



DATE: June 8, 2020

AGENDA ITEM #3

**TO:** Environmental Commission

**FROM:** Emiko Ancheta, Staff Liaison

**SUBJECT:** Building Electrification and EV Infrastructure Reach Codes status and next steps

**RECOMMENDATION:**

Review the Reach Code survey results and discuss ordinance next steps

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**BACKGROUND**

On Wednesday, April 29, 2020 the City of Los Altos and the Environmental Commission Subcommittee held a community educational webinar on the Reach Codes. The Environmental Commission subcommittee and City staff conducted a survey following the webinar to obtain community feedback.

The post Reach Code webinar survey was conducted between May 8, 2020 and May 31, 2020. There were 205 registered participants, 20 of the participants indicated they reside outside the City of Los Altos and 9 participants indicated they are business owners. According to the survey 46.3% indicated they would support a reach code that applies to new construction and major remodels and 27.3% indicated that they would not support any reach code. The top reason for supporting the reach codes was to reduce Greenhouse gas emissions; and the top reason for not supporting the reach codes was that appliances installed in one's home should be a personal choice. A majority (76.1%) of participants do support enhanced EV charging requirements in new buildings.

**DISCUSSION**

1. Review the results of the survey and discuss next steps for the Reach Codes ordinance

**ATTACHMENT:**

- A. Draft Ordinance on Building Electrification
- B. Draft Ordinance on EV Infrastructure
- C. Reach Code Surveys Results

**ORDINANCE NO. 2020-XXX**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
AMENDING CHAPTER 12.22 ENERGY CODE OF TITLE 12 OF THE LOS ALTOS  
MUNICIPAL CODE RELATING TO AMENDMENTS TO THE 2019 CALIFORNIA  
ENERGY CODE FOR ALL-ELECTRIC BUILDINGS**

**WHEREAS**, the California Building Standards Commission adopted and published an updated Title 24 of the California Code of Regulations, known as the 2019 California Building Standards Code, that became effective statewide on January 1, 2020; and

**WHEREAS**, California Health and Safety Code Sections 17958.5, 17958.7 and 18941.5 authorize cities to adopt the California Building Standards Code with modifications determined to be reasonably necessary because of local climatic, geological or topographical conditions; and

**WHEREAS**, the City of Los Altos has adopted the 2019 California Building Standards Code with local amendments; and

**WHEREAS**, the City has adopted the 2019 California Energy Code in the 2019 California Building Standards Code, Part 6 of Title 24 of the California Code of Regulations, which implements minimum energy efficiency standards in buildings through mandatory requirements, prescriptive standards, and performances standards; and

**WHEREAS**, Public Resources Code Section 25402.1(h)(2) and Section 10-106 Locally Adopted Energy Standards of the California Administrative Code, Title 24 of the California Code of Regulations, Part I, establish a process which allows local adoption of energy standards that are more stringent than the statewide standards, provided that such local standards are cost effective and the California Energy Commission finds that the standards will require buildings to be designed to consume no more energy than permitted by the California Energy Code; and

**WHEREAS**, the City Council wishes to amend portions of the California Energy Code and affirms that such local modifications are cost effective and will result in designs that consume no more energy than that permitted under the 2019 California Energy Code.

**NOW THEREFORE**, the City Council of the City of Los Altos does hereby ordain as follows:

**SECTION 1. AMENDMENT OF CODE.** Chapter 12.22 of Title 12 of the Los Altos Municipal Code is hereby amended in its entirety to read as follows:

**Chapter 12.22 ENERGY CODE**

**Section 12.22.010 Adoption of the California Energy Code.**

There is hereby adopted by reference as if fully set forth herein, the 2019 California Energy Code, contained in the California Code of Regulations, Title 24, Part 6, published by the International Code

Council, and each and all of its regulations and provisions. One copy is on file for use and examination by the public in the office of the Building Official.

**Section 12.22.020 Amendments for All-Electric Buildings.**

- A. Amend Section 100.1(b) of the Energy Code by adding the following definitions to read as follows:

**ALL-ELECTRIC BUILDING** is a building that has no natural gas or propane plumbing installed within the building.

**NEWLY CONSTRUCTED BUILDING (Applicable to Chapter 12.22 Energy Code Section 12.22.020 Amendments)** is a building that has never been used or occupied for any purpose and supported by 1) a new structural foundation, 2) an existing, structural foundation where a building has been demolished and removed to floor or below, or 3) a combination of 1) and 2).

Subchapter 1 Section 100.0(e)2. A. is deleted and replaced to read as follows, based on express finding of necessity set forth of this Ordinance.

- B. Amend Section 100.0(e)2. A. of the Energy Code to read as follows:

**2. Newly constructed buildings.**

- A. Sections 110.0 through 110.12 apply to all newly constructed buildings within the scope of Section 100.0(a). In addition, newly constructed buildings shall meet the requirements of Subsections B, C, D or E, as applicable and shall be an all-electric building as defined in Section 100.1(b).

Conditional Exception 1: Residential and non-residential buildings may install non-electric (natural gas or propane fueled) cooking and fireplace appliances if the applicant complies with the prewiring provisions, Subsection 12.22.020 B. 3.

Conditional Exception 2: Residential and non-residential buildings may apply to the Building Division of the Los Altos Community Development Department for an exception to install a non-electric fueled appliance or piece of equipment. The Building Division of the Los Altos Community Development Department shall grant an exception if they find the following conditions are met:

- i. The applicant shows that there is a public or business-related need that cannot be reasonably met with an electric fueled appliance or piece of equipment.
- ii. The applicant complies with the pre-wiring provisions to the non-electric appliance or piece of equipment noted at Subsection 12.22.020 B. 3.

The decision of the Building Division of the Los Altos Community Development Department shall be final unless the applicant appeals the decision to the City Council within 15 days of the date of the decision. The City Council's decision on the appeal shall be final.

**3. Wiring to accommodate future electric appliances or equipment.**

(a) If a non-electric appliance or piece of equipment is allowed to be installed, the appliance or equipment location must also be electrically pre-wired for future electric appliance or equipment installation, including:

- i. A dedicated circuit, phased appropriately, with a minimum amperage requirement for a comparable electric appliance with an electrical receptacle or junction box that is connected to the electric panel with conductors of adequate capacity, extending to within 3 feet of the appliance and accessible with no obstructions. Appropriately sized conduit may be installed in lieu of conductors; and
- ii. Both ends of the unused conductor or conduit shall be labeled with the words “For Future Electric appliance or equipment” and be electrically isolated; and
- iii. A reserved circuit breaker space shall be installed in the electrical panel adjacent to the circuit breaker for the branch circuit and labeled for each circuit, an example is as follows (i.e “For Future Electric Range;”); and,
- iv. All electrical components, including conductors, receptacles, junction boxes, or blank covers, related to this section shall be installed in accordance with the California Electrical Code.

## **SECTION 2.**

The following findings support that the above amendments and modifications are reasonably necessary because of local climatic, geological or topographical conditions:

The City of Los Altos is located in Climate Zone 4 as established in the 2019 California Energy Code. Climate Zone 4 includes Santa Clara County, San Benito County, portions of Monterey County and San Luis Obispo. The City experiences an average of 19 inches of precipitation per year. In Los Altos, January is the rainiest month of the year while July is the driest month of the year. Temperatures average about 80 degrees Fahrenheit in the summer and about 40 degrees Fahrenheit in the winter. These climatic conditions along with the effects of climate change caused by Green House Gas (GHG) emissions generated from burning natural gas to heat buildings and emissions from Vehicle Miles Traveled results in an overall increase in global average temperature. Higher global temperatures are contributing to rising sea levels, record heat waves, droughts, wildfires and floods.

The above local amendments to the 2019 California Energy Code are necessary to combat the ever-increasing harmful effects of global climate change. Implementation of the proposed code amendments will achieve decarbonization and provide an accelerated path to reduce GHG emissions. The proposed Ordinance containing these amendments would ensure that new buildings use cleaner sources of energy which helps meet the goal of cutting carbon emissions in half by 2030.

All-electric building design benefits the health, welfare, and resiliency of Los Altos and its residents.

## **SECTION 3. CONSTITUTIONALITY.**

If any section, subsection, sentence, clause or phrase of this code is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this code.

**SECTION 4. CEQA.**

The City Council hereby finds and determines that this Ordinance has been assessed in accordance with the California Environmental Quality Act (Cal. Pub. Res. Code, § 21000 et seq.) (“CEQA”) and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 et seq.) and is categorically exempt from CEQA under CEQA Guidelines, § 15061(b)(3), which exempts from CEQA any project where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. Adoption of the proposed Ordinance would not be an activity with potential to cause significant adverse effect on the environment because the changes made to the California Energy Code within are enacted to provide more protection to the environment, and therefore is exempt from CEQA. It is also exempt from CEQA pursuant to CEQA Guidelines, § 15038 which exempts actions taken by regulatory agencies for the enhancement and protection of the environment. As such, the Ordinance is categorically exempt from CEQA.

**SECTION 5. PUBLICATION.**

This Ordinance shall be published as provided in Government Code section 36933.

**SECTION 6. EFFECTIVE DATE.**

This Ordinance shall be effective upon the commencement of the thirty-first (31st) day following the adoption date.

The foregoing Ordinance was duly and properly introduced at a regular meeting of the City Council of the City of Los Altos held on \_\_\_\_\_, 2020 and was thereafter, at a regular meeting held on \_\_\_\_\_, 2020 passed and adopted by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

\_\_\_\_\_  
Jan Pepper, Mayor

ATTEST

\_\_\_\_\_  
Andrea Chelemengos, City Clerk

**ORDINANCE NO. 2020-XXX**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
AMENDING CHAPTER 12.26 GREEN BUILDING STANDARDS CODE OF TITLE 12  
OF THE LOS ALTOS MUNICIPAL CODE RELATING TO AMENDMENTS TO THE  
2019 CALIFORNIA GREEN BUILDING STANDARDS CODE FOR ELECTRIC  
VEHICLE (EV) INFRASTRUCTURE**

**WHEREAS**, the City of Los Altos has seen significant sales of both electric vehicles (EV) and plug-in hybrid electric vehicles (“PHEV”); and

**WHEREAS**, the interest in EVs has grown alongside greater EV model availability, increased vehicle range, and expanded EV charging infrastructure in the region; and

**WHEREAS**, EV charging infrastructure available at locations they frequent, including one-and two-family dwellings, multi-family residences, and commercial properties is important for continued adoption of EVs; and

**WHEREAS**, the installation of the electric vehicle supply equipment (EVSE) is made cost effective when the infrastructure is installed during the initial construction phase as opposed to retrofitting existing buildings to accommodate the new electrical equipment; and

**WHEREAS**, the City of Los Altos supports this nascent industry for plug-in electric vehicles and its efforts in constructing EV charging infrastructure as this further supports the City’s sustainability goals; and

**WHEREAS**, the California Building Standards Commission adopted and published an updated Title 24 of the California Code of Regulations, known as the 2019 California Building Standards Code, that became effective statewide on January 1, 2020; and

**WHEREAS**, California Health and Safety Code Sections 17958.5, 17958.7 and 18941.5 authorize cities to adopt the California Building Standards Code with modifications determined to be reasonably necessary because of local climatic, geological or topographical conditions; and

**WHEREAS**, the City of Los Altos has adopted the 2019 California Building Standards Code with local amendments; and

**WHEREAS**, the City has adopted the 2019 California Green Building Standards Code in the 2019 California Building Standards Code, Title 24, Part 11, which enhances the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices; and

**WHEREAS**, the City Council wishes to amend portions of the California Green Building Standards Code and affirms the modifications are determined to be reasonably necessary because of local climatic, geological or topographical conditions, ensure that new buildings can charge a greater number of electric vehicles beyond state code requirements and reduce greenhouse gas emissions.

**NOW THEREFORE**, the City Council of the City of Los Altos does hereby ordain as follows:

**SECTION 1. AMENDMENT OF CODE.** Chapter 12.26 of Title 12 of the Los Altos Municipal Code is hereby amended in its entirety to read as follows:

## **Chapter 12.26 CALIFORNIA GREEN BUILDING STANDARDS CODE**

### **Section 12.26.010 Adoption of the California Green Building Standards Code**

### **Section 12.26.020 Amendments, Additions or Deletions**

### **Section 12.26.030 Definitions**

### **Section 12.26.010 Adoption of the California Green Building Standards Code**

There is hereby adopted by reference as if fully set forth herein, the 2019 California Green Building Standards Code, contained in the California Code of Regulations, Title 24, Part 11, published by the International Code Council, and each and all of its regulations and provisions. One copy is on file for use and examination by the public in the office of the Building Official.

### **Section 12.26.020 Amendments, Additions or Deletions**

The 2019 California Green Building Standards Code referred to in Section 12.26.010 is adopted, together with Chapters 1 Administration, 4 Residential Mandatory Measures, and 5 Nonresidential Mandatory Measures, of the 2019 California Green Building Standards Code, with the following amendments as follows:

Chapter 1 Section 102.4 Scope and Mandatory Compliance is hereby added to read as follows.

### **Section 102.4 Scope and Mandatory Compliance**

- A. This code contains both mandatory and voluntary green building measures. Mandatory and voluntary measures are identified in the appropriate chapters contained in this code. Compliance measures and methods shall be by one of the following measures approved by the Building Official.

The means by which compliance measures are achieved shall be mandatory measures with appendix sections voluntarily applied, building division mandatory check list, whole house Build it Green GreenPoint check list, LEED, other recognized point systems, Title 24 Part 6 Energy Efficiency Standards, or equivalent approved methods. Green Building Compliance measures in addition to checklists shall be incorporated into the project drawings approved by the Building Official prior to building permit submittal.

Prior to issuance of a building permit, the owner or responsible Registered Design Professional acting as the owner's agent shall employ and/or retain a Qualified Green Building Professional to the satisfaction of the Building Official, and prior to final inspection shall submit verification that the project is in compliance with this ordinance.

Chapter 4 Section 4.106.4 Electric vehicle (EV) charging for new construction thru 4.106.4.2.5 are deleted and replaced to read as follows, based upon express findings set forth in this Ordinance

**Section 4.106.4, 4.106.4.1 and 4.106.2 are amended to read as follows:**

**4.106.4 Electric vehicle (EV) charging for new construction.**

New construction shall comply with Sections 4.106.4.1, 4.106.4.2, or 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*.

Exceptions:

1. Where there is no commercial power supply
2. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) without additional parking facilities.
3. Spaces accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.

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

For each dwelling unit, install a Level 2 EV Ready Space. If multiple (two or more) parking spaces are provided for a dwelling unit, two Level 2 EV Ready Spaces.

**4.106.4.1.1 Identification.**

The raceway termination location shall be permanently and visibly marked as "Level 2 EV-Ready".

**4.106.4.2 New multifamily dwellings.**

The following requirements apply to all new multifamily dwellings:

1. For multifamily buildings with less than or equal to 20 dwelling units, one Level 2 EV Ready Space for each dwelling unit.
2. When more than 20 multifamily dwelling units are constructed on a building site
  - a. 25% of the dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready Space. Calculations for the required minimum number of Level 2 EV Ready spaces shall



be rounded up to the nearest whole number and not less than 21 spaces.

- b. In addition, each remaining dwelling unit with parking space(s) shall be provided with at least a Level 1 EV Ready Space.

Exception: For all multifamily Affordable housing, 10% of dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready Space. Calculations for the required minimum number of Level 2 EV Ready spaces shall be rounded up to the nearest whole number. The remaining dwelling units with parking space(s) shall each be provided with at least a Level 1 EV Ready Space.

Notes:

1. ALMS may be installed to decrease electrical service and transformer costs associated with EV Charging Equipment subject to review of the authority having jurisdiction.
2. Installation of Level 2 EV Ready Spaces above the minimum number required level may offset the minimum number Level 1 EV Ready Spaces required on a 1:1 basis.
3. The requirements apply to multifamily buildings with parking spaces including: a) assigned or leased to individual dwelling units, and b) unassigned residential parking.
4. Local jurisdictions may consider allowing exceptions through their local process, on a case by case basis, if a building permit applicant provides documentation detailing that the increased cost of utility service or on-site transformer capacity would exceed an average of \$4,500 among parking spaces with Level 2 EV Ready Spaces and Level 1 EV Ready Spaces. If costs are found to exceed this level, the applicant shall provide EV infrastructure up to a level that would not exceed this cost for utility service or on-site transformer capacity.
5. In order to adhere to accessibility requirements in accordance with California Building Code Chapters 11A and/or 11B, it is recommended that all accessible parking spaces for covered newly constructed multifamily dwellings are provided with Level 1 or Level 2 EV Ready Spaces.

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

When EV chargers are installed, EV spaces required by Section 4.106.4.2.2, Item 3, shall comply with at least one of the following options:

1. The EV 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 EV 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 4.106.4.2.1.1 and Section 4.106.4.2.2, Item 3.

Note: Electric vehicle charging stations serving public housing are required to comply with the California Building Code, Chapter 11 B.

#### **Section 4.106.4.2.2 Electric vehicle charging space (EV space) dimensions.**

Refer to local authority having jurisdiction for parking dimension requirements.

4.106.4.2.3 Deleted

4.106.4.2.4 Deleted

4.106.4.2.5 Deleted

Chapter 5 Section 5.106.5.3 Electric vehicle (EV) charging thru 5.106.5.3.5 are deleted and replaced to read as follows, based upon express findings set forth in this Ordinance

**Section 5.106.5.3 thru 5.106.5.3.5 are amended to read as follows:**

**5.106.5.3 Electric vehicle (EV) charging.**

[N] New construction shall comply with Section 5.106.5.3.1 or Section 5.106.5.3.2 to facilitate future installation and use of EV.

Exceptions:

1. Where there is no commercial power supply.
2. Spaces accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.

**5.106.5.3.1 Office buildings.**

In nonresidential new construction buildings designated primarily for office use with parking:

1. When 10 or more parking spaces are constructed, 10% of the available parking spaces on site shall be equipped with Level 2 EVCS;
2. An additional 10% shall be provided with at least Level 1 EV Ready Spaces; and
3. An additional 30% shall be at least EV Capable.

Calculations for the required minimum number of spaces equipped with Level 2 EVCS, Level 1 EV Ready spaces and EV Capable spaces shall all be rounded up to the nearest whole number.

Construction plans and specifications shall demonstrate that all raceways shall be a minimum of 1” and sufficient for installation of EVCS at all required Level 1 EV Ready and EV Capable spaces; Electrical calculations shall substantiate the design of the electrical system to include the rating of equipment and any on-site distribution transformers, and have sufficient capacity to simultaneously charge EVs at all required EV spaces including Level 1 EV Ready and EV Capable spaces; and service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for the future installation of the EVSE.

Notes:

1. ALMS may be installed to increase the number of EV chargers or the amperage or voltage beyond the minimum requirements in this code. The option does not allow for installing less electrical

panel capacity than would be required without ALMS.

#### **5.106.5.3.2 Other nonresidential buildings.**

In nonresidential new construction buildings that are not designated primarily for office use, such as retail or institutional uses:

1. When 10 or more parking spaces are constructed, 6% of the available parking spaces on site shall be equipped with Level 2 EVCS;
2. An additional 5% shall be at least Level 1 EV Ready.  
Calculations for the required minimum number of spaces equipped with Level 2 EVCS and Level 1 EV Ready spaces shall be rounded up to the nearest whole number

Exception: Installation of each Direct Current Fast Charger with the capacity to provide at least 80 kW output may substitute for six Level 2 EVCS and five EV Ready spaces after a minimum of six Level 2 EVCS and five Level 1 EV Ready spaces are installed.

#### **5.106.5.3.3 Clean Air Vehicle Parking Designation.**

EVCS qualify as designated parking as described in Section 5.106.5.2 Designated parking for clean air vehicles.

Notes:

1. The California Department of Transportation adopts and publishes the California Manual on Uniform Traffic Control Devices (California MUTCD) to provide uniform standards and specifications for all official traffic control devices in California. Zero Emission Vehicle Signs and Pavement Markings can be found in the New Policies & Directives number 13-01. [www.dot.ca.gov/hq/traffops/policy/13-01.pdf](http://www.dot.ca.gov/hq/traffops/policy/13-01.pdf).
2. See Vehicle Code Section 22511 for EV charging spaces signage in off-street parking facilities and for use of EV charging spaces.
3. The Governor's Office of Planning and Research published a Zero-Emission Vehicle Community Readiness Guidebook which provides helpful information for local governments, residents and businesses. [www.opr.ca.gov/docs/ZEV\\_Guidebook.pdf](http://www.opr.ca.gov/docs/ZEV_Guidebook.pdf).
4. Section 11B-812 of the California Building Code requires that a facility providing EVCS for public and common use also provide one or more accessible EVCS as specified in Table 11B-228.3.2.1.
5. It is encouraged that shared parking, EV Ready are designated as "EV preferred."

#### **5.106.5.3.4 [N] Identification.**

The raceway termination location shall be permanently and visibly marked as "EV Ready".

#### **5.106.5.3.5 Deleted.**

#### **Section 12.26.030 Definitions.**

For the purpose of this chapter, certain words and phrases used herein are defined as follows:

**“Build It Green”** means the Build It Green organization. Build It Green is a California professional non-profit membership organization whose mission is to promote healthy, energy and resource-efficient buildings.

**“Green Point Rated”** means the rating system developed by Build It Green.

**“LEED”** means the “Leadership in Energy and Environmental Design” program developed by the U.S. Green Building Council. The U.S. Green Building Council is a National professional non-profit membership organization whose mission is to promote buildings that are environmentally responsible.

**“LEED Accredited Professional”** means a person or organization determined by the Building Official to be qualified to perform inspections and provide documentation to assure compliance with the U.S. Green Building Council LEED requirements.

**“Structural Renovations”** means existing portions of roof framing and/or exterior walls removed for the purpose of rebuilding and remodeling.

**“Qualified Green Building Professional”** means a person trained through the USGBC as a “LEED AP” (accredited professional), or through Build It Green as a GreenPoint Rater, or other qualifications when acceptable to the Building Official. A certified green building professional, architect, designer, builder, or building inspector may be considered a qualified green building professional when determined appropriate by the Building Official.

**“EV Capable”** means a parking space linked to a listed electrical panel with sufficient capacity to provide at least 110/120 volts and 20 amperes to the parking space. Raceways linking the electrical panel and parking space only need to be installed in spaces that will be inaccessible in the future, either trenched underground or where penetrations to walls, floors, or other partitions would otherwise be required for future installation of branch circuits. Raceways must be at least 1” in diameter and may be sized for multiple circuits as allowed by the California Electrical Code. The panel circuit directory shall identify the overcurrent protective device space(s) reserved for EV charging as “EV CAPABLE.” Construction documents shall indicate future completion of raceway from the panel to the parking space, via the installed inaccessible raceways.

**“Level 1 EV Ready Space”** means a parking space served by a complete electric circuit with a minimum of 110/120 volt, 20-ampere capacity including electrical panel capacity, overprotection device, a minimum 1” diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled “Electric Vehicle Outlet” with at least a ½” font adjacent to the parking space, or b) electric vehicle supply equipment (EVSE).

**“Level 2 EV Ready Space”** means a parking space served by a complete electric circuit with 208/240 volt, 40-ampere capacity including electrical panel capacity, overprotection device, a minimum 1” diameter raceway that may include multiple circuits as allowed by the California Electrical Code, wiring, and either a) a receptacle labelled “Electric Vehicle Outlet” with at least a ½” font adjacent to the parking space, or b) electric vehicle supply equipment (EVSE) with a minimum output of 30 amperes.

**“Electric Vehicle Charging Station (EVCS)”** means a parking space that includes installation of electric vehicle supply equipment (EVSE) with a minimum capacity of 30 amperes connected to a circuit serving a Level 2 EV Ready Space. EVCS installation may be used to satisfy a Level 2 EV Ready Space requirement.

**“Automatic Load Management Systems (ALMS)”** means a control system which allows multiple EV chargers or EV-Ready electric vehicle outlets to share a circuit or panel and automatically reduce power at each charger, providing the opportunity to reduce electrical infrastructure costs and/or provide demand response capability. ALMS systems must be designed to deliver at least 1.4kW to each EV Capable, EV Ready or EVCS space served by the ALMS. The connected amperage on-site shall not be lower than the required connected amperage per Part 11, 2019 California Green Building Code for the relevant building types.

**“Affordable Housing”** means 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.

### **SECTION 3. CONSTITUTIONALITY.**

If any section, subsection, sentence, clause or phrase of this code is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this code.

### **SECTION 4. CEQA.**

The City Council hereby finds and determines that this Ordinance has been assessed in accordance with the California Environmental Quality Act (Cal. Pub. Res. Code, § 21000 et seq.) (“CEQA”) and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 et seq.) and is categorically exempt from CEQA under CEQA Guidelines, § 15061(b)(3), which exempts from CEQA any project where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. Adoption of the proposed Ordinance would not be an activity with potential to cause significant adverse effect on the environment because the changes made to the California Green Buildings Standards Code within are enacted to provide more protection to the environment, and therefore is exempt from CEQA. It is also exempt from CEQA pursuant to CEQA Guidelines, § 15038 which exempts actions taken by regulatory agencies for the enhancement and protection of the environment. As such, the Ordinance is categorically exempt from CEQA.

### **SECTION 5. PUBLICATION.**

This Ordinance shall be published as provided in Government Code section 36933.

### **SECTION 6. EFFECTIVE DATE.**

This Ordinance shall be effective upon the commencement of the thirty-first (31st) day following the adoption date.

The foregoing Ordinance was duly and properly introduced at a regular meeting of the City Council of the City of Los Altos held on \_\_\_\_\_, 2020 and was thereafter, at a regular meeting held on \_\_\_\_\_, 2020 passed and adopted by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Jan Pepper, Mayor



ATTEST

\_\_\_\_\_  
Andrea Chelemengos, City Clerk

DRAFT

Post Reach Code webinar survey results

**Do you own property in Los Altos?**

		Response Percent	Response Count
Yes - Residential		84.4%	173
No		16.1%	33

**Do you own a business in Los Altos?**

		Response Percent	Response Count
Yes		4.4%	9
No		95.6%	196



**If "Yes" to the previous question, what type of business?**

Answered : 10






Skipped : 195

► Show Word Cloud







**Did you attend the Community Reach Code Webinar on April 29, 2020?**

		Response Percent	Response Count
Yes		22.0%	45
No		78.0%	160






**If "Yes" to the previous question, how informative did you find the webinar?**

		Response Percent	Response Count
Extremely		4.0%	2
Very		40.0%	20
Somewhat		28.0%	14
Not Very		16.0%	8
Not At All		12.0%	6






### Which of the following Reach Codes would you support?

		Response Percent	Response Count
A total ban on natural gas (including for outdoor use)		26.8%	55
All electric new construction AND major remodels		46.3%	95
All electric for new construction only		29.8%	61
All electric for new construction with exceptions for cooking		20.5%	42
Mixed-fuel (gas and electric) with additional efficiency measure for new construction		29.3%	60
No Reach Codes		27.3%	56

### If you do support Reach Codes, select the reasons why.








		Response Percent	Response Count
Reduce Greenhouse gas emissions		92.0%	126
Supports the City of Los Altos Climate Action Plan goals		70.1%	96
Health and safety		75.9%	104
Cost savings		33.6%	46
Other		11.7%	16

### If you don't support Reach Codes, select the reasons why.




		Response Percent	Response Count
The appliances installed in my home should be my personal choice		61.6%	53
I don't believe it will make a difference in our greenhouse gas emissions		43.0%	37
Reach Codes would be too costly		26.7%	23
I don't think electric appliances perform as well as gas appliance		52.3%	45
Other		34.9%	30



**If your residence was fitted to accept natural gas and electric appliances and appliance costs (purchase, operation and maintenance) were similar, which of the following appliances would you select to be powered by electricity?**

		Response Percent	Response Count
Water heater		66.3%	124
HVAC (heating and air conditioning)		70.6%	132
Clothes Dryer		77.0%	144
Stove		48.7%	91
Oven		77.0%	144
Fireplace		36.4%	68
Other		15.0%	28

**Do you support enhanced EV charging requirements in new buildings?**

		Response Percent	Response Count
Yes		76.1%	156
No		19.0%	39
Other		4.9%	10

Reach Code 1<sup>st</sup> survey results

300 registered responses

Summary Responses (300)

## Are you in support of mandating all-electric for all new construction?

	Response Percent	Response Count
Very Unsupportive	70.3%	211
Somewhat Unsupportive	4.0%	12
Neutral	2.0%	6
Somewhat Supportive	4.0%	12
Very Supportive	19.7%	59

## Are you considering building a new home in Los Altos in the next couple years?

	Response Percent	Response Count
Yes	15.0%	45
No	63.0%	189
I don't know	22.0%	66

## Are you considering building a new commercial building in Los Altos in the next couple of years?

	Response Percent	Response Count
Yes	0.7%	2
No	92.7%	278
I don't know	6.7%	20

## Are you considering building a new mixed-use building in Los Altos in the next couple years?

	Response Percent	Response Count
Yes	1.7%	5
No	90.3%	271
I don't know	8.0%	24

## How familiar are you with all-electric appliances, such as induction stoves, heat pump water heaters, etc.?

	Response Percent	Response Count
Very Familiar	58.0%	174
Somewhat Familiar	31.7%	95
Neutral	5.7%	17
Somewhat Unfamiliar	3.0%	9
Very Unfamiliar	1.7%	5

## Are you planning or did you attend the Reach Code webinar on April 29th?

	Response Percent	Response Count
Yes	25.3%	76
No	60.0%	180
I don't know	14.7%	44

Reach Code 1<sup>st</sup> Survey Results

344 unregistered responses

Summary Responses (344)

## Are you in support of mandating all-electric for all new construction?

	Response Percent	Response Count
Very Unsupportive	64.8%	223
Somewhat Unsupportive	8.7%	30
Neutral	3.2%	11
Somewhat Supportive	6.1%	21
Very Supportive	17.2%	59

## Are you considering building a new home in Los Altos in the next couple years?

	Response Percent	Response Count
Yes	16.9%	58
No	63.1%	217
I don't know	20.1%	69

## Are you considering building a new commercial building in Los Altos in the next couple of years?

	Response Percent	Response Count
Yes	1.5%	5
No	91.6%	315
I don't know	7.0%	24

## Are you considering building a new mixed-use building in Los Altos in the next couple years?

	Response Percent	Response Count
Yes	2.6%	9
No	88.7%	305
I don't know	8.7%	30

## How familiar are you with all-electric appliances, such as induction stoves, heat pump water heaters, etc.?

	Response Percent	Response Count
Very Familiar	52.0%	179
Somewhat Familiar	36.9%	127
Neutral	4.7%	16
Somewhat Unfamiliar	2.9%	10
Very Unfamiliar	3.5%	12

## Are you planning or did you attend the Reach Code webinar on April 29th?

	Response Percent	Response Count
Yes	18.0%	62
No	69.5%	239
I don't know	12.5%	43