-preferred.

Electric Vehicle Charging Infrastructure

Electric Vehicle (EV) charging requirements in California can generally be broken into three categories:

- **EV Charging Installed:** All supply equipment is installed at a parking space, such that an EV can charge without additional equipment.
- **EV Ready:** Parking space is provided with all power supply and associated outlet, such that a charging station can be plugged in and a vehicle can charge.
- **EV Capable:** Conduit is installed to parking space, and building electrical system has ample capacity to serve future load. An electrician would be required to complete the circuit before charging is possible.

EV charging capacity and speed can be summarized as three categories:

- **Level 1:** Capable of charging at 120V, 20A. This is an equivalent to a standard home outlet.
- **Level 2:** Capable of charging at 240V, 30-40A. This is the service capacity typically used for larger appliance loads in homes.
- **Level 3 (DC Fast Charging):** Capable of charging at 20-400kW. This is the type of charger used for Tesla Superchargers and DC Fast Chargers at some supermarkets.

The 2022 California Green Building Code Update (Title 24, Part 11) increases requirements for electric vehicle charging infrastructure in new construction; including:

- New one- and two-family dwellings and townhouses with attached private garages: must be Level 2 EV-capable.
- Multi-family dwellings: 10% of parking spaces must be Level 2 EV Capable, 25% of parking spaces must be low-power Level 2 EV Ready, and 5% must be Level 2 EV Charging Installed.
- Non-residential: 15% of parking spaces must be Level 2 EV-capable, and 5% must be Level 2 EV Charging Installed.

Discussion

Building Appliance Electrification

An all-electric required model Ordinance requires specific end-uses to install electric appliances, with exceptions. For multiple reasons including health, safety, economics, and environmental benefits, there is considerable interest in mandating all-electric new construction, or “building electrification,” which means that the buildings would not have any fossil fuel services. All-electric buildings have electric appliances for space heating, water heating, clothes-drying, and cooking. The interest in building electrification stems from the fact that Peninsula Clean Energy is providing 100% carbon-free electricity and eliminating the use of natural gas can greatly reduce greenhouse gas emissions from the building sector.

Electric Vehicle Charging Infrastructure

It is widely known that availability of EV charging infrastructure is a critical component to EV adoption. Meanwhile, it is significantly more expensive to install charging infrastructure as a retrofit than it is during new construction. As such, ensuring that newly constructed residential and non-residential parking has



ample EV charging capability will reduce long-term costs of EV infrastructure installation, while helping to increase EV adoption and decrease transportation-related greenhouse gas emissions. While California's new minimum requirements are a step forward, it is unlikely that the requirements for multi-family dwellings and non-residential buildings are enough to keep pace with expected EV growth looking towards 2030. The Peninsula Clean Energy team reviewed approaches to increase the amount of EV infrastructure in new construction buildings, while keeping construction costs as low as possible.

Building Appliance Electrification Reach Codes

As noted earlier, staff has worked with Peninsula Clean Energy and Silicon Valley Clean Energy who have provided consultant support in understanding the cost-effectiveness past study results and adopting reach codes. Current reach codes (under consideration) meet the requirements of the CEC for cost-effectiveness and are also a cost-effective approach for constituents, contractors, and developers pursuing new construction within city limits. In addition, the results of the analysis show that all-electric buildings are typically less expensive to construct. No changes are proposed to the Building Appliance Electrification Reach Code content/text/requirements as adopted by the Council in June 2022.

As such, the staff-recommended reach code requirements for newly constructed buildings are:

- Require new multifamily and commercial buildings to be all-electric with limited exceptions.
- Require all exempted appliances have electrical pre-wiring to accommodate a future electric appliance.
- Require all new Single Family Dwellings (SFD) to be all-electric. This requirement extends to substantial SFD remodels (i.e. when replacement of more than 50% of the foundation or the above-sill framing occurs).

Exceptions include:

- Commercial kitchens may apply for a modification to install gas cooking appliances. The City may grant the modification if they find: 1) A business-related need to cook with combustion *equipment*; 2) The need cannot be achieved equivalently with an *electric heating appliance*; and 3) The applicant has employed reasonable methods to mitigate the greenhouse gas emissions of the *combustion equipment*.
- Laboratory areas within Non-Residential Buildings may contain non-electric Space Conditioning Systems. To implement this exception, an applicant shall provide third party verification that the All-Electric space heating requirement is not cost effective and feasible.
- Hotels and motels with eighty or more guestrooms may utilize *fuel gas* in on-site commercial clothes drying equipment.
- If the applicant establishes that there is not an all-electric prescriptive compliance pathway for the building under the California Building Energy Efficiency Standards, and that the building is not able to achieve the performance compliance standard applicable to the building under the Energy Efficiency Standards using commercially available technology and an approved calculation method, then the City may grant a modification. The City may approve alternative materials, design and methods of construction or equipment per California Building Code Section 104.



Electric Vehicle Charging Infrastructure Reach Codes

Unlike amendments to the Energy Code, a cost-effectiveness study is not required for amendments to Title 24, Part 11, or the Green Building Code “CALGreen” which covers items such as electric vehicle (EV) charging infrastructure. However, to evaluate the financial impact on first costs, PCE/SVCE commissioned [an analysis](#) of the total cost of implementing various EV infrastructure measures. Staff has consulted with Peninsula Clean Energy and Silicon Valley Clean Energy to understand and potentially establish new construction EV requirements which are more in-line with local EV adoption trends, while providing flexibility for the builder and keeping construction costs as low as possible. As noted earlier, no changes are proposed to the EV Charging Infrastructure Reach Codes content/text/requirements as adopted by the Council in June 2022. As such, the requirements included in the proposed Code Amendments are:

Residential

- Single Family:
 - 1 Level 2 EV Ready
 - 1 Level 1 EV Ready
- Multi-Unit Dwelling:
 - 40% of the units, 1 Level 2 EV Charging Station
 - 60% of the units, 1 Level 1 EV Ready

Exceptions include:

- Accessory Dwelling Unit (ADU’s) & Junior Accessory Dwelling Unit (JADU’s) without additional parking facilities & without electrical panel upgrade or new panel installation.
- Buildings with entitlement permits.
- Documented high costs for providing utility service, and lower levels of charging infrastructure for 100% affordable housing projects.

Non-Residential Office

- 20% of the parking spaces, Level 2 EV Charging Station
- 30% of the parking spaces, Level 2 EV Capable

Non-Residential, Non-Office

- 10% of the parking spaces, Level 2 EV Charging Station
- 10% of the parking spaces, Level 2 EV Capable

The use of Automated Load Management Systems (ALMS) is encouraged. ALMS curtail charging speeds during rare instances of building-wide simultaneous EV charging demand, mitigating electrical infrastructure costs such as utility service connections and transformer sizing.

Environmental Assessment

In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15308, adoption of the proposed Ordinance Amendments is categorically exempt from CEQA, because it imposes stricter energy efficiency requirements and is a regulatory action authorized by state law and intended to protect the environment.



Alternatives

1. Direct staff to revise or remove specific local amendments germane to the Reach Code & EV Infrastructure Ordinance.
2. Request staff to bring back additional information for further consideration.
3. Take no action.

Attachments

- A. Ordinance – Second Reading
- B. Resolution with Climatic Findings

Fiscal Impact

- No Fiscal Impact
- Funding Source Confirmed:

Source:

Staff

Purpose:

Discretionary Action

Public Outreach:

Posting of Agenda

*The City placed a public notice in the Examiner/Redwood City Tribune (local newspaper of general circulation) as required for the January 10, 2023 City Council Public Hearing.

contrasting background. Directional address numbers or letters must be provided. The addresses or numbers must be visible from the street posted at a minimum height of 5 feet, 6 inches above the finished floor, must be visible from the street and must be either internally or externally illuminated in all new construction.

502.1.3 Multiple buildings on one site. Where multiple buildings on one property are accessed by the means of a private road, and the buildings cannot be viewed from the public way, a monument sign, or other signs or other approved means must be used to identify the structure. Address identification must be maintained on each of the buildings within the site.

502.1.4 Rear Addressing. When required by the chief, approved numbers or addresses must be placed on all new and existing buildings in such a position as to be plainly visible and legible from the fire apparatus road at the back of a property or where rear parking lots or alleys provide an acceptable vehicular access. Number stroke and size must comply with 502.1.

SECTION 8. BCC SECTION 7-25.901 DELETED

Belmont City Code Section 7-25.901 is repealed. The code publisher is directed to not show the section as reserved.

SECTION 9. BCC SECTION 7-25.903 AMENDED

Belmont City Code Section 7-25.903 is amended as follows:

Sec. 7-25.903 Amendment of 2022 CBC Section 903 (Automatic Sprinkler Systems)

Section 903 of the 2022 California Building Code is amended to read:

903.1 through 903.1.1 {CBC text not modified}

903.2 Where required. Approved automatic sprinkler systems must be installed throughout all new buildings unless the structure does not require a building permit.

Exception: Detached Group U occupancies separated from structures in accordance with Table 705.5 of the California Building Code.

903.2.1 through 903.2.10 - deleted

903.2.11 through 903.2.21 {CBC text not modified}

903.2.22 Existing buildings and structures. Proposed addition, alterations or fire repairs in existing non-sprinklered buildings over a three-year period exceeding 50% of the original gross floor area square footage must require the entire building to be installed with an automatic fire sprinkler system as follows:

1. Any additions that increase the existing gross floor area by more than 50% require the entire building to be installed with an automatic fire sprinkler system.

2. Any combination of additions, alterations and/or fire repairs to more than 50% of the existing gross building area requires the entire existing building to be installed with an automatic fire sprinkler system. For purposes of this section, alterations only apply to the building area if they increase the size of the fire area of the room or space. See the Policy Manual for further guidance.

3. Any addition, alteration or repair within a building that contains an automatic fire sprinkler system must have the automatic fire sprinkler system extended or modified to the area of proposed work.

4. Any change in use or occupancy creating a more hazardous fire or life safety condition, as determined by the Fire Code Official requires that an automatic fire sprinkler system be installed. For purposes of this section, the relative hazard category must be in accordance with table 903.2.20 based on table 1011.5 of the International Existing Building Code.

Table 903.2.22

Relative Hazard	Occupancy Class
1 (Highest Hazard)	H, L
2	I-2, I-2.1, I-3, I-4
3	A, C, E, M, R-1, R-2, R-2.1, R-4
4	B, F-1, M, S-1, R-3, R-3.1
5 (Lowest Hazard)	F-2, S-2, U

Exceptions:

1. Seismic or accessibility improvements
2. Any exemption otherwise allowable under the Fire Code, as adopted by the San Mateo Consolidated Fire Department at the discretion of the Fire Marshal.
3. Exterior improvements and work not requiring permits as provided in the Building Code.
4. Detached Group U occupancies or detached carports less than 400 square feet.
5. Work requiring only a mechanical, electrical, plumbing and/or demolition permit.
6. Group R-3.1 occupancies unless already containing a fire sprinkler system.

903.3 through 903.3.1.1.3 {CBC text not modified}

903.3.1.2 NFPA 13 sprinkler systems. Automatic sprinkler systems in Group R occupancies must be installed throughout in accordance with 903.3.1.1.

Exception:

R-3 occupancies must have an automatic sprinkler system installed in accordance with NFPA 13D.

903.3.1.2.1 through 903.3.1.2.3 {CBC text not modified}

903.3.1.3 NFPA 13D sprinkler systems. Automatic Sprinkler systems installed in one- and two-family dwellings; Group R-3; and townhouses may be installed throughout in accordance with NFPA 13D as amended in Chapter 35. NFPA 13D sprinkler systems must comply with section 903.4.2 Alarms.

903.3.2 through 903.4.1 {CBC text not modified}

903.4.2 Alarms. One approved audible and visual devices must be connected to every automatic sprinkler system at an approved location. The sprinkler water-flow alarm devices must be activated by waterflow equivalent to the flow of a single sprinkler of the smallest orifice size installed in the system. Where a fire alarm system is installed, actuation of the automatic sprinkler system must actuate the building fire alarm system.

903.4.3 through 903.5 {CBC text not modified}

SECTION 10. BCC SECTION 7-25.905 AMENDED

Belmont City Code Section 7-25.905 is amended as follows:

Sec. 7-25.905 Amendment of 2022 CBC Section 905 (Standpipe Systems)

Section 905 of the 2022 California Building Code is amended to read:

905.1 through 905.3 {CBC text not modified}

905.3.1 Height. {CBC text not modified}

1. {CBC text not modified}
2. Buildings that are more than 2 stories in height.
3. {CBC text not modified}
4. {CBC text not modified}

Exceptions: 1 – 6.2 {CBC text not modified}

905.3.2 through 905.11 {CBC text not modified}

SECTION 11. BCC SECTION 7-25.907 AMENDED

Belmont City Code Section 7-25.907 is amended as follows:

Sec. 7-25.907 **Amendment of 2022 CBC Section 907 (Fire Alarm and Detection Systems)**

Section 907 of the 2022 California Building Code is amended to read:

907.1 through 907.1.5 {CBC text not modified}

907.1.6 Fire Alarm Certification. New fire alarm systems must be UL-Certified. A Certificate of Completion and other documentation as listed in NFPA 72 must be provided for all new fire alarm system installations. It is the responsibility of the building owner or owner's representative to obtain and maintain a current and valid Certificate. The protected premise must be issued a UUFEX type certification from Underwriters Laboratories (UL).

907.1.6.1 Posting of Certificate. The UL certificate required in section 907.1.6 must be posted in a durable transparent cover within 3 feet of the fire alarm control panel within 45 days of the final acceptance test/inspection.

907.2 through 907.8 {CBC text not modified}

SECTION 12. BCC SECTION 7-25.1009 AMENDED

Belmont City Code Section 7-25.1009 is amended as follows:

Sec. 7-25.1009 **Amendment of 2022 CBC Section 1009 (Accessible Means of Egress)**

Section 1009 of the 2022 California Building Code is amended to read:

1009.1 through 1009.3.3 Exception 6 {CBC text not modified}

1009.3.4 Convenience Stair. Convenience stairs in buildings 4 or more stories in height that are not required as exits must be limited to connect only 2 floors.

1009.4 through 1009.12 {CBC text not modified}

SECTION 13. BCC SECTION 7-32 AMENDED

Belmont City Code Section 7-32 is amended to read:

Sec. 7-32 **2022 California Residential Code Adopted**

The building standards in the 2022 California Residential Code (CRC), California Code of Regulations, Title 24, Part 2.5, adopting the 2021 International Residential Code of the International Code Council with necessary California amendments, is adopted by reference as the Residential Code of the City of Belmont, California. A copy of 2022 CRC must be maintained on file in the office of the City Clerk.

SECTION 14. BCC SECTION 7-33 AMENDED

Belmont City Code Section 7-33 is amended to read as follows:

Sec. 7-33 2022 CRC Appendix Chapters Adopted

(a) The following Appendix Chapters of the 2022 California Residential Code are adopted: Appendix Chapters AK (Sound Transmission) and AX (Swimming Pool Safety Act).

(b) The remaining Appendix Chapters are not adopted unless adopted by a state agency for application to occupancies subject to that agency's jurisdiction.

SECTION 15. BCC SECTION 7-34 AMENDED

Belmont City Code Section 7-34 is amended to read as follows:

Sec. 7-34 2022 CRC Chapter 1, Division II Adopted with Amendments

(a) Except for the sections set forth in subsection (b), the requirements reproduced in Chapter 1, Division II of the 2022 California Residential Code are adopted by reference, and govern the administration of the Belmont Residential Code. References to model codes in the adopted sections mean the corresponding California Codes as adopted by the City of Belmont.

(b) The following sections of Chapter 1, Division II of the 2022 California Residential Code are not adopted: R101, R102.1, R102.5, R102.6, R102.7, R102.7.1, R103, R104.8, R104.8.1, R112.3., R112.4, and R113.3.

SECTION 16. BCC SECTION 7-35 AMENDED

Belmont City Code Section 7-35 is amended to read:

Sec. 7-35 Numbering of Amendments to 2022 CRC

The 2022 California Residential Code is amended as provided in Sections 7-35.R313, 7-35.R319, and 7-35.R902. The number to the right of the decimal point in these sections corresponds to the section in the 2022 California Residential Code that is amended.

SECTION 17. BCC SECTION 7-35.R313 AMENDED

Belmont City Code Section 7-35.R313 is amended to read:

Sec. 7-35.R313 Amendment of 2022 CRC Section R313 (Automatic Fire Sprinkler Systems)

Section R313 of the 2022 California Residential Code is amended to read:

R313.1 Townhouse and one- and two family dwelling automatic fire sprinkler systems. An automatic residential fire sprinkler system (ARFS) must be installed in townhouses, one-family and two-family dwellings throughout the entire building or structure as follows:

1. In new unit construction.
2. When additions, alterations or repairs are made to an existing building or structure.
3. When any change in use or occupancy occurs creates a more hazardous fire/life safety condition as determined by the Fire Code Official

Exceptions:

1. In an existing building or structure without an ARFS, additions, alterations, and repairs that when combined over a three year period total 50% or less the original floor area. For purposes of this exception, only alterations that increase the size of the fire area of the room or space are counted. See the San Mateo Consolidated Fire Department Fire Policy Manual for further guidance.
2. Seismic or accessibility improvements;
3. Any exemption required by law or otherwise allowable under the Fire Code as determined by the Code Official.
4. Exterior improvements and work not requiring permits as provided in the Building Code.
5. Detached Group U occupancies or detached carports less than 400 square feet.
6. Work requiring only a mechanical, electrical, plumbing and/or demolition permit.
7. Group R-3.1 occupancies unless already containing a fire sprinkler system.
8. An accessory dwelling unit to a single- or two family dwelling provided all of the following are met:
 - 8.1 The unit meets the definition of Accessory Dwelling Unit in Government Code Section 65852.2
 - 8.2 The existing primary residence does not have automatic fire sprinklers.
 - 8.3 The detached unit does not exceed 1,200 square feet.
 - 8.4 The unit is on the same lot as the primary residence.

R313.1.1 NFPA 13D sprinkler systems. Automatic Sprinkler systems installed in one- and two-family dwellings; Group R-3; and townhouses may be installed throughout in accordance with NFPA 13D as amended in Chapter 44. NFPA 13D sprinkler systems must comply with section R313.1.2 Alarms.

R313.1.2 Alarms. One approved audible and visual devices must be connected to every automatic sprinkler system at an approved location. The sprinkler water-flow alarm

devices must be activated by waterflow equivalent to the flow of a single sprinkler of the smallest orifice size installed in the system. Where a fire alarm system is installed, actuation of the automatic sprinkler system must actuate the building fire alarm system.

R313.2 –R313.2.1 deleted.

R313.3 through R313.3.8.2 {CRC text not modified}

SECTION 18. BCC SECTION 7-35.R319 AMENDED

Belmont City Code Section 7-35.R319 is amended to read:

Sec. 7-35.R319 Amendment to 2022 CRC Section R313 (Site Address)

Section R319 of the 2022 California Residential Code is amended to read:

SECTION R319 SITE ADDRESS

R319.1 Address identification. New and existing buildings must have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers must contrast with their background. Address numbers must be Arabic numerals or alphabet letters. The numbers must be either internally or externally illuminated in all new construction and in all alterations greater than 50% of the original structure. Numbers must be as follows:

1. Minimum of ½ inch stroke by 6 inches high.
2. When the structure is 36 to 50 feet from the street or fire department access a minimum ½ inch stroke by 9 inches high is required.
3. When the structure is more than 50 feet from the street or fire apparatus access, a minimum of 1 inch stroke by 12 inches high is required.

R319.1.1 Multi-tenant buildings. Numbers or letters must be designated on all occupancies within a building. Size must be ½ inch stroke by 4 inches high and on a contrasting background. Directional address numbers or letters must be provided. The addresses or numbers must be visible from the street posted at a minimum height of 5 feet, 6 inches above the finished floor, must be visible from the street and must be either internally or externally illuminated in all new construction.

R319.1.2 Multiple buildings on one site. Where multiple buildings on one property are accessed by the means of a private road, and the buildings cannot be viewed from the public way, a monument sign, or other signs or other approved means must be used to identify the structure. Address identification must be maintained on each of the buildings within the site.

R319.1.3 Rear addressing. When required by the chief, approved numbers or addresses must be placed on all new and existing buildings in such a position as to be plainly visible

and legible from the fire apparatus road at the back of a property or where rear parking lots or alleys provide an acceptable vehicular access. Number stroke and size must comply with CBC 505.1.

SECTION 19. BCC SECTION 7-35.R902 AMENDED

Belmont City Code Section 7-35.R902 is amended to read as follows:

Sec. 7-35. R902 Amendment to 2022 CRC Section R902 (Fire Classification)

Section R902 of the 2022 California Residential Code is amended to read:

R902.1 through R902.1.1 {CRC text not modified}

R902.1.2 Roof coverings in all other areas. The entire roof covering of every existing structure where more than 50 percent of the total roof area is replaced within any one-year period, the entire roof covering of every new structure, and any roof covering applied in the alteration, repair or replacement of the roof of every existing structure, must be a fire-retardant roof covering that is at least Class B.

R902.2.1.3 through R902.4 {CRC text not modified}

SECTION 20. BCC SECTION 7-42 AMENDED

Belmont City Code Section 7-42 is amended to read as follows:

Sec. 7-42 2022 California Electrical Code Adopted

The building standards in the 2022 California Electrical Code (CEC), California Code of Regulations, Title 24, Part 3, adopting the 2020 National Electrical Code of the National Fire Protection Associations with necessary California amendments, is adopted by reference as the Electrical Code of the City of Belmont, California. A copy of 2022 CEC must be maintained on file in the office of the City Clerk.

SECTION 21. BCC SECTION 7-43 AMENDED

Belmont City Code Section 7-43 is amended to read as follows:

Sec. 7-43 Administrative Provisions

The administrative provisions in 2022 California Building Code, Chapter 1, Division II as adopted and amended by Section 7-24, govern the administration of the Belmont Electrical Code.

SECTION 22. BCC SECTION 7-52 AMENDED

Belmont City Code Section 7-52 is amended to read as follows:

Sec. 7-52 2022 California Mechanical Code Adopted

The building standards in the 2022 California Mechanical Code (CMC), California Code of

Sec. 7-65.T104.5 Amendment of 2022 CPC Table 104.5 (Plumbing Permit Fees)

Table 104.5 of the 2022 California Plumbing Code is amended to read:

Table 104.5. Plumbing permit fees are as set forth on the City's Master Fee Schedule.

SECTION 32. BCC SECTION 7-65.609.10.2 AMENDED

Belmont City Code Section 7-65.609.10.2 is amended to read:

Sec. 7-65.609.10.2 Addition of Section 609.11.2 to 2022 CPC

Section 609.11.2 is added to the 2022 California Plumbing Code to read:

609.11.2 Section 609.11 applies to all occupancies including HCD 1 and 2.

SECTION 33. BCC SECTION 7-70 AMENDED

Belmont City Code Section 7-70 is amended to read:

Sec. 7-70 Ratification of San Mateo Consolidated Fire Department Fire Code

San Mateo Consolidated Fire Department Ordinance 2022-001 “Establishing The San Mateo Consolidated Fire Department Fire Code By Adopting The 2021 International Fire Code With The 2022 California Fire Code Amendments And the 2021 International Wildland Urban Interface Code with Local Findings And Modification” adopting the 2022 California Fire Code with local amendments and the 2021 International Wildland Urban Interface Code with local amendments as the Fire Code for the joint powers authority is hereby ratified by the City of Belmont in accordance with Health and Safety Code Section 13869.7 and applies throughout the city.

SECTION 34. SEVERABILITY.

If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision does not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Belmont declares that it would have passed this Ordinance and each section or subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 35. EFFECTIVE DATE.

This Ordinance takes effect and will be enforced 30 days after its adoption.

* * *

The City Council of the City of Belmont, California introduced the foregoing ordinance, on November 22, 2022 and adopted the ordinance at a regular meeting held on [insert date], 2023 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

RESOLUTION NO. 2023-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT MAKING EXPRESS FINDINGS THAT MODIFICATIONS TO THE 2022 CALIFORNIA BUILDING, PLUMBING, MECHANICAL, ELECTRICAL, AND RESIDENTIAL CODES BY REFERENCE AS AMENDED, AND RATIFYING THE SAN MATEO CONSOLIDATED FIRE DEPARTMENT FIRE CODE ADOPTING AND AMENDING THE 2022 CALIFORNIA FIRE CODE AND 2021 INTERNATIONAL WILDLAND URBAN INTERFACE CODE ARE REASONABLY NECESSARY DUE TO LOCAL CONDITIONS

WHEREAS, on November 22, 2022, the City Council introduced Ordinance _____ adopting and amending the 2022 California Building, Residential, Mechanical, Plumbing, and Electrical Codes including amendments to building standards contained in the Building, Residential, and Plumbing Codes, and ratifying the San Mateo Consolidated Fire Department Fire Code adopting and amending the 2022 California Fire Code and 2021 International Wildland Urban Interface Code; and,

WHEREAS, on January 10, 2023, the City Council conducted a public hearing regarding Ordinance _____ adopting and amending the 2022 California Building, Residential, Mechanical, Plumbing, and Electrical Codes, and San Mateo Consolidated Fire Department Fire Code adopting and amending the 2022 California Fire Code and 2021 International Wildland Urban Interface Code; and,

WHEREAS, California Health and Safety Code Sections 17958, 17958.5, 17958.7, and 18941.5 authorize the City to modify the building standards contained in the California Building Standards Code and other regulations adopted under Health and Safety Code Section 17922 if found by the City to be reasonably necessary because of local climatic, geologic, or topographic conditions; and,

WHEREAS, the City Council has considered the November 22, 2022 and January 10, 2023 staff reports discussing the proposed amendments to building standards in the 2022 California Building, Residential and Plumbing Codes and the presentations by staff, has considered the proposed ordinance containing the amendments attached to the report, and has reviewed the proposed findings attached to the report.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. Reasonably Necessary Amendments Due to Local Conditions.

(a) The amendments to the 2022 California Building, Residential, and Plumbing Codes are found to be reasonably necessary because of local climatic, geological or topographical conditions.

(b) The City Council finds that the conditions listed in Attachment 1 attached hereto are, in fact, local climatic, geological and topographical conditions.

(c) The conditions listed in Attachment 1 make the amendments to the 2022 California Building Standards Code described in Attachment 1 and contained in the ordinance referenced above are reasonably necessary for the reasons stated in Attachment 1 and in the November 22, 2022 and January 10, 2023 staff reports.

* * *

ADOPTED January 10, 2023, by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

City of Belmont Resolution 2023 -
Attachment 1

**Necessary Modifications to Building Standards in the 2022 California Building,
Residential, and Plumbing Codes Due To Local Conditions**

Introduction

City of Belmont Ordinance 2023-_____ contains amendments, deletions and additions to provisions reproduced in the 2022 California Building Code, 2022 Residential Code, 2022 Mechanical Code, 2022 Electrical Code and 2022 Plumbing Code. The modifications to the building standards contained in Building, Residential and Plumbing codes are reasonably necessary because of the climatic, geologic, and topographic conditions found in the City of Belmont. In accordance with Health and Safety Code Sections 17958, 17958.5, 17958.7, and 18941.5, this document describes the climatic, geologic, and topographic conditions found in the City of Belmont and the specific modifications and the local conditions determined by the City of Belmont to make each modification to the building standards reasonably necessary.

**Part I:
Local Conditions**

A. Profile of the City Of Belmont

The City of Belmont is located in southern region of the San Mateo County. The City of San Mateo is to the north, Redwood City and Foster City to the east, and San Carlos and unincorporated areas of San Mateo County are to the south. The City encompasses an area of roughly 4.6 square miles, with a resident population of approximately 27,000. The City includes large tracks of open space found in the steep forested ridges and foothills in the western portions of the city. Highway 101 passes through the City near its eastern edge, and Interstate 280 passes by the City near its western edge.

B. Climatic, Geologic, and Topographic Conditions

The climatic, geologic, and topographic conditions found in the City of Belmont necessitate making modifications to the building standards in the 2022 California Building Code, 2022 Plumbing Code, and 2022 Residential Code in order to provide a reasonable degree of fire and life safety in this community. These conditions are discussed in detail below.

1. Climatic Conditions.

The City of Belmont, on average, experiences an annual rainfall between 18 to 25 inches. This rainfall can be expected between October and April of each year and is based on the 100 year weather almanac. However, during the summer and early fall months there is little, if any, measurable precipitation. During this dry period, the temperatures are usually between 70°-90° with light to gusty westerly winds. These drying winds, mixed with the natural vegetation, which is dominant throughout the area, creates a hazardous fuel condition, which further create extensive

grass and brushland fire risk. With residential developments encroaching into these wooded and grass, or brush covered areas, wind and terrain-driven fires could have severe consequences and place lives and properties at risk.

2. Geologic Conditions.

(a) Earthquakes. Seismically, the City sits along the active San Andreas Fault, and is rated as a Seismic Zone 4. The relatively young geological processes that have created the San Francisco bay region are still active today.

(b) Soil Conditions. The City of Belmont lies in the southern end of San Mateo County. The areas closest to the Bay are overlain by unconsolidated fine silty clay, known as Bay Mud, which varies in thickness from a few feet to as much as thirty (30) feet. Bedrock lies beneath the area at depths generally three hundred (300) feet or more. The topography is essentially flat, dropping from an elevation of eight hundred (800) feet to sea level. The slope of the city extends upwards on the western side. Slopes range from (0) degrees to more than (20) degrees on some streets.

3. Topographic Conditions.

(a) Hills. Much of the City is located in hills. The hilly terrain has influenced development to follow the path of least resistance, creating a meandering pattern. The development pattern includes lots of inconsistent size, and development is often set deeply back from the street. The development pattern also does not lend itself to a good systematic street and road layout, which would promote easy traffic flow. It has, in fact, resulted in few major cross-town thoroughfares, which tend to be heavily congested, primarily during commute hours and seasonal periods of the year. "Pass-through" vehicular traffic in the City, such as the areas of the Alameda de Las Pulgas, Ralston Avenue, and El Camino Real, increase commute time traffic for East and West bound vehicular movement to US 101 and Interstate 280. This creates barriers, which increases the response time of fire apparatus and other emergency vehicles. The topography of the City is also burdened by major structures. Employment areas are throughout the City, and the people who work in these complexes have added to the traffic congestion, thereby increasing fire apparatus response times.

(b) Vegetation. The hilly portions of the City contain trees, dense brush vegetation and a heavy growth of natural grasses that contribute to fuel-loading. The surrounding areas suffer several wildland fires each year.

(c) Roads and Streets. The number of vehicle miles driven is steadily increasing despite limited growth. Many older streets are narrow and steep. The impact of additional planned developments and increased traffic flow will continue to create an effect on the delivery of fire protection services.

Part II:

Findings for Specific Modifications to Building Standards

A. 2022 California Building Code

1. Section 502 (Address Identification) – Local Conditions 3(a), (b), & (c)

Residential development in hilly terrain with meandering street patterns has led to inconsistent lot sizes and structure placement combined with significant vegetation. These conditions can often make identification of correct addresses difficult and can cause delay of emergency personnel in locating the correct address when responding to requests for emergency services. This amendment responds to these conditions by making address numbers larger for easier identification.

2. Section 903 (Automatic Sprinkler Systems) and Section 905 (Standpipes) – Local Conditions 1 & 3(a), (b), & (c)

This amendment brings the 2022 California Building Code in alignment with the amendment promulgated by the Belmont Fire Protection District. The experiences of several disastrous wildland-urban interface fires within Alameda, Santa Clara, Monterey, Sonoma and Contra Costa Counties have demonstrated the need for other fire protection features/regulations. While adoption of such regulations may not prevent the incidence of fire, their implementation reduce the severity and potential loss of life and property from those fires that do occur.

Automatic fire extinguishing systems (AFES) and standpipe systems are effective in confining, extinguishing, or aiding in the extinguishment of a fire, as well as reducing the amount of toxic gases and smoke generated by fire. They also allow people to safely evacuate the building and can confine the fire until emergency resources arrive at scene. An AFES throughout a structure serves to limit the loss of life and property. Inherent delays caused by the traffic patterns throughout the fire district make it necessary to mitigate this risk by requiring additional built-in automatic fire protection and detection systems that provide early detection and initial control of fires until the arrival of the fire department.

3. Section 907.1.6 (Fire Alarm Certification) and Section 1009.3.1 (Convenience Stair) – Local Conditions 1, 3(a), (b), & (c)

These amendments bring the 2022 California Building Code in alignment with the amendment promulgated by the Belmont Fire Protection District. The experiences of several major multi-story building fires within Alameda, Santa Clara, Monterey and Contra Costa Counties have demonstrated the need for other fire protection features/regulations. While adoption of such regulations may not prevent the incidence of fire, their implementation reduces the severity and potential loss of life and property from those fires that do occur.

New fire alarm systems are to be UL-Certified. A UL-certification (Underwriters Laboratory) provides a system certification from a registered testing lab recognized by the NFPA (National Fire Protection Agency) and ICC (International Code Council). Limiting convenience stairs is effective in confining, extinguishing, or aiding in the extinguishment of a fire, as well as reducing

the amount of toxic gases and smoke generated by fire. They also allow people to safely evacuate the building and can confine the fire until emergency resources arrive at scene.

4. **Appendix Chapter I (Patio Covers) – Local Condition 1**

Purpose: During the summer months, prevailing westerly winds from the Pacific Ocean move through the City of Belmont often in excess of 18 miles per hour. This condition can compromise the outdoor experience, even during periods of warm weather. In order to enjoy the sunshine and views, without the discomfort of the wind, a patio cover is desirable. However, due to the percentage of fenestration, these structures would not meet the requirements of the energy code. As such a special category, which is not considered conditioned space, is necessary.

B. 2022 California Plumbing Code

1. **Section 609.11.2 (Water Hammer) – Local Condition 3(a)**

Water pressure in the City’s hilly terrain varies depending on the location of a building relative to the adjacent topography and the proximity to the water pumps. Water hammer is a frequent problem that is detrimental to the supply system. The condition is especially acute at quick acting valves. The installation of air chambers has proven ineffectual in mitigating water hammer. Adoption of this code section addresses this condition.

C. 2022 California Residential Code

1. **Section R313 (Automatic Sprinkler Systems) and Section 905 (Standpipes) – Local Conditions 1 & 3(a), (b), & (c)**

This amendment brings the 2022 California Residential Code in alignment with the amendment promulgated by the Belmont Fire Protection District. The experiences of several disastrous wildland-urban interface fires within Alameda, Santa Clara, Monterey, Sonoma and Contra Costa Counties have demonstrated the need for other fire protection features/regulations. While adoption of such regulations may not prevent the incidence of fire, their implementation reduce the severity and potential loss of life and property of these fires which do occur.

Automatic fire extinguishing systems (AFES) and standpipe systems are effective in confining, extinguishing, or aiding in the extinguishment of a fire, as well as reducing the amount of toxic gases and smoke generated by fire. They also allow people to safely evacuate the building and can confine the fire until emergency resources arrive at scene. An AFES throughout a structure serves to limit the loss of life and property. Inherent delays caused by the traffic patterns throughout the fire district make it necessary to mitigate this risk by requiring additional built-in automatic fire protection and detection systems that provide early detection and initial control of fires until the arrival of the fire department.

2. **Section R319 (Address Identification) - Local Conditions 3(a), (b), & (c)**

Residential development in hilly terrain with meandering street patterns has led to inconsistent lot sizes and structure placement combined with significant vegetation. These conditions can often make identification of correct addresses difficult and can cause delay of

emergency personnel in locating the correct address when responding to requests for emergency services. This amendment responds to these conditions by making address numbers larger for easier identification.

3. Section R902 (Roof Classifications) – Local Conditions 1, 2(a), 2(b), 3(a), (b), & (c)

The combination of light and gusty westerly winds and dry vegetation create hazardous fuel conditions during the summer and fall months. Additionally the proximity of the San Andreas Fault to residential occupancies and other occupancies creates a high probability of an earthquake causing damage to structures and fire suppression systems. Fire resistance roofs provide a passive protection system and gives occupants more time to exit and reduces fire spread between structures.

4. Appendix Chapter AK (Sound Transmission) – Local Condition 3(a), (b), & (c)

The topography of the City of Belmont is such that development of tracts of single unit homes will be rare. The City is primarily built-out. Future development will consist of mixed-use occupancies and high-density housing. Secondary dwelling units will increase in popularity. Sound transmission controls have been excluded in the California Residential Code, although they are included in the California Building Code. The inclusion of this appendix in the CRC will allow enforcement of sound transmission controls in secondary dwelling units and duplexes.

5. Appendix Chapter AX (Swimming Pool Safety Act) – Local Condition 1

The City of Belmont enjoys a Mediterranean climate with temperatures that can reach 90 degrees Fahrenheit in the summer months. A popular form of outdoor recreation is the use of swimming pools, spas, and hot tubs. The majority of pools in Belmont are located in single unit dwellings. However, the California Residential Code has not adopted the provisions of the Swimming Pool Safety Act, although they have been adopted in the California Building Code.



STAFF REPORT

Meeting Date: January 10, 2023
Agency: City of Belmont
Staff Contact: Carlos de Melo, Community Development Director, (650) 595-7440, cdemelo@belmont.gov, Dino Francesconi, Chief Building Official, (650) 595-7450, dfrancesconi@belmont.gov
Agenda Title: 2022 Energy Reach/EV Infrastructure Code Amendments
Agenda Action: Ordinance

Recommendation

Conduct public hearing and adopt 2022 Energy Reach & EV Infrastructure Code Amendments Ordinance (second reading).

Strategic Focus Area

Quality of Life

Background

Every three years, the State of California adopts new building standards that are organized in Title 24 of the California Code of Regulations, referred to as the California Building Standards Code (CBSC). This regular update is referred to as a “code cycle.” The current code cycle was adopted in 2019 and became effective on January 1, 2020. Cities and counties can adopt reach codes that require items that are above the minimum state code requirements. However, these reach codes must be filed with the State.

Belmont reviewed Energy Reach Codes in conjunction with the CBSC Adoption process in December 2019, in conjunction with a Climate Action Plan (CAP) update in March 2021, and via updates in October 2021, and February 2022. At the April 26, 2022 City Council meeting, the Council reviewed and discussed the Model Energy Reach & EV Infrastructure Code Amendments (1st Reading of Ordinance) and directed staff set a Public Hearing for the 2nd Reading of the Ordinance.

The Council subsequently conducted a public hearing and adopted the Ordinance (2nd reading) at their June 14, 2022 meeting. The Council further directed that the Reach Code provisions be carried forward in conjunction with the 2022 CBSC code cycle update Ordinance (which was introduced at the November 22, 2022 Council as a separate item).

Staff introduced a draft Reach Code Ordinance (First Reading) for Council consideration at their December 13, 2022 meeting; no modifications/text edits were made. The Council subsequently set a Public Hearing/Second Reading of the Ordinance for tonight’s meeting (consistent with the Public Hearing/Second Reading for the 2022 CBSC Ordinance also on tonight’s agenda).



Analysis

Building Electrification

In August 2021, the California Energy Commission (CEC) adopted the 2022 Building Energy Efficiency Standards ("2022 Energy Code"). The 2022 Energy Code was also considered by the California Building Standards Commission (CBSC) in December 2021. The proposed 2022 Energy Code, which is slated to go into effect on January 1, 2023, includes a few key changes from the 2019 Energy Code. This includes promoting usage of electric heat pump technology, establishing electric-ready requirements for buildings when natural gas is installed, updating requirements for nonresidential solar photovoltaic (PV) system and battery storage standards, and bolstering gas cooking ventilation standards.

Provisions for multifamily buildings include a compliance pathway for central heat pump water heating and prescriptive heat pump requirements for multifamily HVAC systems in dwelling units. Single-family dwelling requirements include a new prescriptive baseline based on either a space heating heat pump or heat pump water heater. Nonresidential buildings will be required to add efficiency measures if not meeting prescriptive requirements such as heat pump space heating.

Funded by the California investor-owned utilities (IOUs), the California Statewide Codes and Standards Program (Statewide Program) led the development of a cost-effectiveness studies for Energy Code reach codes that examined different performance-based approaches for new construction of specific building types. The Statewide Program's analysis estimated cost-effectiveness of several building prototypes including one-story and two-story single-family homes, a two-story and five-story multifamily building, a three-story office building, a one-story retail building, a one-story quick service restaurant, and a four-story hotel. The single-family homes, multifamily homes, and office building prototypes are directly applicable to current Belmont development. The studies identified cost-effective pathways for all-electric buildings and noted where certain exceptions may be necessary.

The City has seen a dramatic increase in multi-family residential activity within the last two years (over 500 units currently under construction or completed). In addition, over 435 multi-family units (spread over 6 different projects) have received entitlement approvals, are in the construction permitting phase, or are currently in the review pipeline. The City also anticipates enhanced commercial development activity in the form of proposed Biotech/Life Sciences office uses in key redevelopment areas of the community - Island Parkway, Shoreway Road, and the Unincorporated Harbor Industrial Area (HIA) - over the next several years.

Building appliance electrification options can generally be broken into three categories:

- **All-Electric Municipal Code**: No gas hookup allowed (via municipal ordinance). This code is the most effective, avoids the triennial building code cycle, and is flexible in that a City may choose to include time-certain or existing building policies.
- **All-Electric Building Code Amendment**: Appliances must be electric has many of the same benefits as the Municipal Code option, except that it must be re-adopted with every triennial building code cycle.
- **All-Electric-Preferred Building Code Amendment**: Allows mixed-fuel buildings with high energy performance, requiring additional energy efficiency measures, battery storage, and/or pre-wiring



for buildings to be electric-ready. In many ways, the 2022 California Energy Code is already electric-preferred.

Electric Vehicle Charging Infrastructure

Electric Vehicle (EV) charging requirements in California can generally be broken into three categories:

- **EV Charging Installed:** All supply equipment is installed at a parking space, such that an EV can charge without additional equipment.
- **EV Ready:** Parking space is provided with all power supply and associated outlet, such that a charging station can be plugged in and a vehicle can charge.
- **EV Capable:** Conduit is installed to parking space, and building electrical system has ample capacity to serve future load. An electrician would be required to complete the circuit before charging is possible.

EV charging capacity and speed can be summarized as three categories:

- **Level 1:** Capable of charging at 120V, 20A. This is an equivalent to a standard home outlet.
- **Level 2:** Capable of charging at 240V, 30-40A. This is the service capacity typically used for larger appliance loads in homes.
- **Level 3 (DC Fast Charging):** Capable of charging at 20-400kW. This is the type of charger used for Tesla Superchargers and DC Fast Chargers at some supermarkets.

The 2022 California Green Building Code Update (Title 24, Part 11) increases requirements for electric vehicle charging infrastructure in new construction; including:

- New one- and two-family dwellings and townhouses with attached private garages: must be Level 2 EV-capable.
- Multi-family dwellings: 10% of parking spaces must be Level 2 EV Capable, 25% of parking spaces must be low-power Level 2 EV Ready, and 5% must be Level 2 EV Charging Installed.
- Non-residential: 15% of parking spaces must be Level 2 EV-capable, and 5% must be Level 2 EV Charging Installed.

Discussion

Building Appliance Electrification

An all-electric required model Ordinance requires specific end-uses to install electric appliances, with exceptions. For multiple reasons including health, safety, economics, and environmental benefits, there is considerable interest in mandating all-electric new construction, or “building electrification,” which means that the buildings would not have any fossil fuel services. All-electric buildings have electric appliances for space heating, water heating, clothes-drying, and cooking. The interest in building electrification stems from the fact that Peninsula Clean Energy is providing 100% carbon-free electricity and eliminating the use of natural gas can greatly reduce greenhouse gas emissions from the building sector.

Electric Vehicle Charging Infrastructure

It is widely known that availability of EV charging infrastructure is a critical component to EV adoption. Meanwhile, it is significantly more expensive to install charging infrastructure as a retrofit than it is during new construction. As such, ensuring that newly constructed residential and non-residential parking has



ample EV charging capability will reduce long-term costs of EV infrastructure installation, while helping to increase EV adoption and decrease transportation-related greenhouse gas emissions. While California's new minimum requirements are a step forward, it is unlikely that the requirements for multi-family dwellings and non-residential buildings are enough to keep pace with expected EV growth looking towards 2030. The Peninsula Clean Energy team reviewed approaches to increase the amount of EV infrastructure in new construction buildings, while keeping construction costs as low as possible.

Building Appliance Electrification Reach Codes

As noted earlier, staff has worked with Peninsula Clean Energy and Silicon Valley Clean Energy who have provided consultant support in understanding the cost-effectiveness past study results and adopting reach codes. Current reach codes (under consideration) meet the requirements of the CEC for cost-effectiveness and are also a cost-effective approach for constituents, contractors, and developers pursuing new construction within city limits. In addition, the results of the analysis show that all-electric buildings are typically less expensive to construct. No changes are proposed to the Building Appliance Electrification Reach Code content/text/requirements as adopted by the Council in June 2022.

As such, the staff-recommended reach code requirements for newly constructed buildings are:

- Require new multifamily and commercial buildings to be all-electric with limited exceptions.
- Require all exempted appliances have electrical pre-wiring to accommodate a future electric appliance.
- Require all new Single Family Dwellings (SFD) to be all-electric. This requirement extends to substantial SFD remodels (i.e. when replacement of more than 50% of the foundation or the above-sill framing occurs).

Exceptions include:

- Commercial kitchens may apply for a modification to install gas cooking appliances. The City may grant the modification if they find: 1) A business-related need to cook with combustion *equipment*; 2) The need cannot be achieved equivalently with an *electric heating appliance*; and 3) The applicant has employed reasonable methods to mitigate the greenhouse gas emissions of the *combustion equipment*.
- Laboratory areas within Non-Residential Buildings may contain non-electric Space Conditioning Systems. To implement this exception, an applicant shall provide third party verification that the All-Electric space heating requirement is not cost effective and feasible.
- Hotels and motels with eighty or more guestrooms may utilize *fuel gas* in on-site commercial clothes drying equipment.
- If the applicant establishes that there is not an all-electric prescriptive compliance pathway for the building under the California Building Energy Efficiency Standards, and that the building is not able to achieve the performance compliance standard applicable to the building under the Energy Efficiency Standards using commercially available technology and an approved calculation method, then the City may grant a modification. The City may approve alternative materials, design and methods of construction or equipment per California Building Code Section 104.



Electric Vehicle Charging Infrastructure Reach Codes

Unlike amendments to the Energy Code, a cost-effectiveness study is not required for amendments to Title 24, Part 11, or the Green Building Code “CALGreen” which covers items such as electric vehicle (EV) charging infrastructure. However, to evaluate the financial impact on first costs, PCE/SVCE commissioned [an analysis](#) of the total cost of implementing various EV infrastructure measures. Staff has consulted with Peninsula Clean Energy and Silicon Valley Clean Energy to understand and potentially establish new construction EV requirements which are more in-line with local EV adoption trends, while providing flexibility for the builder and keeping construction costs as low as possible. As noted earlier, no changes are proposed to the EV Charging Infrastructure Reach Codes content/text/requirements as adopted by the Council in June 2022. As such, the requirements included in the proposed Code Amendments are:

Residential

- Single Family:
 - 1 Level 2 EV Ready
 - 1 Level 1 EV Ready
- Multi-Unit Dwelling:
 - 40% of the units, 1 Level 2 EV Charging Station
 - 60% of the units, 1 Level 1 EV Ready

Exceptions include:

- Accessory Dwelling Unit (ADU’s) & Junior Accessory Dwelling Unit (JADU’s) without additional parking facilities & without electrical panel upgrade or new panel installation.
- Buildings with entitlement permits.
- Documented high costs for providing utility service, and lower levels of charging infrastructure for 100% affordable housing projects.

Non-Residential Office

- 20% of the parking spaces, Level 2 EV Charging Station
- 30% of the parking spaces, Level 2 EV Capable

Non-Residential, Non-Office

- 10% of the parking spaces, Level 2 EV Charging Station
- 10% of the parking spaces, Level 2 EV Capable

The use of Automated Load Management Systems (ALMS) is encouraged. ALMS curtail charging speeds during rare instances of building-wide simultaneous EV charging demand, mitigating electrical infrastructure costs such as utility service connections and transformer sizing.

Environmental Assessment

In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15308, adoption of the proposed Ordinance Amendments is categorically exempt from CEQA, because it imposes stricter energy efficiency requirements and is a regulatory action authorized by state law and intended to protect the environment.



Alternatives

1. Direct staff to revise or remove specific local amendments germane to the Reach Code & EV Infrastructure Ordinance.
2. Request staff to bring back additional information for further consideration.
3. Take no action.

Attachments

- A. Ordinance – Second Reading
- B. Resolution with Climatic Findings

Fiscal Impact

- No Fiscal Impact
- Funding Source Confirmed:

Source:

Staff

Purpose:

Discretionary Action

Public Outreach:

Posting of Agenda

*The City placed a public notice in the Examiner/Redwood City Tribune (local newspaper of general circulation) as required for the January 10, 2023 City Council Public Hearing.

Sec. 7-98**Numbering of Amendments to 2022 CGBSC**

The 2022 California Green Building Standards Code is amended as provided in Sections 7-98.202, 7-98.301, 7-98.4.106, and 7-98.5.106. The number to the right of the first decimal point in these sections corresponds to the section in the 2022 California Green Building Standards Code that is amended.

SECTION 5. BCC SECTION 7-98.202 ADDED

Belmont City Code Section 7-98.202 is added to read:

Sec. 7-98.202**Amendment of 2022 CGBSC Section 202 (Definitions)**

Section 202 of the 2022 California Green Building Standards Code is amended by adding or amending the following definitions. Definitions not shown below are unchanged.

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.

ALL-ELECTRIC BUILDING. A building that contains no *combustion equipment* or plumbing for combustion equipment serving space heating (including fireplaces), water heating (including pools and spas), cooking appliances (including barbeques), and clothes drying, within the building or building property lines, and instead uses electric heating appliances for service.

AUTOMATIC LOAD MANAGEMENT SYSTEMS (ALMS). A control system designed to manage load across one or more electric vehicle supply equipment (EVSE), circuits, or panels, and to share electrical capacity and/or automatically manage power at each connection point. ALMS systems must be designed to deliver no less than 3.3 kVa (208/240 volt, 16-ampere) to each EV Capable, EV Ready or EVCS space served by the ALMS, and meet the requirements of California Electrical Code Article 625. The connected amperage to the building site for the EV charging infrastructure shall not be lower than the required connected amperage per California Green Building Standards Code, Title 24 Part 11.

COMBUSTION EQUIPMENT. Any equipment or appliance used for space heating, water heating, cooking, clothes drying and/or lighting that uses fuel gas.

COMMERCIAL FOOD HEAT-PROCESSING EQUIPMENT. An equipment used in a food establishment for heat-processing food or utensils and that produces grease vapors, steam, fumes, smoke, or odors that are required to be removed through a local exhaust ventilation system, as defined in the California Mechanical Code.

DIRECT CURRENT FAST CHARGING (DCFC). A parking space provided with electrical infrastructure that meets the following conditions:

- i. A minimum of 48 kVa (480 volt, 100-ampere) capacity wiring.
- ii. Electric vehicle supply equipment (EVSE) located within three feet of the parking space providing a minimum capacity of 80-ampere.

ELECTRIC HEATING APPLIANCE. A device that produces heat energy to create a warm environment by the application of electric power to resistance elements, refrigerant compressors, or dissimilar material junctions, as defined in the California Mechanical Code.

ELECTRIC VEHICLE (EV) CAPABLE SPACE – definition deleted

ELECTRIC VEHICLE CHARGING STATION (EVCS). A parking space that includes installation of electric vehicle supply equipment (EVSE) at an EV Ready space. An EVCS space may be used to satisfy EV Ready space requirements. EVSE must be installed in accordance with the California Electrical Code, Article 625.

ELECTRIC VEHICLE (EV) READY SPACE – definition deleted

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE). The electric vehicle charging connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

FUEL GAS. A gas that is natural, manufactured, liquefied petroleum, or a mixture of these.

LABORATORY. Is a building or area where research, experiments, and measurements in medical and life sciences are performed and/or stored requiring examination. The building may include workbenches, countertops, scientific instruments, and supporting offices.

LEVEL 2 ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) – definition deleted

LEVEL 2 EV CAPABLE. A parking space provided with electrical infrastructure that meets the following requirements:

- i. Conduit that links a listed electrical panel with sufficient capacity to a junction box or receptacle located within 3 feet of the parking space.
- ii. The conduit must be designed to provide at least 8.3 kVa (208/240 volt, 40-ampere) per parking space. Conduit must have a minimum nominal trade size of 1 inch diameter and may be sized for multiple circuits as allowed by the California Electrical Code. Conduit shall be installed at a minimum in spaces that will be inaccessible after construction, either trenched underground or where penetrations to walls, floors, or other partitions would otherwise be required for future installation of branch circuits, and such additional elements deemed necessary by the Building Official. Construction documents must indicate future completion of conduit from the panel to the parking space, via the installed inaccessible conduit.
- iii. The electrical panel shall reserve a space for a 40-ampere overcurrent protective device space(s) for EV charging, labeled in the panel directory as “EV CAPABLE.”
- iv. Electrical load calculations must demonstrate that the electrical panel service capacity and electrical system, including any on-site distribution transformer(s), have sufficient capacity to simultaneously charge all EVs at all required EV spaces at a minimum of 40 amperes.

v. The parking space must contain signage with at least a 12” font adjacent to the parking space indicating the space is EV Capable.

LEVEL 1 EV READY. A parking space that is served by a complete electric circuit with the following requirements:

- i. A minimum of 2.2 kVa (110/120 volt, 20-ampere) capacity wiring.
- ii. A receptacle labeled “Electric Vehicle Outlet” or electric vehicle supply equipment located within 3 feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 16-ampere.
- iii. Conduit oversized to accommodate future Level 2 EV Ready (208/240 volt, 40-ampere) at each parking space.

LEVEL 2 EV READY. A parking space that is served by a complete electric circuit with the following requirements:

- i. A minimum of 8.3 kVa (208/240 volt, 40-ampere) capacity wiring.
- ii. A receptacle labeled “Electric Vehicle Outlet” or electric vehicle supply equipment located within 3 feet of the parking space. If EVSE is provided the minimum capacity of the EVSE must be 30-ampere.

LOW POWER LEVEL 2 ELECTRIC VEHICLE (EV) CHARGING RECEPTACLE –
definition deleted

LOW POWER LEVEL 2 EV READY. A parking space that is served by a complete electric circuit with the following requirements:

- i. A minimum of 4.1 kVA (208/240 Volt, 20-ampere) capacity wiring.
- ii. A receptacle labeled “Electric Vehicle Outlet” or electric vehicle supply equipment located within 3 feet of the parking space. If EVSE is provided the minimum capacity of the EVSE must be 16-ampere.
- iii. Conduit oversized to accommodate future Level 2 EV Ready (208/240 volt, 40-ampere) at each parking space.

SECTION 6. BCC SECTION 7-98.301 ADDED

Belmont City Code Section 7-98.301 is added as follows:

Sec. 7-98.301 Amendment of 2022 CGBSC Section 301 (General)

2022 California Building Code Section 301 (Green Building – General) is amended to read:

301.1 – {text not modified}

301.1.1 Additions and alterations.

[HCD] The mandatory provisions of Chapter 4 shall be applied to additions or alterations of existing residential buildings where the addition or alteration increases the building's conditioned area, volume, or size. The requirements shall apply only to and/or within the specific area of the addition or alteration. (No change to existing California amendment.)

The mandatory provisions of Section 4.106.4.2 may apply to additions or alterations of existing parking facilities or the addition of new parking facilities serving existing multifamily buildings.

The mandatory provisions of Section 5.106.5.3 may apply to additions or alterations of existing parking facilities or the addition of new parking facilities serving existing nonresidential buildings.

NOTE: Repairs including, but not limited to, resurfacing, restriping, and repairing or maintaining existing lighting fixtures are not considered alterations for the purpose of this section.

301.2 through 301.5 {text not modified}

SECTION 7. BCC SECTION 7-98.4.106 AMENDED

Belmont City Code Section 7-98.4.106 is added as follows:

Sec. 7-98.4.106 Amendment of 2022 CGBSC Section 4.106 (Site Development)

2022 California Building Code Section 4.106 (Residential Mandatory Measures – Site Development) is amended to read:

4.106.1 – 4.106.3 {text unchanged}

4.106.4 Electric vehicle (EV) charging. Residential construction shall comply with Section 4.106.4.1 or 4.106.4.2, and 4.106.4.3, to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625. For EVCS signs, refer to Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s). Calculation for spaces shall be rounded up to the nearest whole number.

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 increase construction cost by an average of \$4,500 per parking space for market rate housing or \$400 per parking space for affordable housing. EV infrastructure shall be provided up to the level that would not exceed this cost for utility service.

2. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) without additional parking facilities and without electrical panel upgrade or new panel installation. Detached ADUs, attached 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 R-2 building projects that have approved entitlements before the code effective date shall provide, based on the total number of parking spaces, at least five percent (5%) with EVCS Level 2 EV Ready, twenty-five percent (25%) with Low Power Level 2 EV Ready, and ten percent (10%) with Level 2 EV Capable according to 2022 California Green Building Standards Code requirements.

4.106.4.1 New one- and two-family dwellings and town-houses with attached private garages. For each dwelling unit, one parking space provided shall be a Level 2 EV Ready space. If a second parking space is provided, it shall be provided with a Level 1 EV Ready space.

4.106.4.2 New multifamily dwellings with residential parking facilities. Requirements apply to parking spaces that are assigned or leased to individual dwelling units, as well as unassigned residential parking. Visitor or common area parking is not included. EV ready spaces and EVCS in multifamily developments must comply with California Building Code, Chapter 11A, Section 1109A. EVCS must comply with the accessibility provisions for EV chargers in the California Building Code, Chapter 11B.

4.106.4.2.1 New Construction – Affordable Housing. Fifteen percent (15%) of dwelling units with parking spaces shall be EVCS with Level 2 EV Ready. ALMS shall be permitted to reduce load when multiple vehicles are charging. Twenty-five percent (25%) of dwelling units with parking spaces shall be provided with a Low Power Level 2 EV Ready space. Sixty percent (60%) of dwelling units with parking spaces shall be provided with at minimum a Level 1 EV Ready space.

4.106.4.2.2 New Construction – All Other. Forty percent (40%) of dwelling units with parking spaces shall be EVCS with Level 2 EV Ready. ALMS shall be permitted to reduce load when multiple vehicles are charging. Sixty percent (60%) of dwelling units with parking spaces shall be provided with at minimum a Level 1 EV Ready space.

Note: The total number of EV spaces should be one-hundred percent (100%) of dwelling units or one-hundred percent (100%) of parking spaces, whichever is less.

4.106.4.2.3 Existing Buildings.

1. When new parking facilities are added, or electrical systems or lighting of existing parking facilities are added or altered and the work requires a building permit, 10% of the total number of parking spaces added or altered shall be EVCS.
2. When new parking facilities are added and ALMS is installed, the ALMS system must be designed to deliver no less than 2.2 kVa (110/120 volt, 20-ampere).

4.106.4.3 Electric vehicle charging stations (EVCS). Electric vehicle charging stations required by Section 4.106.4.2 shall comply with Section 4.106.4.3.

Exception: Electric vehicle charging stations serving public accommodations, public housing, motels, and hotels shall not be required to comply with this section. See California Building Code, Chapter 11B, for applicable requirements.

4.106.4.3.1 Location. EVCS shall comply with at least one of the following options:

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

Exception: Electric vehicle charging stations designed and constructed in compliance with the California Building Code, Chapter 11B, are not required to comply with Section 4.106.4.3.1 and Section 4.106.4.3.2, Item 3.

4.106.4.3.2 Dimensions. The charging spaces shall be designed to comply with the following:

1. The minimum length of each EV space shall be 18 feet (5486 mm).
2. The minimum width of each EV space shall be 9 feet (2743 mm).
3. One in every 25 charging spaces, but not less than one, shall also have an 8-foot (2438 mm) wide minimum aisle. A 5-foot (1524 mm) wide minimum aisle shall be permitted provided the minimum width of the EV space is 12 feet (3658 mm).
 - a. Surface slope for this EV space and the aisle shall not exceed 1 unit vertical in 48 units horizontal (2.083 percent slope) in any direction.

Exception: Where the Belmont's development regulations permit parking space dimensions that are less than the minimum requirements stated in this section 4.106.4.3.2, and the compliance with which would be infeasible due to particular circumstances of a project, an exception may be granted while remaining in compliance with California Building Code Section Table 11B-228.3.2.1 and 11B-812, as applicable.

4.106.4.4 Direct current fast charging stations. One DCFC may be substituted for up to five (5) EVCS to meet the requirements of 4.106.4.1 and 4.106.4.2. Where ALMS serve DCFC stations, the power demand from the DCFC shall be prioritized above Level 1 and Level 2 spaces.

4.106.5 All-electric buildings. New construction buildings and qualifying alteration projects shall comply with Section 4.106.5.1 or 4.106.5.2 so that they do not use *combustion equipment* or are ready to accommodate installation of *electric heating appliances*.

4.106.5.1. New construction and qualifying alteration projects. All newly constructed buildings shall be *all-electric buildings*. Alterations that include replacement of over 50 percent of the existing foundation for purposes other than a repair or reinforcement as defined in California Existing Building Code Section 202; or where over 50 percent of the existing framing above the sill plate is removed or replaced for purposes other than repair, shall be *all-electric buildings*. If either of these criteria are met within a three-year period, measured from the date of the most recent previously obtained permit final date, the project shall be subject to the *all-electric buildings* requirements.

Tenant improvements shall not be considered new construction. The final determination whether a project meets the definition of substantial reconstruction/alteration shall be made by the local enforcing agency.

Exceptions:

1. Multifamily residential building projects that have approved entitlements before the effective date of this section may install *fuel gas* for water heating systems serving multiple dwelling units. The applicant shall comply with Section 4.106.5.2.
2. If the applicant establishes that there is not an all-electric prescriptive compliance pathway for the building under the California Building Energy Efficiency Standards, and that the building is not able to achieve the performance compliance standard applicable to the building under the Energy Efficiency Standards using commercially available technology and an approved calculation method, then the local enforcing agency may grant a modification. The applicant shall comply with Section 4.106.5.2.

Local enforcing agency may approve alternative materials, design and methods of construction or equipment per California Building Code Section 104.

4.106.5.2 Requirements for Combustion Equipment. Where *combustion equipment* is allowed per Exceptions under 4.106.5.1, the construction drawings shall indicate electrical infrastructure and physical space accommodating the future installation of an *electrical heating appliance* in the following ways, as certified by a registered design professional or licensed electrical contractor:

1. Branch circuit wiring, electrically isolated and designed to serve all *electrical heating appliances* in accordance with manufacturer requirements and the California Electrical Code, including the appropriate voltage, phase, minimum amperage, and an electrical receptacle or junction box within five feet of the appliance that is accessible with no obstructions. Appropriately sized conduit may be installed in lieu of conductors; and,

2. Labeling of both ends of the unused conductors or conduit shall be with “For Future Electrical Appliance”; and,
3. Reserved circuit breakers in the electrical panel for each branch circuit, appropriately labeled (i.e “Reserved for Future Electric Range”), and positioned on the opposite end of the panel supply conductor connection; and,
4. Connected subpanels, panelboards, switchboards, busbars, and transformers shall be sized to serve the *future electrical heating appliances*. The electrical capacity requirements shall be adjusted for demand factors in accordance with the California Electric Code; and,
5. Physical space for future *electrical heating appliances*, including equipment footprint, and if needed a pathway reserved for routing of ductwork to heat pump evaporator(s), shall be depicted on the construction drawings. The footprint necessary for future *electrical heating appliances* may overlap with non-structural partitions and with the location of currently designed *combustion equipment*.

SECTION 8. BCC SECTION 7-98.5.106 ADDED

Belmont City Code Section 7-98.5.106 is added as follows:

Sec. 7-98.5.106 Amendment of 2022 CGBSC Section 5.106 (Site Development)

2022 California Building Code Section 5.106 (Nonresidential Mandatory Measures – Site Development) is amended to read:

5.106.1 through 5.106.5.2.1 {text unchanged}

5.106.5.3 Electric vehicle (EV) charging. Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3.1 and shall be provided in accordance with regulations in the California Building Code and the California Electrical Code. Accessible EVCS shall be provided in accordance with the California Building Code Chapter 11B Section 11B-228.3. For EVCS signs, refer to Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s). Calculation for spaces shall be rounded up to the nearest whole number.

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 increase construction cost by an average

of \$4,500 per parking space. EV infrastructure shall be provided up to the level that would not exceed this cost for utility service.

2. Parking spaces accessible only by automated mechanical car parking systems are not required to comply with this code section.

5.106.5.3.1 Class B Office buildings - Shared Parking Spaces.

5.106.5.3.1.1. New Construction. Twenty percent of parking spaces provided must be *EVCS* with *Level 2 EV Ready*. *ALMS* must be permitted to reduce load when multiple vehicles are charging. Thirty percent of parking spaces provided must be *Level 2 EV Capable*.

5.106.5.3.1.2. Existing Buildings. When new parking facilities are added, or electrical systems or lighting of existing parking facilities are added or altered and the work requires a building permit, 10% of the total number of parking spaces added or altered must be *EVCS* with *Level 2 EV Ready*.

5.106.5.3.2 Hotel and Motel Occupancies – shared parking facilities.

5.106.5.3.2.1. New Construction. Five percent of parking spaces provided shall be *EVCS* with *Level 2 EV Ready*. *ALMS* shall be permitted to reduce load when multiple vehicles are charging. Twenty Five percent of parking spaces must be *Low Power Level 2 EV Ready* spaces. Ten percent (10%) of parking spaces provided shall be *Level 2 EV Capable*.

5.106.5.3.2.2. Existing Buildings. When new parking facilities are added, or electrical systems or lighting of existing parking facilities are added or altered and the work requires a building permit, 10% of the total number of parking spaces added or altered must be *EVCS* with *Level 2 EV Ready*.

5.106.5.3.3 All Other Occupancies – Shared Parking Facilities.

5.106.5.3.3.1. New Construction. Ten percent of parking spaces provided must be *EVCS* with *Level 2 EV Ready*. *ALMS* must be permitted to reduce load when multiple vehicles are charging. Ten percent of parking spaces provided must be *Level 2 EV Capable*.

5.106.5.3.3.2 Existing Buildings. When new parking facilities are added, or electrical systems or lighting of existing parking facilities are added or altered and the work requires a building permit, ten percent (10%) of the total number of parking spaces added or altered must be *EVCS* with *Level 2 EV Ready*.

5.106.5.3.4 Direct current fast charging stations. One *DCFC* may be substituted for up to 5 *EVCS* to meet the requirements of 5.106.5.3.1, 5.106.5.3.2, and 5.106.5.3.3. Where *ALMS* serve *DCFC* stations, the power demand from the *DCFC* shall be prioritized above *Level 1* and *Level 2* spaces.

5.106.5.4 Electric vehicle charging readiness: medium-duty and heavy-duty. [N] Construction must comply with Section 5.106.5.4.1 to facilitate future installation of

EVSE. Construction for warehouses, grocery stores and retail stores with planned off-street loading spaces must also comply with Section 5.106.5.4.1 for future installation of medium- and heavy-duty EVSE. Accessible EVCS must be provided in accordance with the California Building Code Chapter 11B Section 11B-228.3. For EVCS signs, refer to Caltrans Traffic Operations Policy Directive 13-01 (Zero Emission Vehicle Signs and Pavement Markings) or its successor(s).

Exceptions: 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 increase construction cost by an average of \$4,500 per parking space. EV infrastructure shall be provided up to the level that would not exceed this cost for utility service.

5.106.5.4.1 Warehouses, grocery stores and retail stores with planned off-street loading spaces. [N] 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 5.106.5.4.1 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 5.106.5.4.1.
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 EVs as shown in Table 5.106.5.4.1.

TABLE 5.106.5.4.1
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	10,000 to 90,000	1 or 2	200
		3 or Greater	400
	Greater than 90,000	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

5.106.8 through **5.106.12.3** {text unchanged}

5.106.13 All-electric buildings. New construction buildings and qualifying alteration projects shall comply with Section 5.106.13.1 or 5.106.13.2 so that they do not use *combustion equipment* or are ready to facilitate future electrification.

5.106.13.1. New construction and qualifying alteration projects. All newly constructed buildings shall be *all-electric buildings*. Alterations that include replacement of over 50 percent of the existing foundation for purposes other than a repair or reinforcement as defined in California Existing Building Code Section 202; or where over 50 percent of the existing framing above the sill plate is removed or replaced for purposes other than repair, shall be *all-electric buildings*. If either of these criteria are met within a three-year period, measured from the date of the most recent previously obtained permit final date, the project shall be subject to the *all-electric buildings* requirements.

Tenant improvements shall not be considered new construction. The final determination whether a project meets the definition of substantial reconstruction/alteration shall be made by the local enforcing agency.

Exceptions:

1. Nonresidential buildings containing kitchens located in a place of public accommodation, as defined in the California Building Code Chapter 2, may apply to

the local enforcing agency for a modification to install *commercial food heat-processing equipment* served by *fuel gas*. The local enforcing agency may grant the modification if they find:

- a. A business-related need to cook with combustion *equipment*; and,
- b. The need cannot be achieved equivalently with an *electric heating appliance*; and,
- c. The applicant has employed reasonable methods to mitigate the greenhouse gas emissions of the *combustion equipment*.

The applicant shall comply with Section 5.106.13.2.

2. Laboratory areas within Non-Residential Buildings may contain non-electric Space Conditioning Systems. To implement this exception, an applicant shall provide third party verification that the All-Electric space heating requirement is not cost effective and feasible. The applicant shall comply with Section 5.106.13.2.

3. Hotels and motels with eighty or more guestrooms may utilize *fuel gas* in on-site commercial clothes drying equipment. The applicant shall comply with Section 5.106.13.2.

4. If the applicant establishes that there is not an all-electric prescriptive compliance pathway for the building under the California Building Energy Efficiency Standards, and that the building is not able to achieve the performance compliance standard applicable to the building under the Energy Efficiency Standards using commercially available technology and an approved calculation method, then the local enforcing agency may grant a modification. The applicant shall comply with Section 5.106.13.2

Local enforcing agency may approve alternative materials, design and methods of construction or equipment per California Building Code Section 104.

5.106.13.2. Requirements for *combustion equipment*. Where *combustion equipment* is allowed per exceptions under Section 5.106.13.1, the construction drawings shall indicate electrical infrastructure and physical space accommodating the future installation of an *electrical heating appliance* in the following ways, as certified by a registered design professional or licensed electrical contractor:

1. Branch circuit wiring, electrically isolated and designed to serve all *electrical heating appliances* in accordance with manufacturer requirements and the California Electrical Code, including the appropriate voltage, phase, minimum amperage, and an electrical receptacle or junction box within five feet of the appliance that is accessible with no obstructions. Appropriately sized conduit may be installed in lieu of conductors; and,
2. Labeling of both ends of the unused conductors or conduit shall be with “For Future Electrical Appliance”; and,
3. Reserved circuit breakers in the electrical panel for each branch circuit, appropriately labeled (i.e “Reserved for Future Electric Range”), and positioned on the opposite end of the panel supply conductor connection; and,

4. Connected subpanels, panelboards, switchboards, busbars, and transformers shall be sized to serve the *future electrical heating appliances*. The electrical capacity requirements shall be adjusted for demand factors in accordance with the California Electric Code; and

5. Physical space for future *electrical heating appliances*, including equipment footprint, and if needed a pathway reserved for routing of ductwork to heat pump evaporator(s), shall be depicted on the construction drawings. The footprint necessary for future *electrical heating appliances* may overlap with non-structural partitions and with the location of currently designed *combustion equipment*.

SECTION 9. SEVERABILITY.

If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Belmont hereby declares that it would have passed this Ordinance and each section or subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 10. EFFECTIVE DATE.

This Ordinance takes effect and will be enforced 30 days after its adoption.

* * *

The City Council of the City of Belmont, California introduced the foregoing ordinance, on December 13, 2022 and adopted the ordinance at a regular meeting held on [insert date], 2023 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

RESOLUTION NO. 2023-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT MAKING EXPRESS FINDINGS ADOPTING THE 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE BY REFERENCE AS AMENDED WITH LOCAL REACH ENERGY STANDARDS REASONABLY NECESSARY DUE TO LOCAL CONDITIONS

WHEREAS, on December 13, 2022, the City Council introduced Ordinance _____ adopting the 2022 California Green Building Standards Code by reference as amended with Local Reach Energy Standards Codes; and,

WHEREAS, on January 10, 2023, the City Council conducted a public hearing regarding Ordinance _____ adopting the 2022 California Green Building Standards Code by reference as amended with Local Reach Energy Standards Codes; and,

WHEREAS, California Health and Safety Code Sections 17958, 17958.5, 17958.7, and 18941.5 authorize the City to modify the building standards contained in the California Green Building Standards Code and other regulations adopted under Health and Safety Code Section 17922 if found by the City to be reasonably necessary because of local climatic, geologic, or topographic conditions; and,

WHEREAS, the City Council has considered the December 13, 2022 and January 10, 2023 staff reports discussing the proposed building standards in the 2022 California Green Building Standards Code as amended with Local Reach Energy Standards Codes, and the presentations by staff, and has considered the proposed ordinance containing the amendments attached to the report, and has reviewed the proposed findings attached to the report.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. Reasonably Necessary Amendments Due to Local Conditions.

(a) The 2022 California Green Building Standards Code as amended with Local Reach Energy Standards Codes are found to be reasonably necessary because of local climatic, geological or topographical conditions.

(b) The City Council finds that the conditions listed in Attachment 1 attached hereto are, in fact, local climatic, geological and topographical conditions.

(c) The conditions listed in Attachment 1 make the 2022 California Green Building Standards Code as amended with Local Reach Energy Standards described in Attachment 1 and contained in the ordinance referenced above are reasonably necessary for the reasons stated in Attachment 1 and in the December 13, 2022 and January 10, 2023 staff reports.

* * *

ADOPTED January 10, 2023, by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

**Adoption of 2022 California Green Building Standards Code by reference as amended with
Local Reach Energy Standards Codes Due To Local Conditions**

Introduction

City of Belmont Ordinance 2023-_____ contains provisions outlined in the 2022 California Green Building Standards Code as amended with Local Reach Energy Standards Codes. The modifications to the Green Building Standards codes are reasonably necessary because of the climatic, geologic, and topographic conditions found in the City of Belmont. In accordance with Health and Safety Code Sections 17958, 17958.5, 17958.7, and 18941.5, this document describes the climatic, geologic, and topographic conditions found in the City of Belmont and the specific modifications and the local conditions determined by the City of Belmont to make modifications to the Green Building Standards Codes reasonably necessary.

**Part I:
Local Conditions**

A. Profile of the City Of Belmont

The City of Belmont is located in southern region of the San Mateo County. The City of San Mateo is to the north, Redwood City and Foster City to the east, and San Carlos and unincorporated areas of San Mateo County are to the south. The City encompasses an area of roughly 4.6 square miles, with a resident population of approximately 27,000. The City includes large tracks of open space found in the steep forested ridges and foothills in the western portions of the city. Highway 101 passes through the City near its eastern edge, and Interstate 280 passes by the City near its western edge.

B. Climatic, Geologic, and Topographic Conditions

The climatic, geologic, and topographic conditions found in the City of Belmont necessitate establishing building standards in the 2022 California Green Building Standards Code with Local Reach Energy Standards Codes in order to provide a reasonable degree of fire and life safety in this community. These conditions are discussed in detail below.

1. Climatic Conditions.

The City of Belmont, on average, experiences an annual rainfall between 18 to 25 inches. This rainfall can be expected between October and April of each year and is based on the 100 year weather almanac. However, during the summer and early fall months there is little, if any, measurable precipitation. During this dry period, the temperatures are usually between 70°-90° with light to gusty westerly winds. These drying winds, mixed with the natural vegetation, which is dominant throughout the area, creates a hazardous fuel condition, which further create extensive grass and brushland fire risk. With residential developments encroaching into these wooded and

grass, or brush covered areas, wind and terrain-driven fires could have severe consequences and place lives and properties at risk.

2. Geologic Conditions.

(a) Earthquakes. Seismically, the City sits along the active San Andreas Fault, and is rated as a Seismic Zone 4. The relatively young geological processes that have created the San Francisco bay region are still active today.

(b) Soil Conditions. The City of Belmont lies in the southern end of San Mateo County. The areas closest to the Bay are overlain by unconsolidated fine silty clay, known as Bay Mud, which varies in thickness from a few feet to as much as thirty (30) feet. Bedrock lies beneath the area at depths generally three hundred (300) feet or more. The topography is essentially flat, dropping from an elevation of eight hundred (800) feet to sea level. The slope of the city extends upwards on the western side. Slopes range from (0) degrees to more than (20) degrees on some streets.

3. Topographic Conditions.

(a) Hills. Much of the City is located in hills. The hilly terrain has influenced development to follow the path of least resistance, creating a meandering pattern. The development pattern includes lots of inconsistent size, and development is often set deeply back from the street. The development pattern also does not lend itself to a good systematic street and road layout, which would promote easy traffic flow. It has, in fact, resulted in few major cross-town thoroughfares, which tend to be heavily congested, primarily during commute hours and seasonal periods of the year. "Pass-through" vehicular traffic in the City, such as the areas of the Alameda de Las Pulgas, Ralston Avenue, and El Camino Real, increase commute time traffic for East and West bound vehicular movement to US 101 and Interstate 280. This creates barriers, which increases the response time of fire apparatus and other emergency vehicles. The topography of the City is also burdened by major structures. Employment areas are throughout the City, and the people who work in these complexes have added to the traffic congestion, thereby increasing fire apparatus response times.

(b) Vegetation. The hilly portions of the City contain trees, dense brush vegetation and a heavy growth of natural grasses that contribute to fuel-loading. The surrounding areas suffer several wildland fires each year.

(c) Roads and Streets. The number of vehicle miles driven is steadily increasing despite limited growth. Many older streets are narrow and steep. The impact of additional planned developments and increased traffic flow will continue to create an effect on the delivery of fire protection services.

Part II:

Findings for Specific Modifications to Building Standards

- A. **Belmont City Code Chapter 7, Article 4, Division 10 Added (Green Building Standards Code);**
- B. **Belmont City Code Section 7-98 Amended (Numbering of Amendments to 2022 CGBSC);**
- C. **Belmont City Code Section 7-98.202 Added (Amendment of 2022 CGBSC Section 202 – Definitions);**
- D. **Belmont City Code Section 7-98.301 Added (Amendment of 2022 CGBSC Section 301 – General);**
- E. **Belmont City Code Section 7-98.4.106 Added (Amendment of 2022 CGBSC Section 4.106 - Site Development – Residential Buildings);**
 - **4.106.4 - Electric vehicle (EV) charging requirements for new construction**
 - **4.106.5 - All-electric building requirements**
 - **4.106.5.1 - New construction and qualifying alteration projects requirements**
- F. **Belmont City Code Section 7-98.5.106 Added (Amendment of 2022 CGBSC Section 5.106 - Site Development – Nonresidential Buildings).**
 - **5.106.5.3 - Electric vehicle (EV) charging for new construction**
 - **5.106.13 - All-electric buildings requirements**
 - **5.106.13.1 - New construction and qualifying alteration projects requirements**

These amendments are justified on the basis of a local climatic condition. Failure to address and significantly reduce greenhouse gas (GHG) emissions could result in rises in sea level, including in San Francisco Bay, that could put at risk Belmont residential buildings, non-residential buildings, businesses, public facilities, and Highway 101 (Bayshore Freeway), particularly the mapped Flood Hazard areas of the City. Energy efficiency and the use of renewable energy sources are key components in reducing GHG emissions, and construction of more energy efficient buildings with dedicated renewable energy installations can help the City of Belmont reduce its share of the GHG emissions that contribute to climate change. The burning of fossil fuels used in the generation of electric power and heating of buildings contributes to climate change, which could result in rises in sea level, including in San Francisco Bay, that could put at risk Belmont residential buildings, non-residential buildings, businesses, public facilities, and Highway 101.

Energy efficiency enhances the public health and welfare by promoting the environmental and economic health of the City through the design, construction, maintenance, operation and deconstruction of buildings and sites by incorporating green practices into all development. The provisions in this Chapter are designed to achieve the following goals:

- a) Increase energy efficiency in buildings;
- b) Increase resource conservation;
- c) Provide durable buildings that are efficient and economical to own and operate;
- d) Promote the health and productivity of residents, workers, and visitors to the city;
- e) Recognize and conserve the energy embodied in existing buildings; and,
- f) Reduce disturbance of natural ecosystems.



STAFF REPORT

Meeting Date: January 10, 2023
Agency: City of Belmont
Staff Contact: Jozi Plut, City Clerk/Communications Coordinator, jplut@belmont.gov, 650-595-7414
Agenda Title: Council Intergovernmental Assignments for Calendar Year 2023
Agenda Action: Motion

Recommendation

Motion to approve changes to City Council Intergovernmental Assignments for calendar year 2023.

Strategic Focus Area

Not Applicable

Background

City Councilmembers serve on various external agencies, organizations, and liaison roles. These roles include regional Intergovernmental Committees, Boards and Commissions, and as delegates to local organizations representing the City of Belmont or regional interests as appropriate. Additionally, Councilmembers also serve on several City subcommittees and liaison to internal or external bodies. These assignments are reviewed and modified annually following the reorganization of the Council and/or the swearing in of new Councilmembers.

Analysis

Councilmembers are assigned to various County-wide Intergovernmental Committees and Joint Powers Boards. Some of these assignments are specifically called out for the positions of the Mayor and Vice Mayor, as noted on Attachment A. The Council of Cities City Selection Committee appointments are made by the Mayor or his or her delegate at meetings coordinated by San Mateo County at the monthly Council of Cities meetings.

Assignments in Belmont have historically been made by consensus when individual Councilmembers express their interest, desire, and availability for the various agencies and committees. If more than one Councilmember is interested in an assignment, a vote can be taken to determine the assignment. Note that some assignments have two delegates, while others have a delegate plus an alternate.

Following the 2022 General Election and December Council Reorganization some assignments were vacated. The Council should review the list and determine what changes are to be made in the various assignments and will have an opportunity to discuss and balance appointments as appropriate. Additionally, the Council could also consider eliminating any subcommittees that are no longer active or necessary; likewise, it could add any additional subcommittees if appropriate.

Alternatives

1. Take no action
2. Defer to future meeting with staff direction



Attachments

- A. List of 2022 IGR Assignments
- B. Draft 2023 IGR Assignment List

Fiscal Impact

- No Fiscal Impact
- Funding Source Confirmed:

Source:

Staff

Purpose:

Discretionary Action

Public Outreach:

Posting of Agenda

COUNCIL COMMITTEE AND INTERGOVERNMENTAL ASSIGNMENTS-2022

Committee	Delegate/Rep	Alternates	Schedule	Contact
2+2 Committee with Mid-Peninsula Water District	Stone Hurt	n/a	As Needed	Public Works Diector
2+2+2 BRSSD Committee Discuss issues that affect the Elementary School Dist., RWC, and the City	Stone Mates	n/a	As Needed	City Manager
Audit Subcommittee	Vice Mayor Hurt		Quarterly	Finance Director
Barrett Community Center Committee	Lieberman Mates	n/a	As Needed	City Manager/P&R Director
Belmont-SC Fire Dept JPA	Lieberman	Stone	As Needed	City Manager
(C/CAG) City/County Association of Governments Boards Congestion Management Agency	Hurt	Mates	Monthly 2nd Thursday, 7:00 p.m..	650-599-1406
Cross Country Course Subcommittee	Hurt Stone	n/a	As Needed	City Manager/P&R Director
Economic Development Subcommittee	Lieberman Mates	n/a	As Needed	City Manager
Four Corners Ad Hoc Committee Addressing traffic/circulation at Alameda/San Carlos Ave. near Carlmont High	Stone Lieberman	n/a	As Needed	City Manager
Senior Advisory Committee	Stone	Hurt	Odd Months 4th Tuesday, 3:00 P.M.	Parks and Rec

Liaison to Belmont Chamber of Commerce	Stone Mates		3rd Thurs, noon, Motel 6	Mary Morrissey- Parden
Notre Dame de Namur University Advisory Board	Hurt	Mates	As Needed	City Manager
Placemaking Subcommittee	Hurt Mates	n/a	As Needed	Com Dev
Public Safety Committee	Vice Mayor McCune	Hurt	As Needed	City Manager/Police Chief
Short-Term Rentals	Stone Lieberman	n/a	As Needed	City Attorney
Silicon Valley Clean Water JPA for Waste Treatment	Lieberman	Hurt	Monthly, 3rd Monday, 8:00 a.m.	650-591-7121
Stanford AdHoc Committee	Mayor	Hurt	0	0
Youth Advisory Committee	Stone McCune	n/a	As Needed	Parks and Rec
Joint Powers Authorities/Intergovernmental Agencies				
San Mateo County Pre-Hospital Emergency Services JPA	Lieberman	Stone	Quarterly	City Manager
Peninsula Traffic Congestion Relief Alliance Traffic issues	Hurt	Stone	Even months 3rd Thursday, 8 am	
ABAG General Assembly Representative Regional planning agency for land use, housing, environmental quality, and economic development	Mayor	Vice Mayor	April, November General Assembly Meetings	
Peninsula Division, League of CA Cities State and local legislative issues (All Councilmembers invited)	Mayor	Vice Mayor	Quarterly dinner meetings	League of CA Cities
San Mateo County Mosquito and Vector Control District Independent Special District, keeps database on mosquito sources	Citizen Representative: Wade Leschyn Term expires 12/22	n/a	Monthly 2nd Tuesday, 7:30 pm	650-344-8592

San Mateo County Library JPA Policy direction, oversee budget, services & library programs	Stone	Mates	Quarterly plus one 2nd Monday, 8:00 A.M.	Ann-Marie Despaine, Library Director
SFO Roundtable Issues include Noise, Runway Configurations	McCune	Hurt	1st Wednesday of Month 6 x yr, 7:00 p.m.	James Casteñeda (650) 363-1853
San Mateo County Emergency Service Council Disaster Preparedness	Hurt	McCune	Quarterly 3rd Thursday, 5:30 p.m., Courthouse	Lt. Craig Denton (650) 599-1295 Kathleen Pape (650) 363-4790
San Mateo County Council of Cities/City Selection Committee Guest Speakers, current issues (All Councilmembers invited)	Mayor	Vice Mayor	Monthly-Dinner meeting 4th Friday, 6:00 p.m.	Sukhmani Purewal (650) 363-1802 spurewal@smcgov.or g
Regional Housing Needs Policy Committee	Stone	Hurt	As Needed	Carlos de Melo Sandy Wong, C/CAG
Housing and Regional Trust (HEART) Member Agency Committee	Mates	Stone	2-3 annually, 3rd Wed, 7:30 a.m.	HEART Exec Director, (650) 204-5640
Grand Boulevard	Mates	Vacant	2-3 times annually	Carlos de Melo
Cal Mod (Caltrain Modernization) (LMPG)	McCune	Hurt	Last Thurs of Month 6-8 pm	(650) 508-6493
SBWMA (South Bay Waste Management Authority – “Rethink Waste”)	McCune	Stone	4th Thursdays, 2:00 p.m., San Carlos	Rethink Waste (650)802-3510
Peninsula Clean Energy (PCE)	Mates	Stone	4th Thursdays 6:30 p.m.	City Manager
Home For All Initiative	Mates	Stone	As Needed	City Manager
San Mateo Consolidated Fire Department	Lieberman	Stone	Quarterly	City Manager
THESE APPOINTMENTS ARE MADE BY THE CITY SELECTION COMMITTEE (Council of Cities):				

Association of Bay Area Governments Regional planning agency for land use, housing, environmental quality, and economic development	Local Agency Formation Commission (LAFCO) Authority over all reorganizations & boundary changes within County	Bay Area Air Quality Management District Works to reduce air contaminants within the District
Metropolitan Transportation Commission (MTC) Reviews applications for state & federal transportation funds, maintains regional transportation plan for Bay Area	California Identification System (Cal-ID) Determine the placement of Random Access Network equipment within the	Peninsula Corridor Joint Powers Board (Caltrain) Set policy for operation of Peninsula Commute Service
Community Development Committee Reviews the needs & priorities for Community Development Block Grant funds received by the County	Supplemental Law Enforcement Oversight Committee Review Supplemental Law Enforcement Service Fund expenditures	Domestic Violence Council Evaluate efforts to reduce domestic violence, raise public awareness and collect statistics
San Mateo County Transit District (Samtrans) Set District Policies	San Mateo County Transportation Authority (SAMTAC) Implement	HEART (Housing Endowment and Regional Trust) Board
THESE APPOINTMENTS ARE MADE THROUGH C/CAG:		
2020 Peninsula Gateway Corridor Technical Advisory Committee Policy Advisory Committee	Airport Land Use Committee (ALUC)	Bicycle and Pedestrian Advisory Committee (BPAC)
Congestion Management Program and Environmental Quality Committee (CMEQ) addresses environmental issues	Congestion Management Program Technical Advisory Committee (TAC)	Legislative Committee
National Pollutant Discharge Elimination Technical Advisory Committee (NPDES)	Integrated Waste management (SWAC)	Utilities Sustainability Task Force (USTF)



Council Committee and Intergovernmental Assignments (IGR) 2023 Draft

Committee	Delegate/ Representative	Alternates	Schedule	Meeting Location	Contact
2+2+2 Ad hoc Committee with Mid-Peninsula Water District	Vacant Hurt	n/a	As Needed		Public Works Director
2+2+2 BRSSD Committee Multi agency committee to discuss/share issues of interest between the Belmont Redwood Shores School District, Redwood City, and Belmont"	Vacant Mates	n/a	As Needed		City Manager
Audit Committee	Vice Mayor Vacant		Quarterly		Finance Director
Berrett Community Center Ad hoc Committee	Vacant Mates	n/a	As Needed		City Manager/P&R Director
Belmont-SC Fire Dept JPA - Oversight of the legacy Fire Department with San Carlos	Vacant	Vacant	As Needed		City Manager/Finance Director
(C/CAG) C/CAG operates as a Joint Powers Authority and has membership that includes each of the 20 cities and the County in San Mateo County. It works on issues that affect the quality of life in general; transportation, air quality, stormwater runoff,	Hurt	Mates	Monthly 2nd Thursday, 7:00 p.m..		650-599-1406 Public Works Director

airport/land use compatibility planning, hazardous waste, climate planning, energy and water resource strategies, and solid waste and recycling.					
Chrystal Springs Cross Country Course Ad-hoc Subcommittee	Hurt Vacant	n/a	As Needed		City Manager/P&R Director
Economic Development Ad-hoc Subcommittee	Vacant Mates	n/a	As Needed		City Manager
Four Corners Ad-hoc Committee Alameda de Las Pulgas Corridor Improvement Project is a multi-agency regional transportation improvement project involving cities of Belmont, San Carlos, and two School Districts (Sequoia Union High School and San Carlos School District) along the Alameda de Las Pulgas and San Carlos Ave Corridor.	Vacant	n/a	As Needed		City Manager Public Works Director
Liaison to Senior Citizen Advisory Committee	Vacant	Hurt	Odd Months 4th Tuesday, 3:00 P.M. (time may change in 2023)	Twin Pines Senior & Community Center Craft Room	Parks and Rec
Liaison to Chamber San Mateo County – Governmental Relations Committee	Mayor	Vacant	Every other Month		Amy Buckmaster/Mary Parden
Notre Dame de Namur University Advisory Board	Hurt	Mates	As Needed		City Manager
Placemaking Ad-hoc Subcommittee	Hurt Mates	n/a	As Needed		Com Dev
Public Safety Committee – The Public Safety Committee’s duties are to consider policy matters related to police and public	Vice Mayor	Vacant	Quarterly/As Needed		City Manager/Police Chief

safety services in Belmont, provide a forum for presentation and discussion of specific information related to public safety policy and practices.					
Short-Term Rentals Ad-hoc Subcommittee	Vacant Vacant	n/a	As Needed		City Attorney
Silicon Valley Clean Water JPA for Wastewater Treatment	Vacant	Hurt	Monthly, 2nd Monday, 8:00 a.m.		Public Works Director
Stanford Ad-hoc Subcommittee - Santa Clara/San Mateo Counties multi-jurisdictional meeting to discuss Stanford related matters	Mayor	Hurt	As Needed		City Manager
Youth Advisory Committee - Belmont Youth (grades 7-12) focused on civic engagement through planning and hosting activities and events.	Vacant McCune	n/a	YAC meetings 2x Month Thursdays 6:30 pm; school year only; Delegate attendance only as needed	Barrett Community Center; Hideout Room	Parks and Rec

Joint Powers Authorities/Intergovernmental Agencies

San Mateo County Pre-Hospital Emergency Services JPA – The San Mateo County Pre-Hospital Emergency Medical Services Group provides service to the residents and visitors of San Mateo County to			Quarterly		City Manager
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advance life support first response fire companies to respond to all 911 emergency medical requests, to work in tandem with hospital transport and support partners.					
Peninsula Traffic Congestion Relief Alliance (cooute.org) – Commute.org’s mission is to reduce the number of vehicle miles traveled (VMT) by commuters to decrease congestion, improve the environment, and enhance quality of life. The Board has five scheduled meetings each year for the purpose of adopting a work plan and budget, developing policy, and reviewing Commute.org performance.	Hurt	Vacant	Even months 3rd Thursday, 8 am		Public Works Director
ABAG General Assembly - Regional planning agency for land use, housing, environmental quality, and economic development- Association of Bay Area Governments, mission is to strengthen cooperation and collaboration across local governments to build healthier, stronger communities. -ABAG is part regional planning agency and part local government service provider. We accomplish our goals by providing planning services and cost-effective ABAG member services to local governments struggling with rising costs and diminishing incomes	Mayor	Vice Mayor	April, November General Assembly Meetings		
Peninsula Division, League of CA Cities - State and local legislative issues (All Councilmembers invited)- The Peninsula Division includes 36 cities in San Francisco, San Mateo, and Santa Clara counties and provides members with the opportunity to exchange ideas and information and share the advantages of cooperative advocacy.	Mayor	Vice Mayor	Quarterly dinner meetings		League of CA Cities

San Mateo County Mosquito and Vector Control District - Independent Special District, the Board of Trustees consists of 21 members, one from each city and one representative for the County at-large. Trustees are appointed by their respective City Council to govern the Mosquito and Vector Control District	Citizen Representative: Chuck Cotton Term expires 12/24	n/a	Monthly 2nd Tuesday, 7:30 pm		650-344-8592
San Mateo County Library JPA - Policy direction, oversee budget, services & library programs for the JPA related library system	Vacant	Mates	Quarterly plus one 2nd Monday, 8:00 A.M.		Ann-Marie Despaine, Library Director
SFO Roundtable - The Airport/Community Roundtable was established in 1981 to address community noise impacts from aircraft operations at San Francisco International Airport (SFO).	McCune	Hurt	1st Wednesday of Month 6 x yr., 7:00 p.m.		James Castaneda (650) 363-1853
San Mateo County Emergency Service Council- Disaster Preparedness	Hurt	McCune	Quarterly 3rd Thursday, 5:30 p.m., Courthouse		Lt. Craig Denton (650) 599-1295 Kathleen Pape (650) 363-4790
San Mateo County Council of Cities/City Selection Committee - (All Councilmembers invited)	Mayor	Vice Mayor	Monthly-Dinner meeting 4th Friday, 6:00 p.m.		Sukhmani Purewal (650) 363-1802 spurewal@smcgov.org
Regional Housing Needs Policy Committee	Vacant	Hurt	As Needed		Carlos de Melo C/CAG Sean Charpentier (650)-599-1409
Housing and Regional Trust (HEART) Member Agency Committee – HEART is a 501(c)(3) that was founded in 2003 as a public/private partnership among the cities in San Mateo County, the County, and the business, nonprofit, education, and labor communities to	Mates	Vacant	2-3 annually, 3rd Wed, 7:30 a.m.		HEART Exec Director, (650) 204-5640

create more affordable housing in San Mateo County. HEART’s mission is to create and preserve affordable housing for low- and moderate-income families by raising and investing money from public and private sources.					
Grand Boulevard – The Grand Boulevard is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety, and aesthetics of El Camino Real. The initiative brings together all the agencies having responsibility for the condition, use and performance of the street.	Mates	Vacant	2-3 times annually		Carlos de Melo
Caltrain Local Policy Maker Group (LPMG) -LMPG provides policy and stakeholder input to Caltrain staff on the Caltrain Modernization Program (CalMod), and Business Plan.	McCune	Hurt	Last Thurs of Month 6-8 pm		(650) 508-6493
SBWMA (South Bay Waste Management Authority – “RethinkWaste”) - RethinkWaste, also known as the South Bayside Waste Management Authority (SBWMA), is a joint powers authority formed by eleven local government jurisdictions in San Mateo County, California. The agency provides oversight, support and management of service providers that collect, process, recycle and dispose of materials on behalf of RethinkWaste agencies.	McCune	Vacant	4th Thursdays, 2:00 p.m., San Carlos		Public Works Director
Peninsula Clean Energy (PCE) - Peninsula Clean Energy is a community-controlled, not-for-profit, joint powers agency formed as a Community Choice Aggregation (CCA) program by San Mateo County and all 20 of its cities and towns in 2016 and joined by the City of Los Banos in 2020.	Mates	Vacant	4th Thursdays 6:30 p.m.		City Manager
Home For All Initiative - The mission of Home for All initiative is to establish a	Mates	Vacant	As Needed		City Manager

climate in San Mateo County where a diversity of housing is produced and preserved so that San Mateo County is a culturally, generationally, and economically diverse community with housing for all. Home for All SMC is a collaborative initiative comprised of the County of San Mateo, local governments, school districts, community-based organizations, faith-based organizations, advocacy groups and businesses.					
San Mateo Consolidated Fire Department - established January 2019 The department was formed by the establishment of a Joint Powers Authority (JPA) and represents the merger of fire departments in San Mateo, Foster City, and Belmont. The Board of Directors for the Department is comprised of a Council member from each partner city.	Vacant	Vacant	Quarterly		City Manager

THESE APPOINTMENTS ARE MADE BY THE CITY SELECTION COMMITTEE (Council of Cities):		
Association of Bay Area Governments Regional planning agency for land use, housing, environmental quality, and economic development	Local Agency Formation Commission (LAFCO) Authority over all reorganizations & boundary changes within County	Bay Area Air Quality Management District Works to reduce air contaminants within the District
Metropolitan Transportation Commission (MTC) Reviews applications for state & federal transportation funds, maintains regional transportation plan for Bay Area	California Identification System (Cal-ID) Determine the placement of Random-Access Network equipment within the County	Peninsula Corridor Joint Powers Board (Caltrain) Set policy for operation of Peninsula Commute Service
Community Development Committee	Supplemental Law Enforcement Oversight Committee Review Supplemental Law Enforcement Service Fund expenditures	Domestic Violence Council Evaluate efforts to reduce domestic violence, raise public awareness and collect statistics
San Mateo County Transit District (SamTrans)	San Mateo County Transportation Authority (SAMTAC)	HEART (Housing Endowment and Regional Trust) Board

THESE APPOINTMENTS ARE MADE THROUGH C/CAG:

2020 Peninsula Gateway Corridor	Airport Land Use Committee (ALUC)	Bicycle and Pedestrian Advisory Committee (BPAC)
Congestion Management Program and Environmental Quality Committee (CMEQ)	Congestion Management Program Technical Advisory Committee (TAC)	
National Pollutant Discharge Elimination Technical Advisory Committee (NPDES) -	Integrated Waste management (SWAC)	Utilities Sustainability Task Force (USTF)