ORDINANCE NO._____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY REPEALING ARTICLE XV OF CHAPTER 9 (BUILDINGS) OF THE REDWOOD CITY MUNICIPAL CODE AND ADOPTING A NEW ARTICLE XV OF CHAPTER 9 (BUILDINGS) TO ADOPT LOCAL AMENDMENTS TO THE 2022 EDITION OF THE CALIFORNIA GREEN BUILDING STANDARDS CODE, TOGETHER WITH CERTAIN AMENDMENTS, EXCEPTIONS, MODIFICATIONS AND ADDITIONS THERETO

WHEREAS, the City of Redwood City is concurrently considering adopting the 2022 edition of the California Green Building Standards Code; and

WHEREAS, pursuant to Sections 17922, 17958, 17958.5, 17958.7 and 18941.5 of the California Health and Safety Code, the City may adopt amendments, modifications, changes, and additions to the provisions of the 2022 California Green Building Standards Code, which are reasonably necessary to protect the health, welfare, and safety of the citizens of Redwood City because of local climatic, geological and topographical conditions; and

WHEREAS, the City Council has adopted a resolution making findings with respect to local climatic, geological and topographical conditions relating to the amendments, modifications, changes, and additions to the California Green Building Standards Code for which such findings are required; and

WHEREAS, adoption of these local amendments is consistent with the goals of reducing greenhouse gas emissions as identified in the City's Climate Action Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF REDWOOD CITY:

SECTION 1. Article XV of Chapter 9 of the Redwood City Municipal Code is hereby repealed and deleted in its entirety.

SECTION 2. A new Article XV of Chapter 9 of the Redwood City Municipal Code is hereby adopted to read as follows:

ARTICLE XV. AMENDMENTS TO 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE:

Sec. 9.249. – SECTION 202 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

SECTION 202 of the Green Building Standards Code is amended to add or amend the following definitions:

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 SYSTEM (ALMS). A control system designed to manage load across one or more electric vehicle supply equipment (EVSE), circuits, panels and to share electrical capacity and/or automatically manage power at each connection point. ALMS systems shall 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.A.

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

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 (3) 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 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 shall be installed in accordance with the California Electrical Code, Article 625.

ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE). The conductors, including the undergrounded, grounded, and equipment conductors and the electric vehicle 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.

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

i. A conduit that links a listed electrical panel with sufficient capacity to a junction box or receptacle shall be located within three (3) feet of the parking space.

ii. The conduit shall be designed to accommodate at least 8.3 kVa (208/240 volt, 40-ampere) per parking space. The conduit shall have a minimum nominal trade size of 1 inch diameter and may be sized for multiple circuits as allowed by the California Electrical Code. The 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 shall indicate future completion of the 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 shall 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 shall 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 three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 16-ampere.

iii. A conduit oversized to accommodate future Level 2 EV Ready (208/240 volt, 40-ampere) at each parking space**.**

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 three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 16-ampere.

iii. A 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 three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 30-ampere.

Sec. 9.250. – SECTION 4.106.4 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 4.106.4 of the Green Building Standards Code is amended to read as follows:

4.106.4 Electric vehicle (EV) charging for new construction. New construction shall comply with Section 4.106.4.1 or 4.106.4.2, and Section 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 an 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.

Sec. 9.251. – SECTION 4.106.4.1 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 4.106.4.1 of the Green Building Standards Code is amended to read as follows:

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

Sec. 9.252. – SECTION 4.106.4.2 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 4.106.4.2 of the Green Building Standards Code is amended to read as follows:

4.106.4.2 New multifamily dwellings with new residential parking facilities. 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. EV ready spaces and EVCS in multifamily developments shall comply with California Building Code, Chapter 11A, Section 1109A. EVCS shall comply with the accessibility provisions for EV chargers in the California Building Code, Chapter 11B. The requirements of this Section 4.106.4.2 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.

Sec. 9.253. – SECTION 4.106.4.3 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 4.106.4.3 of the Green Building Standards Code is amended to read as follows:

4.106.4.3 Electric vehicle charging stations (EVCS). Electric vehicle charging stations required by Section 4.106.4.2 shall comply with Section 4.106.4.3.1.

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

Sec. 9.254. – SECTION 4.106.4.3.1 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 4.106.4.3.1 of the Green Building Standards Code is added to read as follows:

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 or Section 4.106.4.3.2, Subsection 3.

Sec. 9.255. – SECTION 4.106.4.3.2 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 4.106.4.3.2 of the Green Building Standards Code is added to read as follows:

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 Redwood City's Municipal or Zoning Code permits 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 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.

Sec. 9.256. – SECTION 4.106.4.4 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 4.106.4.4 of the Green Building Standards Code is added to read as follows:

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.

Sec. 9.257. – SECTION 4.106.5 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 4.106.5 of the Green Building Standards Code is added to read as follows:

4.106.5 All-electric buildings. Newly constructed buildings 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 appliances.

Sec. 9.258. – SECTION 4.106.5.1 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 4.106.5.1 of the Green Building Standards Code is added to read as follows:

4.106.5.1 New construction projects. All newly constructed buildings shall be all-electric buildings.

Exception: If an applicant establishes by substantial evidence that an all-electric building is infeasible for the project due to exceptional or extraordinary circumstances particular to the project, then the Building Official may grant a modification. The design professional shall submit findings demonstrating a unique reason that makes the technical code impractical, that the modification is in conformity with the intent and purpose of the technical code, the modification shall be as narrow as possible so as to effectuate as much of a reduction in natural gas as possible, and that such modification does not lessen health, life safety, and fire safety requirements or any degree of structural integrity. If the Building Official grants a modification pursuant to this exception, the applicant shall comply with Section 4.106.5.2.

Note 1: Standby Power Systems, as defined in the California Building Code and Fire Code are not covered under this section.

Sec. 9.259. – SECTION 4.106.5.2 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 4.106.5.2 of the Green Building Standards Code is added to read as follows:

4.106.5.2 Requirements for combustion equipment. Where combustion equipment is allowed per the exception permitted by Section 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.

Sec. 9.260. - SECTION 5.106.5.3 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 5.106.5.3 of the Green Building Standards Code is amended to read as follows:

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,

Section 5.106.5.3.2, or Section 5.106.5.3.3, as applicable, 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.

Sec. 9.261. - SECTION 5.106.5.3.1 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 5.106.5.3.1 of the Green Building Standards Code is amended to read as follows:

5.106.5.3.1 Nonresidential Occupancy Class B Offices – Shared Parking Space – New Construction. Twenty percent (20%) of parking spaces shall be provided with EVCS with Level 2 EV Ready. ALMS shall be permitted to reduce load when multiple vehicles are charging. Thirty percent (30%) of parking spaces provided shall be Level 2 EV Capable.

Sec. 9.262. - SECTION 5.106.5.3.2 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 5.106.5.3.2 of the Green Building Standards Code is amended to read as follows:

5.106.5.3.2 Hotel and Motel Occupancies – Shared Parking Facilities – New Construction. Five percent (5%) 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 (25%) of parking spaces provided shall be Low Power Level 2 EV

Ready space. Ten percent (10%) of parking spaces provided shall be Level 2 EV Capable.

Sec. 9.263. - SECTION 5.106.5.3.3 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 5.106.5.3.3 of the Green Building Standards Code is amended to read as follows:

5.106.5.3.3 All Other Nonresidential Occupancies – Shared Parking Facilities – New Construction. Ten percent (10%) of parking spaces provided shall be EVCS with Level 2 EV Ready. ALMS shall be permitted to reduce load when multiple vehicles are charging. Ten percent (10%) of parking spaces provided shall be Level 2 EV Capable.

Sec. 9.264. - SECTION 5.106.5.3.4 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 5.106.5.3.4 of the Green Building Standards Code is amended to read as follows:

5.106.5.3.4 Direct current fast charging stations. One DCFC may be substituted for up to five (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.

Sec. 9.265. - SECTION 5.106.5.4 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 5.106.5.4 of the Green Building Standards Code is amended to read as follows:

5.106.5.4 Electric vehicle charging readiness: medium-duty and heavy-duty. Construction shall comply with Section 5.106.5.4.1 to facilitate future installation of electric vehicle supply equipment (EVSE). Construction for warehouses, grocery stores and retail stores with planned off-street loading spaces shall also comply with Section 5.106.5.4.1 for future installation of medium- and heavy-duty EVSE. 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).

Exceptions:

1. On a case-by-case basis where the local enforcing agency has determined compliance with this section is not feasible based upon one of the following conditions:

a. Where there is no local utility power supply.

b. Where the local utility is unable to supply adequate power.

c. Where there is evidence suitable to the local enforcing agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may 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.

Sec. 9.265. - SECTION 5.106.5.4.1 OF THE GREEN BUILDING STANDARDS CODE AMENDED:

Section 5.106.5.4.1 of the Green Building Standards Code is amended to read as follows:

5.106.5.4.1 Warehouses, grocery stores and retail stores with planned off-street loading spaces. In order to avoid future demolition when adding EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s) or subpanel(s) shall be installed at the time of construction in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following:

1. The transformer, main service equipment and subpanels shall meet the minimum power requirement in Table 5.106.5.4.1 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 EV 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.

Sec. 9.266. SECTION 5.106.13 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 5.106.13 of the Green Building Standards Code is added to read as follows:

5.106.13 All-electric buildings. Newly constructed buildings 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

accommodate installation of *electric appliances*.

Sec. 9.267. – SECTION 5.106.13.1 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 5.106.13.1 of the Green Building Standards Code is added to read as follows:

5.106.13.1 New construction. All newly constructed buildings shall be all-electric buildings.

Exception: If an applicant establishes by substantial evidence that an all-electric building is infeasible for the project due to exceptional or extraordinary circumstances particular to the project, then the Building Official may grant a modification. The design professional shall submit findings demonstrating a unique reason that makes the technical code impractical, that the modification is in conformity with the intent and purpose of the technical code, the modification shall be as narrow as possible so as to effectuate as much of a reduction in natural gas as possible, and that such modification does not lessen health, life safety, and fire safety requirements or any degree of structural integrity. If the Building Official grants a modification pursuant to this exception, the applicant shall comply with Section 5.206.13.2.

Note 1: Standby Power Systems, as defined in the California Building Code and Fire Code are not covered under this section.

Sec. 9.268. – SECTION 5.106.13.2 OF THE GREEN BUILDING STANDARDS CODE ADDED:

Section 5.106.13.2 of the Green Building Standards Code is added to read as follows:

5.106.13.2 Requirements for *combustion equipment*. Where *combustion equipment* is allowed per the exception permitted 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

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 3. If any section, paragraph, sentence, or word of this Ordinance or of the Green Building Standards Code should for any reason, be found invalid, it is intended that all other portions of this Ordinance or Green Building Standard Code independent of any such portion as may be declared invalid shall be valid.

SECTION 4. The adoption of this Ordinance is exempt from CEQA pursuant to Section 15308 because it is an action taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment; pursuant to Section 15378(b)(5) because it is an organizational or administrative activity of government that will not result in direct or indirect physical changes in the environment; and pursuant to Section 15061(b) (3) because it can be seen with certainty that adoption of this ordinance will not have a significant effect on the environment.

SECTION 5. This Ordinance shall take effect thirty days after adoption but not before January 1, 2023.

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