Agenda Item D.1
DISCUSSION/ACTION ITEM
Meeting Date: September 3, 2024

TO: Mayor and Councilmembers

SUBMITTED BY: Peter Imhof, Planning and Environmental Review Director

PREPARED BY: Dana Murray, Sustainability Manager
Angeline Foshay, Management Analyst

SUBJECT: First Reading of Ordinance Amending Chapter 15.12 of the Goleta Municipal Code to Adopt an Electric Vehicle Reach Code

RECOMMENDATION:

Introduce and conduct the first reading by title only, waiving further reading of Ordinance No. 24-__ entitled, "An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 15.12 Entitled 'Green Building Code' of the Goleta Municipal Code to Make Certain Local Amendments to the 2022 Edition of the California Green Building Standards Code ("Reach Code") and Determine the Ordinance to Be Exempt From the California Environmental Quality Act."

BACKGROUND:

Investing in the development and installation of Electric Vehicle (EV) charging infrastructure is identified in the City's budget priorities and Strategic Plan as a means of supporting environmental vitality and the City's transition to a clean energy future. Additionally, 'Developing an Electrical Vehicle Infrastructure Reach Code' was a top priority in the City's adopted Planning & Environmental Review Department's FY 2023-24 Annual Work Program. The City Council adopted an EV Charging Station Permit Streamlining Ordinance in April 2020.

The City's EV Reach Code was discussed at three public meetings of the Council's Standing Committee on Energy and Green issues, in October 2022, September 2023, and January 2024. The City also held a public webinar/workshop for the community on February 28, 2024. Following those public meetings, the EV Reach Code ordinance was originally introduced for first reading at the May 7, 2024 City Council meeting. Prior to the meeting, the City received several written public comments supporting the City's EV Reach Code and requesting that the City Council adopt it (Attachment). At the May 7th City Council meeting, verbal public comments received included those both for adoption of the EV Reach Code, and those against adoption, as well as requests for clarifying regulations in the California 2022 Edition of the California Building and Energy Code, the July 2024 intervening code, and the City's EV Reach Code.

Deliberations by City Council centered on the State's requirements versus the proposed Reach Code, how the Reach Code may affect developing new housing, and the balance between multifamily tenant improvements and tenant protections as they relate to alterations and additions triggers. Requests were made to provide easily accessible funding resources for EV charging improvements. City Council unanimously approved the first reading of the ordinance without amendments, after hearing public comments and deliberating.

Since May 7, 2024, staff has continued communication with stakeholders, including meeting with developers in May and August, preparing an FAQ for the Reach Code, working with State Building Code experts to better understand the State's intervening code requirements, and updating information on the EV incentive and rebate resources for the community.

Before the May 21, 2024 City Council meeting, where the Council was to hold a public hearing and consider 2nd reading and adoption of the ordinance, the City received a letter from a law office representing developers. Following receipt of the letter, the City postponed bringing the ordinance back to Council pending further legal review of the ordinance. Since then, the ordinance has been updated with more thorough recitals and has simplified language, removing State Code language, which had been originally included in the Reach Code to improve readability and implementation, and adding more local findings evidencing local climatic, geographical, and topographical conditions justifying the local amendments. Although the content of the actual Reach Code is similar to the May 7th ordinance, since changes have been made, the ordinance needs to go through first reading again in its updated form. The ordinance is now being presented for discussion and first reading per Government Code Sections 50022.3 and 6066.

In September 2020, Governor Newsom issued an Executive Order requiring sales of all new passenger vehicles to be zero-emission by 2035 and additional measures to eliminate harmful emissions from the transportation sector. The Executive Order directs the California Air Resources Board (CARB), California Energy Commission (CEC), California Public Utilities Commission, other State agencies, and local agencies to accelerate deployment of affordable fueling and charging options for zero-emission vehicles (ZEVs) in ways that serve all communities, and specifically low-income and disadvantaged communities.

Transportation accounts for just over half of the greenhouse gas (GHG) emissions in Santa Barbara County. One of the key strategies to reduce emissions and meet the ambitious climate goals of the State is encouraging the use of EVs and expanding EV charging infrastructure. The most common barrier to switching to an EV, especially for residents of multifamily buildings, is the lack of access to reliable charging at the home or workplace. Requiring EV charging infrastructure in new buildings is a significant way to support the transition to EVs and is significantly less expensive than future retrofits to add EV charging.

To meet the growing need for access to EV chargers, local jurisdictions often adopt "Reach Codes" to increase the number of EV charging spaces required in new development, particularly related to multifamily buildings. A Reach Code is a local Building Energy Code that "reaches" beyond the state minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead beyond state requirements. Reach Codes help encourage development of energy efficient and increasingly electrified, sustainable buildings as well as support EV adoption through EV charging standards. The 2022 California Building Standards Code (CBSC) included increased EV charging requirements compared to previous code cycles, but it does not go far enough to significantly improve access to EV charging, given the pace of transition needed to meet state goals and meaningfully address the climate crisis. Most of the buildings built in or after 2023 will continue to exist in 2035, and these EVs will need a place to charge. The State recently developed and adopted adjustments to its Building Codes and Standards in between the three-year adoption cycle, known as intervening cycle changes, which are described in the Discussion section below and took effect on July 1, 2024.

More than 44 local governments in California have adopted EV Reach Codes. These jurisdictions have increased EV infrastructure requirements in their Building Codes to help provide critical EV charging infrastructure for residences and workplaces. EV Reach Codes help jurisdictions meet the growing gap in EV charging demand and availability. Adopting a Reach Code component that addresses EV charging infrastructure will help Goleta further electrify our transportation sector, which accounts for over 55% of the City's emissions. With bold EV adoption and infrastructure goals set by the state, Goleta can further support the transportation electrification transition by increasing the minimum requirements for EV infrastructure in new construction.

To help achieve GHG emission reductions and EV goals, and in acknowledgement of the existing gaps in local EV charging infrastructure, staff introduced research and background on this issue at the October 12, 2022 Green Committee meeting. The Committee recommended that staff research different avenues of incorporating EV charger requirements into a City Reach Code. An "EV Charger Reach Code" would involve the City passing an amendment to CALGreen to require new projects increase the number of EV charging spaces, helping to ensure that current and future EV drivers have a spot to plug in, particularly in new multifamily buildings. At the Green Committee meeting on September 28, 2023, Committee members directed staff to investigate developing a model code similar to those adopted by Bay Area jurisdictions and recommended by Central Coast Community Choice Energy (3CE), focusing on maximizing EV charging access for multifamily residential buildings, hotels, and offices. Staff partnered with technical consultants from 3CE and Southern California Edison (SCE) to develop an ordinance that balances the Committee's policy requests, streamlines implementation for the Planning and Environmental Review's Building & Safety Division, advances the City's support for EV infrastructure, and reflects feedback from the community.

DISCUSSION:

The State develops and adopts adjustments to Building Codes and Standards in between the regular three-year adoption cycle, known as intervening cycle changes. 2024 intervening cycle changes for the 2022 California Building Code and Standards include adjustments to CALGreen for multifamily, hotel, motel, and nonresidential EV charging requirements. All jurisdictions were required to automatically adhere to the Intervening Code Adoption Cycle versions of Title 24 on July 1, 2024.

The City typically adopts the State's "Green Building Standards Code" (also known as "CALGreen") with local amendments. The proposed ordinance would amend Chapter 15.12, entitled "Green Building Code," of the Goleta Municipal Code to adopt the State's latest Green Building Code and make certain local amendments that will constitute Goleta's Reach Code. The current Chapter 15.12 Green Building Code contains the current 2022 Building Code provisions and language from the City's "Green Building Program," adopted in 2012 via Ordinance 12-13. The previous language from the Green Building Program, while at the time advanced, has been far surpassed in applicability and sustainable regulation by the base California Building Code. Staff has worked with technical consultants to develop an EV Reach Code ordinance that is up to date with information from the State on the 2022 intervening code. As the intervening code has taken effect as of July 1, 2024, any building applications are subject to the adjustments in the state code, including a new series of alterations and additions triggers. The new state code requirements and proposed ordinance amendments are detailed below.

Single-family Residential

The base requirements in the code are that new single-family homes be EV capable with service panel or subpanel capacity. Staff recommends adopting a simple Reach Code for single-family residential, requiring one Level 2 EV Charging Receptacle and one Level 1 EV Charging Receptacle. This expands upon the minimum 2022 CBSC requirement of one Level 2 EV Capable circuit for one parking space per dwelling unit.

Multifamily Residential

The mandatory requirements of the CALGreen intervening cycle require 40% of total parking spaces under this designation to have Low Power Level 2 EV Ready Receptacles and 10% of total parking spaces to have Level 2 EVCS installed. As prioritizing access to EV chargers in multifamily residential is essential to supporting the transition to EVs in the Goleta community, the proposed EV Reach Code includes additional requirements for multifamily residential developments.

For multifamily parking facilities with assigned parking, where dwelling units are provided with assigned parking spaces equal to or greater than the number of dwelling units, the proposed ordinance requires at least one low power Level 2 EV charging receptacle to be provided at an assigned parking space for each dwelling unit. Where the total number of dwelling units exceeds the number of assigned parking spaces, the proposed

ordinance requires all assigned parking spaces to be provided with one low power Level 2 EV charging receptacle.

For multifamily parking facilities with unassigned or common use parking, where dwelling units are provided with unassigned parking spaces equal to or greater than the number of dwelling units, the proposed ordinance requires at least one low power Level 2 EV charging receptacle to be provided at an unassigned parking space for each dwelling unit. Where the total number of dwelling units exceeds the number of unassigned parking spaces, the proposed ordinance requires all unassigned parking spaces to be provided with one low power Level 2 EV charging receptacle.

Where dwelling units are provided with both assigned and unassigned parking spaces, the proposed ordinance requires at least one low power Level 2 EV charging receptacle to be provided for each dwelling unit at either the assigned or unassigned parking space, but not required for both.

Additionally, for multifamily parking facilities with unassigned or common use parking, the proposed ordinance requires 25% of unassigned or common use parking spaces to also be equipped with Level 2 EV chargers and to be made available for use by all residents or guests.

As with other land use categories, renovations to existing development must only meet EV Reach Code standards where already required by state law.

Hotels and Motels

Currently under the State code, hotels and motels are categorized under multifamily residential, and thus match the same requirements with 40% of total parking spaces with Low Power Level 2 EV Ready Receptacles and 10% of total parking spaces to have Level 2 EVCS installed. Green Committee members expressed an interest in expanding charging access at hotels in Goleta to accommodate travelers and visitors to the region. Under the proposed EV Reach Code ordinance for new hotels and motels, 40% of the total number of parking spaces would be required to be equipped with low power Level 2 EV charging receptacles, with an additional 25% of the total number of parking spaces equipped with Level 2 EV chargers.

Nonresidential Development

The current CALGreen requirements from the State's intervening code are detailed by the following charts:

Number of Parking Spaces Method:

TOTAL NUMBER OF ACTUAL PARKING SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES	NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)[2, 3]
0–9	0	0
10–25	4	0
26–50	8	2
51–75	13	3
76–100	17	4
101–150	25	6
151–200	35	9
201 and over	20 percent of actual parking spaces[1]	25 percent of EV capable spaces[1]

1. Calculation for spaces shall be rounded up to the nearest whole number.
2. The number of required EVCS (EV capable spaces provided with EVSE) in column 3 count toward the total number of required EV capable spaces shown in column 2.
3. At least one Level 2 EVSE shall be provided.

Power Allocation Method:

TOTAL NUMBER OF ACTUAL PARKING SPACES	MINIMUM TOTAL kVA @ 6.6 kVA	TOTAL kVA REQUIRED IN ANY COMBINATION OF EV CAPABLE,[3,4] LOW POWER LEVEL 2, LEVEL 2, [1, 2] OR DCFC
0–9	0	0
10–25	26.4	26.4
26–50	52.8	52.8
51–75	85.8	85.8
76–100	112.2	112.2
101–150	165	165
151–200	231	231
201 and over	20 percent of actual parking spaces × 6.6	Total required kVA = P × .20 × 6.6 Where P = Parking spaces in facility

1. Level 2 EVSE @ 6.6 kVA minimum.
2. At least one Level 2 EVSE shall be provided.
3. Maximum allowed kVA to be utilized for EV capable spaces is 75 percent.
4. If EV capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV capable spaces.

For nonresidential development, focusing on developing workplace charging can help support commuters who may be traveling long distances to work or who may not have access to charging at home. Workplace charging also shifts electric usage towards maximum daylight hours, which aligns with solar power generation, meaning energy is being used when it is at its cleanest on the grid. This also enables less load being added at peak demand times later in the day when solar power generation is going offline.

As for other land use categories, renovations to existing development must only meet EV Reach Code standards where already required by state law. As a note, the financial implications for nonresidential development would be more significant than for new construction, due to the average footprint of existing developments, the rising cost of

renovations, and the technical construction challenges surrounding installation on already developed land.

The proposed EV Reach Code ordinance would require the following of new nonresidential development by parking spaces:

FACILITY TYPE	**NUMBER OF REQUIRED EV CAPABLE OR EVCS SPACES**	**NUMBER OF REQUIRED EV CAPABLE SPACES[1]**	**NUMBER OF REQUIRED EVCS[1,2]**
Office & Retail	45% of actual parking spaces	11% of actual parking spaces	34% of actual parking spaces
All Other	45% of actual parking spaces	22% of actual parking spaces	23% of actual parking spaces

1. Calculation for spaces shall be rounded up to the nearest whole number.
2. At least one Level 2 EVSE shall be provided

The proposed EV Reach Code ordinance would require the following of new nonresidential development via the Code's power allocation method:

FACILITY TYPE	**MINIMUM TOTAL kVA @ 6.6 kVA[1]**	**MAXIMUM kVA ALLOWED FOR EV CAPABLE SPACES[1, 2]**	**MINIMUM kVA REQUIRED IN ANY COMBINATION OF LOW POWER LEVEL 2, LEVEL 2, OR DCFC[1, 3]**
Office & Retail	45% of actual parking spaces x 6.6	11% of actual parking spaces x 6.6	34% of actual parking spaces x 6.6
All Other	45% of actual parking spaces x 6.6	22% of actual parking spaces x 6.6	23% of actual parking spaces x 6.6

1. Calculation for spaces shall be rounded up to the nearest whole number.
2. If EV capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV capable spaces.
3. Level 2 EVSE @ 6.6 kVA minimum.

Existing Buildings

Where required by state law, these regulations can apply to renovations, alterations and additions to existing multifamily, hotels, motels and nonresidential buildings when meeting certain thresholds. On the applicability for nonresidential alterations and additions, Section 301.3 of the 2022 Building Code states the following:

> *[BSC-CG] The provisions of individual sections of Chapter 5 apply to newly constructed buildings, building additions of 1,000 square feet or greater, and/or building alterations with a permit valuation of $200,000 or above (for occupancies within the authority of California Building Standards Commission). Code sections*

relevant to additions and alterations shall only apply to the portions of the building being added or altered within the scope of the permitted work.

There are additional triggers related to EV charging infrastructure built within the State's code that seek to improve access when it is most advantageous in the process of renovation. It is important to note that all of these thresholds are already required by the 2022 Building Code and Intervening Code, and include:

- When the scope of construction work includes an increase or alteration to power supply to an electric service panel as part of a parking facility addition or alteration.
- When a new photovoltaic system is installed covering existing parking spaces.
- When additions or alterations to existing buildings are triggered pursuant to code Section 301.1 and the scope of work includes an increase in power supply to an electric service panel.

Although the ordinance brought to Council on May 7, 2024, included one additional Reach Code regulation associated with breaking ground in a parking lot, upon further analysis, the addition has been deemed redundant and removed from the updated ordinance.

Increasing the EV charging requirements for each building sector will have financial impacts on developers who are proposing major renovation projects for existing buildings that would trigger code provisions. The most cost-effective time for installing EV charging infrastructure is when a project is being built (i.e., new construction), whereas retrofitting existing buildings can pose financial impacts to developers when potentially triggering these provisions in the State code, particularly for nonresidential developments. Nonresidential developments are likely to be most impacted by the Reach Code percentage increases due to the average footprint of existing developments, the rising cost of renovations, and the technical construction challenges surrounding installation on already developed land. The associated electrical and construction infrastructure as well as the cost of labor have increased. Common installation cost drivers could include:

- Trenching or boring a long distance to lay electrical supply conduit from the transformer to the electrical panel or from the electrical panel to the charging location;
- Modifying or upgrading the electrical panel to create dedicated circuits for each EVSE unit, if none are already available;
- Upgrading the electrical service to provide sufficient electrical capacity for the site;
- Locating EVSE on parking levels above or below the level with electrical service; and/or
- Meeting ADA accessibility requirements, such as ensuring the parking spaces are level.

With these considerations in mind, there are exceptions related to utility infrastructure costs and feasibility built into the State-required and Reach Code.

Exceptions

The State's requirements lay out circumstances where exceptions may be granted, and the proposed EV Reach Code includes a single adjustment. Exceptions to the applicability of the Reach Code are on a case-by-case basis. An exception may be granted in the case of infeasibility due to the following conditions:

- Where there is no local utility power supply.
- Where the local utility is unable to supply adequate power.
- Where demonstrated as impracticable excluding local utility service or utility infrastructure issues.
- 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.

Additional exceptions included in the state building code that may be granted in the case of remote parking facilities that do not have access to a building service panel, in the parking area lighting upgrades where no trenching is part of the scope of work, and during emergency repairs, including but not limited to water line break in parking facilities, or natural disaster repairs.

The one addition to exceptions provided in the Reach Code is the following:

- 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 4.106.4.3, 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. This is an adjustment to the 2022 Intervening Code that stipulates that an exception may be granted where there is "an adverse impact to the construction cost," which staff suggests the City Council define to mean construction costs to exceed $4,500 per parking space. Providing an exact number for evaluation of cost impacts reduces ambiguity for building staff when evaluating projects and enforcing the applicability of EV provisions. Technical experts with TRC identified the $4,500 threshold by evaluating utility cost-estimates borne by the developer per EV space. Estimated additional impacts to developers per space can be as follows:
    a) $0 due to SCE Rule 29 in a situation with a 'common load' EV meter, or
    b) $100-$500/space if the EV spaces are on dwelling unit electrical meters (based on some analysis from this 2019 Energy Solutions study and PG&E's Unit Cost Guide), or
    c) More than $500/space if there are unique local requirements regarding electrical infrastructure (such as undergrounding transformers).

Outreach

The City received public comment on EV Reach Codes at three public meetings of the Council's standing Committee on Energy and Green issues, in October 2022, September

2023, and January 2024. Public comments received at these meetings supported the City's development of an EV Reach Code, with an emphasis on the City requiring more EV chargers at multifamily properties and workplaces, in particular. Support for workplace charging was emphasized as a solution to reduce emissions for long distance commuters and provide charging access to those who may not have it in their residence. Given policy options, members of the public urged the City to go with the options that required the most EV chargers installed at the time of construction, in addition to requiring electric work capable of supporting future EV chargers.

In addition to the public meetings of the Green Committee, the City held a public webinar/workshop for the community. Goleta's virtual EV Reach Code Lunch & Learn was hosted on February 28, 2024, featuring a panel of technical experts from 3CE, TRC, SCE, and the City. City staff and technical experts shared information about the City's potential EV Reach Code, including background information about Reach Codes, EV Charger technology and terminology, and existing mandatory state requirements, followed by a Q&A session with the panel. Over 40 people had registered for the event, with 19 community members in attendance from a variety of backgrounds, including residents, environmental nonprofits, developers, Chamber of Commerce staff, business owners, and representatives from other local jurisdictions. Feedback during the Q&A included comments and questions related to EV charger speed preferences, grid reliability and capacity for additional electricity requirements, interest in getting EV chargers at existing multifamily residential properties, and specifics for non-residential new construction and businesses.

To address comments received during the May 7, 2024 discussion and first reading of the original ordinance at City Council, staff held meetings in May and August with developers to address case specific questions, clarify interpretation, and to hear concerns and ideas. As a result of those meetings, staff have provided EV Reach Code policy alternatives related to non-residential requirements and major alterations/additions for Council consideration. In addition, staff compiled grant and rebate opportunities for EV chargers and EVs to share as a resource with the public (attachments).

GOLETA STRATEGIC PLAN:

City-Wide Strategy: **1.** Support Environmental Vitality

Strategic Goal:

- **1.1.3.** Encourage renewable energy generation and use through installation of solar panels, battery energy storage, electric vehicle charging stations and similar measures
- **1.1.4.** Adopt a "Reach" Building Code

FISCAL IMPACTS:

While there are no immediate fiscal impacts to the City, should the proposed Reach Code be adopted, there are anticipated increased costs to both private and public property owners and developers. Requiring additional electrical capacity and EV charging spaces above the minimum requirements of the state building code for all building types is an added cost for new construction and significant renovation projects locally. The fiscal impact to the City directly as a public property owner would be an increase in the cost of development of new buildings and significant renovations that would trigger the EV requirements embedded in the state code, such as with Fire Station 10 and the anticipated Goleta Train Depot. City projects must comply with Building Code in Title 15. Applicable Building Code standards are those in effect at the time of building permit approval. Building permit applications submitted to the City for approval need to show designs that are compliant with Building Code provisions, including CALGreen and any local amendments, in effect at the time permits are pulled.

CALIFORNIA ENVIRONMENTAL QUALITY ACT:

Pursuant to California Health and Safety Code Sections 17958.5, 17958.7 and 18941.5, the local amendments to the 2022 Edition of the California Building and Energy Code are reasonably necessary due to local climactic, geological, or topographical conditions. The amendment is in the interests of public health and safety and general community welfare. The amended Chapter enhances long-term public health and welfare by contributing to the overall reduction of GHG emissions and the reduction of emissions associated with personal vehicle transportation by improving access to electric vehicle charging. The burning of fossil fuels (gasoline, diesel) to power passenger vehicles is a significant contributor to greenhouse gas emissions and climate change, as well as air pollution. Emissions from transportation, mainly gas consumption by single-occupancy vehicles represented 55% of greenhouse gas emissions in the City of Goleta in 2020. The reduction of greenhouse gas emissions from the increased use of EVs, supported by critical charging infrastructure in new construction will reduce emissions from gas-powered passenger vehicles, and thus will help mitigate climate change and its negative effects such as extreme heat events, droughts, intense storms, and flooding in the region, thus making these amendments reasonably necessary because of local climactic, geological, and topographical reasons. 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. Further, this ordinance is also exempt from CEQA under the categorical exemptions set forth in Sections 15307 and 15308 of the State CEQA Guidelines in that the proposed Ordinance would institute regulatory requirements intended to protect the environment and natural resources, as the Ordinance would reduce the amount of GHG emissions in the City that are produced from gas-powered vehicles by supporting the use of zero-emission and electric vehicles. Adoption of the

proposed ordinance would not be an activity with potential to cause significant effect on the environment because the adoption and local amendments to the California Green Building Standards Code are enacted to provide more protection to the environment, and therefore is exempt from CEQA. Therefore, it can be seen with certainty that there is no possibility that the ordinance in question may have a significant effect on the environment; accordingly, the ordinance is categorically exempt from CEQA. A copy of the NOE is provided as an Attachment.

ALTERNATIVES:

1) Amend the ordinance and introduce it; or 2) direct staff to return with further information; or 3) take no action.

Amendments to the ordinance could include policy actions such as:

- Reducing the applicability of the Reach Code to only apply to new construction, instead of including major alterations and additions like the State code does. (As a note, alterations and additions would still be subject to the requirements of the State's building code.)
- Adjusting the percentages of the EV charging requirements for each land use category. For example, the non-residential requirements could be reduced to match the 2025 CALGreen base code or Tier 1 voluntary, rather than matching the anticipated Tier 2 voluntary.

LEGAL REVIEW BY: Megan Garibaldi, City Attorney

APPROVED BY: Robert Nisbet, City Manager

ATTACHMENTS:

1. Ordinance No. 24-__ entitled, "An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 15.12 Entitled 'Green Building Code' of the Goleta Municipal Code to Make Certain Local Amendments to the 2022 Edition of the California Green Building Standards Code ("Reach Code") and Determine the Ordinance to Be Exempt From the California Environmental Quality Act."
2. Comparison Tables of State Required and Proposed EV Reach Code
3. Reach Code Policy & EV Charging Q&A
4. EV Charging Rebate Resources
5. CEQA Notice of Exemption
6. Staff PowerPoint Presentation
7. Public Comments Previously Received

ATTACHMENT 1

Ordinance No. 24-__ entitled, “An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 15.12 Entitled “Green Building Code” of the Goleta Municipal Code To Adopt the 2022 Edition of the California Building and Energy Code and Local Amendments thereto and Determine the Ordinance to Be Exempt From the California Environmental Quality Act."

ORDINANCE NO 24-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, AMENDING CHAPTER 15.12 ENTITLED "GREEN BUILDING CODE" OF THE GOLETA MUNICIPAL CODE TO MAKE CERTAIN LOCAL AMENDMENTS TO THE 2022 EDITION OF THE CALIFORNIA GREEN BUILDING STANDARDS CODE ("REACH CODE"), AND DETERMINE THE ORDINANCE TO BE EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the California State Building Standards Commission approved and published the 2022 Edition of the California Building Standards Code effective on January 1, 2023, and the California Building Standards Code intervening update on July 1, 2024; and

WHEREAS, Section 15.12.010.A of the Goleta Municipal Code adopts the latest 2022 Edition of the California Building Standards Code except as amended by other sections of Chapter 15.12; and

WHEREAS, California Health and Safety Code Sections 17958.5, 17958.7, and 18941.5 allow the City to make changes or modifications to the building standards contained in the California Building Standards based upon express findings that such changes or modifications are reasonably necessary because of local climactic, geological, or topographical conditions; and

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

WHEREAS, the local amendments to the 2022 California Green Building Standards Code implemented by this ordinance will reduce greenhouse gas ("GHG") emissions; and

WHEREAS, the provisions of this chapter are necessary to reduce the emissions of GHGs within the City with the intent to reduce the City's contributions to climate change and in turn reduce the impacts of climate change; and

WHEREAS, the local amendments to the California Green Building Standards Code reflected in this chapter are also necessary to protect health and safety of members of the public, as City residents suffer from asthma and other health conditions associated with poor air quality exacerbated by internal combustion engines; and

WHEREAS, this ordinance amends Chapter 15 of the Goleta Municipal Code to adopt the 2022 Goleta Building and Safety Code and local amendments in order to add

"Reach" codes that require electric vehicle ("EV") charging systems for new residential and nonresidential buildings; and

WHEREAS, adoption of Reach Codes support the Goleta City Council's Strategic Plan and climate action goals, which aim to reduce communitywide GHG emissions; and

WHEREAS, the Goleta City Council adopted the 2023-24 and 2024-25 Planning and Environmental Review Annual Work Programs, which included developing an EV Reach Code as a top priority; and

WHEREAS, scientific evidence has established that GHG accumulation in the atmosphere as the result of human activity is the primary cause of the global climate crisis; and

WHEREAS, in California alone, the initial impacts of climate change have resulted in unprecedented disasters with consequential human, economic, and environmental costs; and

WHEREAS, the climate change crisis is happening now, impacting Goleta in unprecedented ways, and affecting the health and safety of the Goleta community; and

WHEREAS, the Intergovernmental Panel on Climate Change estimates that global emissions need to be reduced by 45% from 2010 levels by 2030, and 100% by 2050 to prevent global catastrophe; and

WHEREAS, in 2016, the State of California enacted Senate Bill (SB) 32 to require GHG emissions to be reduced to 40% below 1990 levels by 2030 and in 2018 Governor Brown issued Executive Order B-55-18 establishing a statewide target of carbon neutrality by 2045; and

WHEREAS, transportation accounts for about 50% of California's GHG emissions, nearly 80% of nitrogen oxide pollution, and 90% of diesel particulate matter pollution; and

WHEREAS, achieving climate goals will require action at all levels, including individual, community, local and state government, businesses and utilities, in order to protect the health and welfare of the community, while meeting state and federal efforts; and

WHEREAS, the City must accelerate our actions to mitigate and adapt to climate change in Goleta, and more quickly move toward a low-carbon, sustainable, and resilient future; and

WHEREAS, in California alone, the initial impacts of climate change have resulted in unprecedented disasters with consequential human, economic, and environmental costs; and

WHEREAS, Goleta is already experiencing and is at risk of more frequently experiencing the devastating effects of extreme heat and weather events and flooding caused by climate change, including increased frequency and magnitude of wildfires and associated air pollution, health impacts, utility and transportation service interruptions, economic disruption, property loss, dislocation, housing shortages, and increased demand on public sector resources and emergency response capacity; and

WHEREAS, the City of Goleta is situated along a wildland-urban interface and as a result is extremely vulnerable to wildfires and firestorms according to the Federal Emergency Management Authority (FEMA) Wildfire Risk Index Map; and

WHEREAS, Santa Barbara County is ranked in the 99.4th national percentile and 84.5th percentile in California for the natural hazard risk index; and

WHEREAS, census tract 6083003001, located in Old Town Goleta, is in the 85th percentile for pollution burden in the state in part due to diesel particulate matter and traffic exposures, designating this tract as a state recognized Disadvantage Community per SB 535 and indicated in CalEnviroScreen 4.0; and

WHEREAS, the City of Goleta's ("City") GHG emissions for transportation represent 55% of total city GHG emissions according to a GHG emissions inventory prepared by Central Coast Community Energy (3CE) based on 2020 data; and

WHEREAS, various state orders and statutes are targeted to reduction of greenhouse gas emissions, including Executive Order N-79-20 and the Advanced Clean Cars II program, which prohibits the sale of internal combustion passenger vehicles beyond 2035; and

WHEREAS, 25% of all vehicles sold in 2023 in California were Zero Emission Vehicles (ZEVs), totaling 1,872,429 cumulative sales through 2024 Q1, and the South Coast of Santa Barbara County sold a high concentration of ZEVs in 2023 according to the California Energy Commission; and

WHEREAS, according to Santa Barbara County Association of Governments, 65% of daily trips to work in Goleta originate outside of the city of Goleta, therefore greater distances are being driven by Goleta's workforce, resulting in GHG emissions and impaired local air quality, but by providing more workplace charging in Goleta, more drivers can be incentivized with infrastructure support to drive ZEVs; and

WHEREAS, replacing fossil-fueled vehicle travel with EV-powered vehicle travel is a critical component of the City's carbon emissions reduction goals; and

WHEREAS, increasing the availability of EV charging infrastructure at new buildings supports EV adoption; and

WHEREAS, the City's EV Reach Code prepares Goleta for an EV future by increasing the number of required EV Ready parking spaces in multi-family and non-

residential projects, and installing EV charging infrastructure during construction helps to avoid future retrofit costs; and

WHEREAS, following adoption of this ordinance, these local amendments to the latest version of the 2022 California Green Building Code, as revised by the California Building Standards Commission on or after July 2024, and as already adopted into the 2022 Goleta Building and Safety Code, will, in accordance with Public Resources Code Section 25402.1(h)(2) and Section 10-106 of the 2022 California Administrative Code (Title 24, Part 1), be submitted to the California Building Standards Commission for filing.

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF GOLETA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. RECITALS.

The City Council hereby finds and determines that the foregoing recitals, which are incorporated herein by reference, are true and correct, and are incorporated herein as substantive findings of this Ordinance.

SECTION 2. PUBLIC HEALTH AND SAFETY FINDINGS.

Pursuant to California Health and Safety Code Sections 17958.5, 17958.7, and 18941.5, the City of Goleta City Council declares that the following amendments to the Goleta Green Building Code are reasonably necessary due to local climactic, geological, or topographical conditions listed below and as set forth in the Recitals incorporated herein.

Goleta is already experiencing and is at risk of more frequently experiencing the devastating effects of extreme heat and weather events and flooding caused by climate change, including increased frequency and magnitude of wildfires and associated air pollution, health impacts, utility and transportation service interruptions, economic disruption, property loss, dislocation, housing shortages, and increased demand on public sector resources and emergency response capacity.

The City of Goleta is situated along a wildland-urban interface and as a result is extremely vulnerable to wildfires and firestorms according to the Federal Emergency Management Authority (FEMA) Wildfire Risk Index Map.

Goleta is already experiencing and is at risk of more frequently experiencing the devastating effects of extreme heat and weather events and flooding caused by climate change, including increased frequency and magnitude of wildfires and associated air pollution, health impacts, utility and transportation service interruptions, economic disruption, property loss, dislocation, housing shortages, and increased demand on public sector resources and emergency response capacity.

According to the 100-year and 500-year flood maps provided by FEMA, the City of Goleta has a significant risk from flooding during extreme weather events and can impact access to utilities, emergency services, and transportation. Extreme weather events are expected to increase as the climate warms due to the greenhouse gas effect.

The amendment is in the interests of public health and safety and general community welfare, as City residents suffer from asthma and other health conditions associated with poor air quality exacerbated by internal combustion engines. Transportation emissions account for about 50% of California's GHG emissions, nearly 80% of nitrogen oxide pollution, and 90% of diesel particulate matter pollution. Additionally, census tract 6083003001, located in Old Town Goleta, is in the 85th percentile for pollution burden in the state in part due to diesel particulate matter and traffic exposures, designating this tract as a state recognized Disadvantage Community per SB 535 and indicated in CalEnviroScreen 4.0. This state designation indicates that a particular portion of Goleta is disproportionately impacted by the air pollution created by vehicles.

The amended Chapter enhances long-term public health and welfare by contributing to the overall reduction of GHG emissions and the reduction of emissions associated with vehicle transportation by improving access to EV charging. The burning of fossil fuels (gasoline, diesel) to power passenger vehicles is a significant contributor to GHG emissions and climate change, as well as air pollution. Emissions from transportation, mainly gas consumption by single-occupancy vehicles represented 55% of greenhouse gas emissions in the City of Goleta in 2020.

The reduction of GHG emissions from the increased use of EVs, supported by critical charging infrastructure in new construction will reduce emissions from gas-powered passenger vehicles, and thus will help mitigate climate change and its negative effects such as extreme heat events, droughts, intense storms, and flooding in the region, thus making these amendments reasonably necessary because of local climactic, geological, and topographical reasons.

The use of EVs benefits the health, welfare, and resiliency of Goleta and its residents. EV adoption depends on convenient access to charging, and the lowest cost-time to prepare building electrical infrastructure for EV charging is when electric service is installed in new construction. The next most cost-effective opportunity is when electric service is being upgraded during construction, as utility service upgrades and permitting and administrative costs are lower, and it is lower cost to include such systems in existing construction financing.

The local amendments to the 2022 California Green Building Standards Code implemented by this ordinance will reduce GHG emissions within the City with the intent to reduce the City's contributions to climate change and in turn reduce the impacts of climate change.

An index setting forth the precise topographic, climatic, and geological findings supporting each of the amendments to the California Green Building Standards Code reflected in this ordinance is attached hereto, and incorporated herein, as Exhibit "A."

SECTION 3. ENVIRONMENTAL FINDINGS. 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 effect on the environment because the adoption and local amendments to the California Green Building Standards Code are enacted to provide more protection to the environment, and therefore is exempt from CEQA. Therefore, it can be seen with certainty that there is no possibility that the ordinance in question may have a significant effect on the environment; accordingly, the ordinance is categorically exempt from CEQA.

SECTION 4. CODE AMENDMENT.

Section 15.12.020 through Section 15.12.090 of Chapter 15.12 of Title 15 of the Goleta Municipal Code is hereby replaced and amended to read in its entirety as follows:

Local amendments to the 2022 Intervening supplement (effective July 1, 2024) of the 2022 Edition of the California Green Building Standards Code are denoted as underlined text and removals denoted as strikethroughs, both of which are as compared to the 2022 Intervening Supplement (effective July 1, 2024) of the 2022 California Green Building Standards Code.

Chapter 15.12 Green Building Code

15.12.020 Local Amendments to Definitions
15.12.030 Local Amendment Regarding Green Building Nonresidential Additions and Alterations
15.12.040 Local Amendment Regarding Residential Mandatory Measures
15.12.050 Local Amendment Regarding Nonresidential Mandatory Measure

15.12.020 Local Amendments to Definitions.

A. Chapter 2 "Definitions," Section 202, "Definitions," of Chapter 2 of the Green Building Standards Code is amended to add and/or amend the following definitions. All other definitions set forth in Section 202 not listed below are unmodified.

“**ASSIGNED PARKING.** Parking spaces in a residential parking facility that are assigned or designated for use by a specific living unit within the building or residence.

LEVEL 2 ELECTRIC VEHICLE (EV) CHARGING RECEPTACLE. A 208/240-volt 40-ampere minimum branch circuit and a receptacle.

UNASSIGNED OR COMMON USE PARKING. Parking spaces in a residential parking facility that are not reserved for or assigned to a specific living unit within the building or residence, including guest, staff, or other non-resident parking."

Section **15.12.040 Local Amendment Regarding Green Building Nonresidential Additions and Alterations**

Section 301.3, "Nonresidential additions and alterations," of Chapter 3 of the Green Building Standards Code is amended to read in its entirety as follows:

"301.3 Nonresidential additions and alterations. The provisions of individual sections of Chapter 5 apply to newly constructed buildings, building additions of 1,000 square feet or greater, and/or building alterations with a permit valuation of $200,000 or above (for occupancies within the authority of California Building Standards Commission). Code sections relevant to additions and alterations shall only apply to the portions of the building being added or altered within the scope of the permitted work.

A code section will be designated by a banner to indicate where the code section only applies to newly constructed buildings **[N]** or to additions and/or alterations **[A]**. When the code section applies to both, no banner will be used.

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. See Section 5.106.5.4 for application.

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."

15.12.050 Local Amendment Regarding Residential Mandatory Measures

Section 4.106.4, "Electric vehicle (EV) charging for new construction," of Chapter 4 of the Green Building Standards Code is amended to read as follows:

"New construction shall comply with Section 4.106.4.1 or 4.106.4.2. Electric vehicle supply equipment (EVSE) shall comply with the California Electrical Code.

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 associated with utility-owned infrastructure 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. ~~adversely impact the construction cost of the project.~~

2. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) without additional parking facilities and without electrical panel upgrade or new panel installation. 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."

Section 4.106.4.1, "New one- and two-family dwellings and townhouses with attached private garages," of Chapter 4 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~~ Construction. Install one Level 2 EV Charging Receptacle in one parking space. If a second parking space is provided, it shall be provided with a Level 1 EV Charging Receptacle and ~~For each dwelling unit, install~~ a listed raceway to accommodate a dedicated 208/240-volt branch circuit. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). ~~The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box or other enclosure in close proximity to the proposed location of an EV charger. Raceways are required to be continuous at enclosed, inaccessible or concealed areas and spaces. The service panel and/or subpanel shall provide capacity to install a 40-ampere 208/240-volt minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device.~~

~~**Exception:** A raceway is not required if a minimum 40-ampere 208/240-volt dedicated EV branch circuit is installed in close proximity to the proposed location of an EV charger at the time of original construction in accordance with the *California Electrical Code*.~~

~~**4.106.4.1.1 Identification.**~~

~~The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE".~~

4.106.4.1.1. Existing Building. Parking additions or electrical panel upgrades must have reserved breaker spaces and electrical capacity according to the requirements of 4.106.4.1..”

Section 4.106.4.2.2, “Multifamily dwellings," of Chapter 4 of the Green Building Standards Code, is amended to read as follows:

“**4.106.4.2.2 Multifamily dwellings~~, hotels and motels~~.**

1. EV ready parking spaces with receptacles.

~~a. **Hotels and motels.** Forty (40) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles.~~

a. **Multifamily parking facilities with assigned parking.** Where dwelling units are provided with assigned parking spaces equal to or greater than the number of dwelling units, at least one low power Level 2 EV charging receptacle shall be provided at an assigned parking space for each dwelling unit. ~~Forty (40) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles. EV charging receptacles required by this section shall be located in at least one assigned parking space per dwelling unit where assigned parking is provided but need not exceed forty (40) percent of the total number of assigned parking spaces provided on the site.~~

1. Where the total number of dwelling units exceeds the number of assigned parking spaces, all assigned parking spaces shall be provided with one low power Level 2 EV charging receptacle.

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

b. **Multifamily Parking Facilities with Unassigned or Common use Parking.** Where dwelling units are provided with unassigned parking spaces equal to or greater than the number of dwelling units, at least one low power Level 2 EV charging receptacle shall be provided at an unassigned parking space for each dwelling unit.

1. Where the total number of dwelling units exceeds the number of unassigned parking spaces, all unassigned parking spaces shall be provided with one low power Level 2 EV charging receptacle.

c. Multifamily Parking Facilities with Assigned and Unassigned Parking. Where dwelling units are provided with both assigned and unassigned parking spaces, at least one low power Level 2 EV charging receptacle shall be provided for each assigned space, but not required for both.

d. Receptacle power source. EV charging receptacles in multifamily parking facilities at assigned parking spaces shall be provided with a dedicated branch circuit connected to the dwelling unit's electrical panel or directly connected to the dwelling unit's electric meter, unless determined as infeasible by the project builder or designer and subject to concurrence of the local enforcing agency.

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

2. EV ready parking spaces with EV chargers.

a. ~~a. **Hotels and motels.** Ten (10) percent of the total number of parking spaces shall be equipped with Level 2 EV chargers. At least fifty (50) percent of the required EV chargers shall be equipped with J1772 connectors.~~

b. **Multifamily parking facilities with unassigned or common use parking.** In addition to the low power Level 2 EV charging receptacle requirements of section 4.106.4.2.2 (1), twenty-five (25) percent of unassigned or common use parking spaces shall be equipped with Level 2 EV chargers and shall be made available for use by all residents or guests. ~~Ten (10) percent of the total number of parking spaces shall be equipped with Level 2 EV chargers. At least fifty (50) percent of the required EV chargers shall be equipped with J1772 connectors. Where common use parking or unassigned parking is provided, EV chargers shall be located in common use or unassigned parking areas and shall be available for use by all residents or guests~~

c. EV Charger Connectors. EV chargers shall be equipped with J1772 or J3400 connectors.

d. An automatic load management system (ALMS) may be used to reduce the maximum required electrical capacity to each space served by the ALMS. The electrical system and any on-site

distribution transformers shall have sufficient capacity to deliver at least 3.3 kW simultaneously to each EV charging station (EVCS) served by the ALMS. The branch circuit shall have a minimum capacity of 40 amperes, and installed EV chargers shall have a capacity of not less than 30 amperes.

~~Where low power Level 2 EV charging receptacles or Level 2 EV chargers are installed beyond the minimum required, an automatic load management system (ALMS) may be used to reduce the maximum required electrical capacity to each space served by the ALMS. The electrical system and any on-site distribution transformers shall have sufficient capacity to deliver at least 3.3 kW simultaneously to each EV charging station (EVCS) served by the ALMS. The branch circuit shall have a minimum capacity of 40 amperes, and installed EV chargers shall have a capacity of not less than 30 amperes.~~"

Section 4.106.4.2.6, "Hotels and motels," is hereby added to Chapter 4 of the Green Building Standards Code, to read as follows:

"**4.106.4.2.6 Hotels and motels.**

1. EV Ready Parking Spaces with Receptacles.

a. **Hotels and Motels**. Forty (40) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles.

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

b. **Receptacle Configurations.** 208/240V EV charging receptacles shall comply with one of the following configurations:

1. For 20- ampere receptacles, NEMA 6-20R

2. For 30- ampere receptacles, NEMA 14-30R

3. For 50- ampere receptacles, NEMA 14-50R

2. EV Ready Parking Spaces with EV Chargers.

a. **Hotels and Motels.** Twenty-five (25) percent of the total number of parking spaces shall be equipped with Level 2 EV chargers.

b. **EV Charger Connectors**. EV chargers shall be equipped with J1772 or J3400 connectors.

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

Section 4.106.4.3, "Electric vehicle charging for additions and alterations of parking facilities serving existing multi-family buildings," of Chapter 4 of the Green Building Standards Code, is amended to read as follows:

"**4.106.4.3 Electric vehicle charging for additions and alterations of parking facilities serving existing multi-family buildings, hotels, and motels.**

~~Where 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 (10) percent of the total number of parking spaces added or altered shall be electric vehicle charging spaces (EV capable spaces) capable of supporting to support future Level 2 EVSE electric vehicle supply equipment. The service panel or subpanel circuit directory shall identify the overcurrent protective device space(s) reserved for future EV charging purposes as "EV CAPABLE."~~

Existing buildings or parking facilities being modified by one of the following shall comply with Section 4.106.4.3. When EVSE is installed, accessible EVCS shall be provided in accordance with the California Building Code, Chapter 11B, Section 11B-228.3.

~~Notes:~~

1. ~~Construction documents are intended to demonstrate the project's capability and capacity for facilitating future EV charging~~. When the scope of construction work includes an increase or alteration to power supply to an electric service panel as part of a parking facility addition or alteration.

2. ~~There is no requirement for EV spaces to be constructed or available until EV chargers are installed for use.~~ When a new photovoltaic system is installed covering existing parking spaces.

3. When additions or alterations to existing buildings are triggered pursuant to code Section 301.1 and the scope of work includes an increase in power supply to an electric service panel.

Exceptions:

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

   a. Where there is no local utility power supply.

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

   c. Where there is evidence suitable to the local enforcement agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 4.106.4.3, may increase construction cost associated with utility-owned infrastructure 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.

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

2. Remote parking facilities that do not have access to the building service panel.

3. Parking area lighting upgrades where no trenching is part of the scope of work.

4. Emergency repairs, including but not limited to water line break in parking facilities, natural disaster repairs, etc.

5. Alterations that solely add Level 1 EV charging receptacles or Level 1 EV chargers, and no other addition or alteration is performed within the parking facility."

Section 4.106.4.3.1, "Existing multifamily and hotel/motel buildings or parking areas without previously installed EV capable infrastructure," is hereby added to Chapter 4 of the Green Building Standards Code, to read as follows:

4.106.4.3.1 Existing multifamily and hotel/motel buildings or parking areas without previously installed EV capable infrastructure.

When EV capable infrastructure does not exist at an existing parking facility or building, and the parking facility or building undergoes an addition or alteration listed in Section 4.106.4.3, each parking space added or altered shall have access to either a low power Level 2 EV charging receptacle or Level 2 EV charger, unless

determined as infeasible by the project builder or designer and subject to concurrence of the local enforcing agency.

"**4.106.4.3.2 Existing buildings or parking areas with previously installed EV capable infrastructure.**

When EV capable infrastructure is available at an existing parking facility or building, and the parking facility or building is undergoing an addition or alteration listed in Section 4.106.4.3, each parking space added or altered shall have access to either a low power Level 2 EV charging receptacle or Level 2 EV charger, unless determined as infeasible by the project builder or designer and subject to concurrence of the local enforcing agency. Construction shall utilize the existing EV capable allocated power and infrastructure for the total number of actual parking spaces being added or altered. If the area being added or altered exceeds the existing EV capable capacity, allocated power and infrastructure, provide additional EV charging as needed to comply with this section.

Exception:

When new parking facilities are added and ALMS is installed, the electrical system and any on-site distribution transformers shall have sufficient capacity to deliver at least 3.3 kW simultaneously to each EV charging station (EVCS) served by the ALMS. The branch circuit shall have a minimum capacity of 40 amperes, and installed EV chargers shall have a capacity of not less than 30 amperes."

Section 4.106.4.4, "Direct current fast charging stations," is hereby added to Chapter 4 of the Green Building Standards Code, to read as follows:

"**4.106.4.4. Direct current fast charging stations.** One DCFC may be substituted for up to five (5) EVCS or ten (10) low power level 2 EV Ready spaces to meet the requirements of 4.106.4.2 and 4.106.4.3. Where ALMS serve DCFC stations, the power demand from the DCFC shall be prioritized above Level 1 and Level 2 spaces."

15.12.060 Local Amendment Regarding Nonresidential Mandatory Measures

Section 5.106.5.3, "Electric vehicle (EV) charging," of Chapter 5 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 EV capable spaces and~~,~~ Section 5.106.5.3.2 Electric vehicle charging stations and associated Table 5.106.5.3.1, or Section 5.106.5.3.6 Electric vehicle charging stations (EVCS)—Power allocation method and associated Table 5.106.5.3.6 and shall be provided in accordance with regulations in the *California Building Code* and the *California Electrical Code*.

Exceptions:

1. On a case-by-case basis where 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 associated with utility-owned infrastructure 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 ~~adversely impact the construction cost of the project~~.

2. Alterations that solely add Level 1 EV charging receptacles or Level 1 EV chargers, and no other addition or alteration is performed. ~~Parking spaces accessible only by automated mechanical car parking systems are not required to comply with this code section.~~"

Table 5.106.5.3.1, of Chapter 5 of the Green Building Standards Code, is amended to read as follows:

"**TABLE 5.106.5.3.1**

~~**TOTAL NUMBER OF ACTUAL PARKING SPACES**~~	~~**NUMBER OF REQUIRED EV CAPABLE SPACES**~~	~~**NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)**[2, 3]~~
~~0–9~~	~~0~~	~~0~~
~~10–25~~	~~4~~	~~0~~
~~26–50~~	~~8~~	~~2~~
~~51–75~~	~~13~~	~~3~~
~~76–100~~	~~17~~	~~4~~
~~101–150~~	~~25~~	~~6~~
~~151–200~~	~~35~~	~~9~~
~~201 and over~~	~~20 percent of actual parking spaces[1]~~	~~25 percent of EV capable spaces[1]~~

FACILITY TYPE	NUMBER OF REQUIRED EV CAPABLE OR EVCS SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES[1]	NUMBER OF REQUIRED EVCS[1,2]
Office & Retail	45% of actual parking spaces	11% of actual parking spaces	34% of actual parking spaces
All Other	45% of actual parking spaces	22% of actual parking spaces	23% of actual parking spaces

1. Calculation for spaces shall be rounded up to the nearest whole number.

2. ~~The number of required EVCS (EV capable spaces provided with EVSE) in column 3 count toward the total number of required EV capable spaces shown in column 2.~~

2. At least one Level 2 EVSE shall be provided."

Section 5.106.5.3.2, "Electric vehicle charging stations (EVCS)," and its subsections 5.106.5.3.2.1 and 5.106.5.3.2.2, of Chapter 5 of the Green Building Standards Code, are amended to read as follows. Subsections 5.106.5.3.2.3, 5.106.5.3.2.4, and 5.106.5.3.2.4.1 are added:

5.106.5.3.2 Electric vehicle charging stations (EVCS).

EV capable spaces shall be provided with electric vehicle supply equipment (EVSE) to create EVCS in the number indicated in Table 5.106.5.3.1. The EVCS required by Table 5.106.5.3.1 shall be provided with Level 2 EVSE or DCFC as permitted in Section 5.106.5.3.2.1. At least one Level 2 EVSE shall be provided.

One EV charger with multiple connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.3.1 for each EV capable space is accumulatively supplied to the EV charger.

5.106.5.3.2.1 ~~The installation of each DCFC EVSE shall be permitted to reduce the minimum number of required EV capable spaces without EVSE or EVCS with Level 2 EVSE by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.~~ **Receptacle Configurations.** 208/240V EV charging receptacles shall comply with one of the following configurations:

1. For 20-ampere receptacles, NEMA 6-20R.

2. For 30-ampere receptacles, NEMA 14-30R.

3. For 50-ampere receptacles, NEMA 14-50R.

5.106.5.3.2.2 ~~The installation of two low power Level 2 EV charging receptacles shall be permitted to reduce the minimum number of required EV capable spaces without EVSE in Table 5.106.5.3.1 by one.~~ **EV Charger Connectors.** EV chargers shall be equipped with SAE J1772 with a maximum output 240 Volts AC or SAE J3400 connectors. When using level 2 SAE J3400 SAE connectors, supplied by a 480 V 3-phase service, then at least 20 percent of the EV charger connectors shall be SAE J1772 with a maximum output 240 Volts AC.

5.106.5.3.2.3 The installation of each DCFC EVSE shall be permitted to reduce the minimum number of required EV capable spaces without EVSE or EVCS with Level 2 EVSE by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.

5.106.5.3.2.4 The installation of two low power Level 2 EV charging receptacles shall be permitted to reduce the minimum number of required EV capable spaces without EVSE in Table 5.106.5.3.1 by one.

5.106.5.3.2.4.1 Raceway Capacity Requirements. To allow for future upgrades to the electrical conductors serving low power Level 2 charging receptacles, the listed raceway serving such receptacles shall be sized to allow the installation of a dedicated 208/240-volt 40-ampere branch circuit. Where no raceway is used, the conductors shall be sized to accommodate a 208/240-volt 40-ampere receptacle."

Table 5.106.5.3.6, of Chapter 5 of the Green Building Standards Code, is amended to read as follows:

"**TABLE 5.106.5.3.6**

FACILITY TYPE	**MINIMUM TOTAL kVA @ 6.6 kVA[1]**	**MAXIMUM kVA ALLOWED FOR EV CAPABLE SPACES[1, 2]**	**MINIMUM kVA REQUIRED IN ANY COMBINATION OF LOW POWER LEVEL 2, LEVEL 2, OR DCFC[1, 3,]**

Office & Retail	45% of actual parking spaces x 6.6	11% of actual parking spaces x 6.6	34% of actual parking spaces x 6.6
All Other	45% of actual parking spaces x 6.6	22% of actual parking spaces x 6.6	23% of actual parking spaces x 6.6

1. Calculation for spaces shall be rounded up to the nearest whole number.

2. If EV capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV capable spaces.

3. Level 2 EVSE @ 6.6 kVA minimum.

~~**TOTAL NUMBER OF ACTUAL PARKING SPACES**~~	~~**MINIMUM TOTAL kVA @ 6.6 kVA**~~	~~**TOTAL kVA REQUIRED IN ANY COMBINATION OF EV CAPABLE,[3,4] LOW POWER LEVEL 2, LEVEL 2,[1,2] OR DCFC**~~
~~0–9~~	~~0~~	~~0~~
~~10–25~~	~~26.4~~	~~26.4~~
~~26–50~~	~~52.8~~	~~52.8~~
~~51–75~~	~~85.8~~	~~85.8~~
~~76–100~~	~~112.2~~	~~112.2~~
~~101–150~~	~~165~~	~~165~~
~~151–200~~	~~231~~	~~231~~
~~201 and over~~	~~20 percent of actual parking spaces × 6.6~~	~~Total required kVA = P × .20 × 6.6 Where P = Parking spaces in facility~~

~~1. Level 2 EVSE @ 6.6 kVA minimum.~~

~~2. At least one Level 2 EVSE shall be provided.~~

~~3. Maximum allowed kVA to be utilized for EV capable spaces is 50~~75 ~~percent.~~

~~4. If EV capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV capable spaces.~~"

Section 5.106.5.3.6.1, "Receptacle Configurations," is hereby added to Chapter 5 of the Green Building Standards Code to read as follows:

"**5.106.5.3.6.1 Receptacle Configurations.** 208/240V EV charging receptacles shall comply with one of the following configurations:

1. For 20-ampere receptacles, NEMA 6-20R.

2. For 30-ampere receptacles, NEMA 14-30R.

3. For 50-ampere receptacles, NEMA 14-50R."

Section 5.106.5.3.6.2, "EV Charger Connectors," is hereby added to Chapter 5 of the Green Building Standards Code to read as follows:

"**5.106.5.3.6.2 EV Charger Connectors.** EV chargers shall be equipped with SAE J1772 with a maximum output of 240 Volts AC or SAE J3400 connectors. When using level 2 SAE J3400 SAE connectors, supplied by a 480 V 3-phase service, then at least 20 percent of the EV charger connectors shall be SAE J1772 with a maximum output 240 Volts AC."

Section 5.106.5.3.6.3, "Raceway Capacity Requirements," is hereby added to Chapter 5 of the Green Building Standards Code to read as follows:

"**5.106.5.3.6.3 Raceway Capacity Requirements.** To allow for future upgrades to the electrical conductors serving low power Level 2 charging receptacles, the listed raceway serving such receptacles shall be sized to allow the installation of a dedicated 208/240-volt 40-ampere branch circuit. Where no raceway is used, the conductors shall be sized to accommodate a 208/240-volt 40-ampere receptacle."

Section 5.106.5.4, "Additions or alterations to existing buildings or parking facilities [A]," is amended to read as follows:

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

1. When the scope of construction work includes an increase in power supply to an electric service panel as part of a parking facility addition or alteration.

2. When a new photovoltaic system is installed covering existing parking spaces.

3. When additions or alterations to existing buildings are triggered pursuant to code Section 301.3 and the scope of work includes an increase in power supply to an electric service panel.

Exceptions:

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

    a. Where there is no local utility power supply.

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

    c. Where there is evidence suitable to the local enforcement agency substantiating that additional local utility infrastructure design requirements, directly related to the implementation of Section 5.106.5.3, may increase construction cost associated with utility-owned infrastructure 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 ~~adversely impact the cost of the project~~.

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

2. Remote parking facilities that do not have access to the building service panel.

3. Parking area lighting upgrades where no trenching is part of the scope of work.

4. Emergency repairs, including but not limited to water line break in parking facilities, natural disaster repairs, etc."

Exception (1)(c) of Section 5.106.5.5, "Electric vehicle (EV) charging: medium-duty and heavy-duty," of Chapter 5 of the Green Building Code, is amended to read as follows. Use of ellipses (…) indicates that those provisions of Section 5.106.5.5 that would otherwise appear remain unchanged.

"**5.106.5.5 Electric vehicle (EV) charging: medium-duty and heavy-duty.**

…

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:

    …

    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 $10,000 per

parking space. EV infrastructure shall be provided up to the level that would not exceed this cost for utility service. ~~adversely impact the construction cost of the project.~~

…"

SECTION 5. SEVERABILITY.

If any word, phrase, sentence, part, section, subsection, or other portion of this Chapter, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the prescribed application thereof, shall be severable, and the remaining provisions of this Chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect. The City Council hereby declares that it would have passed this title, and each section, subsection, sentence, clause, and phrase of this Chapter, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases is declared invalid or unconstitutional.

SECTION 6. CERTIFICATION

The City Clerk shall certify to the adoption of this ordinance and, within 15 days after its adoption, shall cause it to be published in accord with California Law.

SECTION 7. EFFECTIVE DATE.

This ordinance shall take effect 30 days following adoption by the City Council.

INTRODUCED ON the ___ day of _____, 2024.

PASSED, APPROVED, AND ADOPTED this _____day of _____, 2024.

_____
PAULA PEROTTE, MAYOR

ATTEST:

_____
DEBORAH S. LOPEZ
CITY CLERK

APPROVED AS TO FORM:

_____
MEGAN GARIBALDI
CITY ATTORNEY

STATE OF CALIFORNIA)

COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, Deborah S. Lopez, City Clerk of the City of Goleta, California, do hereby certify that the foregoing Ordinance No. 24-__ was introduced on _____, and adopted at a regular meeting of the City Council of the City of Goleta, California, held on the _____, by the following roll-call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

(SEAL)

_____
DEBORAH S. LOPEZ
CITY CLERK

Exhibit A

Findings to Support Local Amendments to the
2022 Edition of the California Building Standards Code

Pursuant to California Health & Safety Code sections 17958.5, 17958.7, and 18941.5, this Exhibit A to Ordinance No. ___ of the City of Goleta sets forth the City Council's express findings and determinations justifying the City's local amendments to the 2022 Edition of the California Building Standards Code and its Intervening supplement (effective July 1, 2024) as reasonably necessary because of local climatic, geologic, and/or topographic conditions.

Amendments to California Green Building Standards Code ("CGBSC")

Municipal Code Section	CGBSC Section Added or Amended	Substance of Amendment (full text in Ordinance No. ____)	Justification (see key below)
Sec. 15.12.015	202	Added definitions for "Assigned Parking," "Level 2 Electric Vehicle (EV) Charging Receptacle," and "Unassigned or Common Use Parking."	A, B1, B2, B3, B4, B5
	301.3	Extended mandatory provisions applying to newly constructed buildings to instead apply also to existing parking facilities or the addition of new parking facilities serving existing nonresidential buildings.	B1, B2, B3, B4, B5
	4.106.4	Removed feasibility exception to requirement that new construction comply with electrification requirements based merely on showing that compliance would "adversely impact the construction cost of the project," Instead requiring a showing of increased costs of $4,500 per parking space for market rate housing or $400 per parking space for affordable housing. Withdrew exception for ADU and JADU that have had electrical panel upgrades or new panel installations.	B1, B2, B3, B4, B5

	4.106.4.1	Added requirement to install one Level 2 EV charging receptacle for the first parking space, and a Level 1 receptacle for a second parking space, if provided.	B1, B2, B3, B4, B5
	4.106.4.2.2	Amended section to make it applicable only to Multifamily dwellings, excluding hotels and motels. New section for hotels and motels added.	B1, B2, B3, B4, B5
	4.106.4.2.6	Added section detailing the EV parking space requirements specific to hotels and motels.	B1, B2, B3, B4, B5
	4.106.4.3	Extended EV charging space requirements for alterations serving existing multi-family buildings to also extend to hotels and motels. Removed general "increased cost" exception, instead requiring specific showing of a minimum dollar threshold increase.	B1, B2, B3, B4, B5
	4.106.4.3.1	Added section requiring alterations to existing parking facilities without EV infrastructure to add requirement to install Level 2 EV charging receptacles, unless infeasibility is determined.	B1, B2, B3, B4, B5
	4.106.4.3.2	Added section requiring alterations to existing parking facilities with existing EV infrastructure to add requirement to install Level 2 EV charging receptacles, unless infeasibility is determined.	B1, B2, B3, B4, B5
	4.106.4.4	Added section allowing direct current fast charging stations to be substituted for certain number of other charging stations.	B1, B2, B3, B4, B5

	5.106.5.3	Removed general "increased cost" exception, instead requiring specific showing of a minimum dollar threshold increase.	B1, B2, B3, B4, B5
	T5.106.5.3.1	Deleted and replaced table setting forth the total number of actual parking spaces and corresponding ratio of required EV capable spaces and EVCS, replaced with table setting forth updated percentage requirements.	A, B1, B2, B3, B4, B5
	5.106.5.3.2	Deleted language duplicative of new section 4.106.4.4, instead adding receptacle configuration requirements for EV charging receptacles of varying ampere level.	A, B1, B2, B3, B4, B5
	T5.106.5.3.6	Deleted and replaced table setting forth the total number of parking spaces and corresponding ratio of required kVA, replaced with updated values and percentages describing same.	A, B1, B2, B3, B4, B5
	5.106.5.3.6.1	Adding receptacle configuration requirements for EV charging receptacles of varying ampere level.	A, B1, B2, B3, B4, B5

	5.106.5.3.6.2	Added requirement for EV Chargers to be equipped with certain maximum output connectors.	B1, B2, B3, B4, B5
	5.106.5.3.6.3	Added raceway capacity requirements and conductor sizing requirements where raceways are not used.	A, B1, B2, B3, B4, B5
	5.106.5.4	Removed general "increased cost" exception, instead requiring specific showing of a minimum dollar threshold increase.	B1, B2, B3, B4, B5
	5.106.5.5, Exception (1)(c)	Removed general "increased cost" exception, instead requiring specific showing of a minimum dollar threshold increase.	B1, B2, B3, B4, B5

Justifications KEY:

A – This is an administrative amendment, which does not modify a building standard as defined in California Health & Safety Code section 18909. The amendment establishes administrative procedures for the effective enforcement of the building standards in the City of Goleta.

B – This amendment is reasonably necessary because of the following local climatic, geological, or topographical conditions:

1. The City of Goleta is already experiencing and is at risk of more frequently experiencing the devastating effects of extreme heat and weather events and flooding caused by climate change, including increased frequency and magnitude of wildfires and associated air pollution, health impacts, utility and transportation service interruptions, economic disruption, property loss,

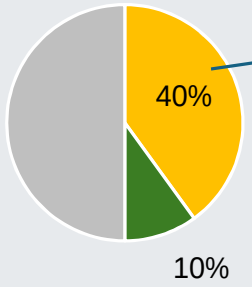
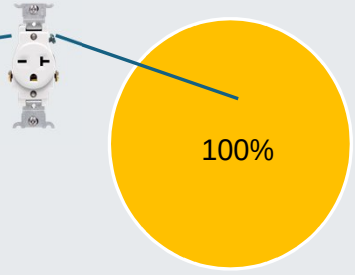
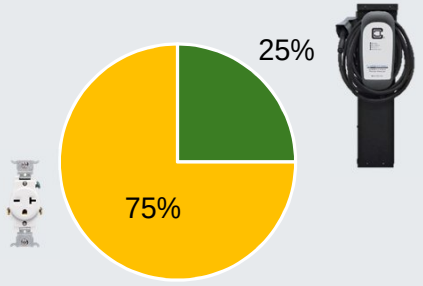
dislocation, housing shortages, and increased demand on public sector resources and emergency response capacity.

2. The City of Goleta is situated along a wildland-urban interface and as a result is extremely vulnerable to wildfires and firestorms according to the Federal Emergency Management Authority (FEMA) Wildfire Risk Index Map.
3. The City of Goleta is already experiencing and is at risk of more frequently experiencing the devastating effects of extreme heat and weather events and flooding caused by climate change, including increased frequency and magnitude of wildfires and associated air pollution, health impacts, utility and transportation service interruptions, economic disruption, property loss, dislocation, housing shortages, and increased demand on public sector resources and emergency response capacity.
4. According to the 100 year and 500 year flood maps provided by FEMA, the City of Goleta has a significant risk from flooding during to the extreme weather events and can impact access to utilities, emergency services, and transportation. Extreme weather events are expected to increase as the climate warms due to the greenhouse gas effect.
5. City residents suffer from asthma and other health conditions associated with poor air quality exacerbated by internal combustion engines. Transportation emissions account for about 50% of California's GHG emissions, nearly 80% of nitrogen oxide pollution, and 90% of diesel particulate matter pollution. Additionally, census tract 6083003001, located in Old Town Goleta, is in the 85^{th} percentile for pollution burden in the state in part due to diesel particulate matter and traffic exposures, designating this tract as a state recognized Disadvantage Community per SB 535 and indicated in CalEnviroScreen 4.0. This state designation indicates that a particular portion of Goleta is disproportionately impacted by the air pollution created by vehicles.

ATTACHMENT 2

Comparison Tables of State Requirements and Proposed EV Reach Code

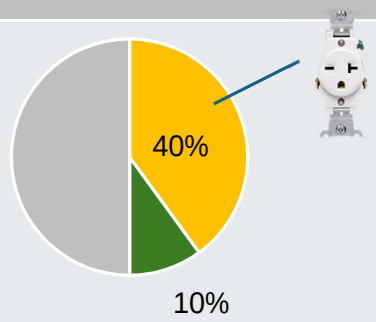
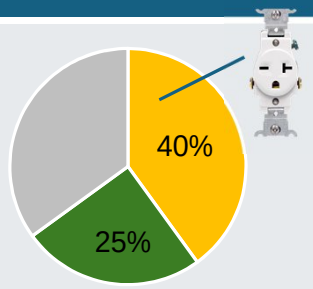
Multifamily

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code (*Anticipated* 2025 CALGreen Base Requirements)	
Mandatory		
		
40% Level 2 EV Ready (low-power) + Direct Wiring 10% Level 2 EVCS	100% Level 2 EV Ready (low-power) + Direct Metering	25% Level 2 EVCS 75% Level 2 EV Ready (low-power)
% of Parking Spaces	% of Spaces for Residents	% of Spaces for Common Use Parking

Takeaway: The proposed EV Reach Code increases the amount of LP L2 EV Ready (for resident spaces). The model code aligns with proposed 2025 CALGreen base required code.

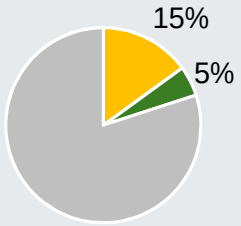
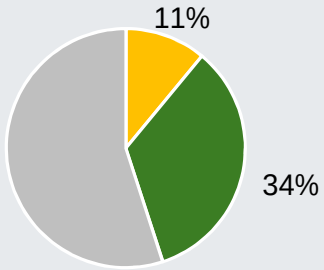
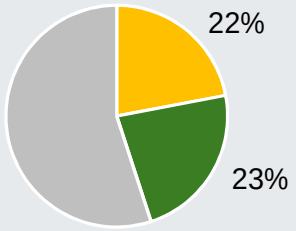
1

Hotels/Motels

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code (***Anticipated* 2025 CALGreen Base Requirements**)
Mandatory	
	
40% Level 2 EV Ready (low-power) 10% Level 2 EVCS	40% Level 2 EV Ready (low-power) 25% Level 2 EVCS
% of Parking Spaces	% of Parking Spaces

Takeaway: The proposed EV Reach Code increases the amount of EVCS, in alignment with the proposed 2025 CALGreen base required code.

Non-residential

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code (*Anticipated* 2025 CALGreen Tier 2 Voluntary)	
Mandatory		
		
15% Level 2 EV Capable 5% Level 2 EVCS	Offices & Retail (45%): 11% Level 2 EV Capable 34% Level 2 EVCS	All other (45%): 22% Level 2 EV Capable 23% Level 2 EVCS

% of Parking Spaces

Takeaway: The proposed EV Reach Code splits non-res into two categories with distinct requirements based on the anicipated 2025 CALGreen voluntary Tier 2 code.

Single-Family Homes and Two-Family Townhomes

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code
Mandatory	
(1) Level 2 EV Capable for one parking space per dwelling unit 	2 EV spaces total:  • 1 Level 2 EV Ready circuit  • 1 Level 1 EV Ready circuit 

Takeaway: The proposed EV Reach Code modifies the L2 EV Capable requirement to be a L2 EV Ready circuit and adds 1 L1 EV Ready circuit (if there is a second parking space).

ATTACHMENT 3

Reach Code Policy & EV Charging Q&A

City of Goleta Q+A

EV Infrastructure - Nonresidential Alterations and Additions

Q. When does the California Green Building Code (CALGreen) Intervening Supplement become effective?

The Intervening Code Supplement has an effective date of July 1st, 2024.

Q. What is considered an alteration of an existing parking surface?

Refer to the State Code. Per the proposed Reach Code, Green Building Code Section 301.3 is amended to clarify that 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.

Q. What does "increase in power supply to an electric service panel" mean?

This could include an increase from the utility to the main panel or an increase in the size (amperage) of an electric panel for a parking facility.

Q. When does Code Section 301.3 apply?

Refer to the State Code.

Q. What does EVCS mean? What does EVSE mean?

Refer to the State Code's definitions from CALGreen, placed below for reference.

Electric Vehicle Charging Station (EVCS). One or more electric vehicle charging spaces served by EVSE or receptacle(s).

Electric Vehicle Supply Equipment (EVSE). The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, personnel protection system, 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.

Q. If a tenant requires improvements in excess of $200,000, with no additional power or panel upgrades, are EV chargers required?

Refer to the State Code. The EV infrastructure is not required since the parking lot is not involved and there is no increase in power supply.

Q. What if the utility states its going to take 18 months to bring additional service to the property?

Per the State Code, Section 5.106.5.4 specifies exceptions from the alterations/additions rule. Exception (b) specifies "where the local utility is unable to supply adequate power". The building official would determine if this case would qualify for the exception.

Q. Are the EV spaces required to be available to the public or can they be limited to the occupants of the building?

The code does not specify that they need to be available to the public; however, applicable local planning/zoning regulations related to parking apply. Charging stations should be clearly signed in accordance with any local regulations.

Q. If the alteration requires an increase to an individual sub panel, but not the main panel, must EV infrastructure be provided per the new code requirement?

Only if the subpanel is in or associated with a parking facility.

Q. Must the required EV infrastructure be installed prior to obtaining the alteration permit or occupancy clearance under the permit?

The required EV infrastructure must be installed at occupancy, and only when the EV infrastructure requirements for alterations are triggered. Plans for EV infrastructure installation per code requirements should be included with permit submittals.

Q. Is Level 1 charging (120V) allowed as part of the Reach Code?

For nonresidential new construction and additions/alterations subject to the code, level 1 charging is not compliant with the code requirements. This is the case with the statewide CALGreen code, and not unique to Goleta's Reach code.

Section 5.106.5.3.2 clearly states that EVCS shall be provided with Level 2 EVSE or DCFC, while also allowing potential substitution with low power Level 2 per Section 5.106.5.3.6.

Developers and building owners are welcome to install Level 1 charging equipment as long as it is in excess of the spaces required by the code.

Q. Will the reach code increase cost?

Yes, the reach code and the increase in percentages for EV infrastructure will increase costs for developers and projects in total, in comparison to the base statewide CALGreen code.

Specific to alterations and additions, the triggers that prompt EV infrastructure build-out are in limited use cases involving electrical infrastructure and are designed to be added at the most cost-effective times to install electrical infrastructure in existing buildings.

Q. What incentive programs are available? Are there restrictions based on project size or location?

Central Coast Community Energy (3CE) continues to support our communities by funding electrification projects including the installation of electric vehicle charging stations to support new construction and retrofits. 3CE incentive programs do not include restrictions based on city, state, or federal requirements or project size. Please see the 3CE website for details. You can also contact Customer Account Manager Jeff Railsback via email at jrailsback@3ce.org for more information.

ATTACHMENT 4

EV Charging Rebate Resources

EV Charger Rebate Resources

(as of 6/2024)

Southern California Edison (SCE)

https://www.sce.com/evbusiness/chargeready

- Charge Ready program options to business and public sector stakeholders: commercial, multi-family, and public sector properties of all types may be eligible for savings.
    - ***New Construction Rebate*** Available to newly constructed multi-family properties
    - ***Small Site Rebate*** Available to multi-family, public sector, and commercial properties offering qualified EV charging stations
    - ***Charging Infrastructure and Rebate*** Available to multi-family, commercial, and public sector properties
    - ***Turn-Key Installation (by SCE)*** Available only to multi-family properties located in Disadvantaged Communities (DACs)
- Charge Ready Program assists business and property owners with deploying the infrastructure and equipment necessary to support EV charging stations at their locations.
- Program provides financial incentives, infrastructure, and technical support to facilitate the installation and maintenance of EV charging stations.

Qualifications	Turn-Key Rebate	Charging Infrastructure and Rebate	New Construction Rebate	Small Site Rebate	Direct Current Fast Charging
SCE Territory	✓	✓	✓	✓	✓
Multi-Family Property	✓	✓	✓	✓	
Commercial Property		✓		✓	✓
Public Sector Property		✓		✓	✓

Central Coast Community Energy (3CE)

https://3cenergy.org/rebates-incentives/

- Residential Eligibility: All 3CE customers with an account in good standing are eligible to apply to the Electrify Your Ride rebates.
- Commercial Eligibility: Commercial customers enrolled in 3CE service related to a commercial, agricultural, non-profit, multi-family housing, or industrial entity as well as public agencies are eligible to apply for the Electrify Your Ride Program.

Residential Rebates:

- Per fiscal year, applicants are eligible for one EV rebate per household, one Level 2 charger rebate per site address, and one EV readiness rebate per site address**.**
- Rebates are available for electric vehicles (EVs), Level 2 EV chargers, and EV readiness. Rebates for new vehicles, used vehicles, level 2 chargers, and EV Readiness are available. Rebates range from $400 up to $4,000.

Central Coast Community Energy (3CE) continued

Level 2 Charger Rebates

Base	Tier 1 400-201% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)	Tier 2 <200% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)
$400	Up to $700	Up to $700

EV Readiness Rebates

Base	Tier 1 400-201% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)	Tier 2 <200% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)
Up to $2,000	Up to $3,000	Up to $4,000

Commercial Rebates:

- https://3cenergy.org/rebates/electrify-your-ride-commercial-2/
- Commercial property owners can apply for up to five EV Incentives, and up to three Project Sites for EV Chargers and EV Readiness incentives.
- Rebates are available for electric vehicles, Level 2 and Level 3 (DCFC) EV chargers, and EV readiness (electrical work related to charger installation).

Level 2 Charger Rebates

Base	Tier 1 400-201% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)	Tier 2 <200% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)
$400	Up to $700	Up to $700

Level 3 (DCFC) Charger Rebates

Base
50% of the project cost, up to $100,000

EV Readiness Rebates

Base	Tier 1 400-201% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)	Tier 2 <200% Federal Poverty Level for the 48 Contiguous States, 2021 (gross annual income)
Up to $2,000	Up to $3,000	Up to $4,000

Santa Barbara Air Pollution Control District (APCD)

https://www.ourair.org/grants

- ***2024 Clean Air Grants Program***
- The District's 2024 Clean Air Grants Program will be opening on Monday, July 29, 2024, and will close on Friday, September 6, 2024.
- Send questions and correspondence related to the 2024 Clean Air Grants program to: Grants@sbcapcd.org

Communities in Charge

https://thecommunitiesincharge.org/

- Communities in Charge is not currently accepting new applications as of 6/2024. Join email list to stay up to date. https://thecommunitiesincharge.org/contact/#emaillist

CALeVIP

https://calevip.org/

- Sign up for the mailing list for updates on the next project launch. https://calevip.org/upcoming-rebates

South Central Coast Incentive Project

https://calevip.org/incentive-project/south-central-coast

- The South Central Coast Incentive Project is no longer accepting applications as of 6/2024.

COMMERCIAL EV CHARGING INCENTIVES

Programs	Description	Incentive Amount	Eligibility/Criteria
Communities in Charge (wave 3 coming soon)	Incentives for Level 2 EVSE. Community connection sites with particular benefits to the surrounding community can receive additional amounts.	TBD	Community connection site with particular benefit to surrounding community.
Alternative Fuel Infrastructure Tax Credit	Provides a 30% tax credit for electric vehicle charging stations and refueling equipment for alternative fuels such as hydrogen and ethanol.	Up to $100,000 per unit	Electric vehicle charging stations and refueling equipment for alternative fuels.
Inflation Reduction Act Direct Pay	Tax-exempt organizations can receive a direct payment from the IRS in lieu of the Alternative Fuel Infrastructure tax credit.	Up to $100,000 per unit	Nonprofits, state and local governments and their agencies, school districts, churches, tribal governments, rural electric cooperatives, municipal utilities.
EnergIIZE Commercial Vehicle Infrastructure			
EV Fast Track	Public charging projects for deploying public EV charging infrastructure for MD/HD vehicles.	Up to $500,000 per public charging project; up to $750,000 if equity criteria met	Applicants interested in deploying public EV charging infrastructure for Medium Duty/ Heavy Duty vehicles.
EV Jump Start Funding Lane	Projects for deploying electric charging infrastructure for MD/HD electric vehicles (Level 2 and DCFC).	Up to $750,000 per project	Commercial fleet users/station owners who meet eligibility criteria.
Public Charging Funding Lane	Public charging projects for deploying public EV charging infrastructure for MD/HD.	Up to $500,000 per public charging project; up to $750,000 if equity criteria met	Applicants interested in deploying public EV charging infrastructure for MD/HD.
Hydrogen Funding Lane	Deploying hydrogen fueling infrastructure for MD/HD hydrogen fuel cell vehicles.	Up to $3 million per project; up to $4 million if equity criteria met	Commercial fleet users interested in deploying hydrogen fueling infrastructure for MD/HD hydrogen fuel cell vehicles.

electrify your life
a service of the community environmental council

Available incentives can change, but CEC is tracking of what is available at any given time. Individuals or businesses can get 1:1 assistance through CEC's Electrify Your Life service. Contact us today to get started.

Key

EVSE: Electric Vehicle Supply Equipment
MD/HD: Medium Duty/Heavy Duty
DCFC: Direct Current Fast Chargers
Community Connection Site: Multi-Family Housing, Tribes, Congregations, Schools, Healthcare, Non-Profits, Local Governments, Workplaces

HOME EV CHARGING INCENTIVES

Programs	Description	Incentive Amount	Eligibility/Criteria
PG&E - Pacific Gas & Electric Company			
Empower EV Program	Charging incentives for income-eligible single-family households.	One free Level 2 charger valued at $500 (plugs into 240+ Volt outlet). Up to $2,000 per single-family household for panel upgrades	Income-eligible single-family households. First come, first serve.
Residential Charging Solutions Rebate	Rebate on charging equipment for residential customers who meet income eligibility.	$700 rebate	Income-eligible single-family households. First come, first serve.
SCE - Southern California Edison			
Charge Ready Home Program	Income-based rebates for single-family homes to complete electrical panel upgrades to install a Level 2 EV charger.	Up to $4,200	Income-based eligibility.
3CE - Central Coast Community Energy			
Electrify Your Life EV Charger Rebate	Base rebate for EV charger. Higher rebate for income-eligible customers.	$400 base rebate. $700 for income eligible	General and income-eligible customers.
Electrify Your Life EV Readiness	Base incentive for electrical work. Higher incentive for income-eligible customers.	$2,000 base incentive for electrical work. Up to $4,000 for income eligible	General and income-eligible customers.

electrify your life
a service of the community environmental council

Available incentives can change, but CEC is tracking of what is available at any given time. Individuals or businesses can get 1:1 assistance through CEC's Electrify Your Life service. Contact us today to get started.

ATTACHMENT 5

CEQA NOE

NOTICE OF EXEMPTION (NOE)

To: ☐ Office of Planning and Research
P.O. Box 3044, 1400 Tenth St. Rm. 212
Sacramento, CA 95812-3044

☐ Clerk of the Board of Supervisors
County of Santa Barbara
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101

From: City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Subject: Filing of Notice of Exemption

Project Title: Ordinance Amending Chapter 15.12 Green Building Code of the Goleta Municipal Code to Adopt an Electric Vehicle Reach Code

Project Applicant: City of Goleta

Project Location (Address and APN): Goleta City Hall, 130 Cremona Drive, Suite B Goleta, CA 93117

Description of Nature, Purpose and Beneficiaries of Project: The City of Goleta City Council prioritized development of a Reach Code to encourage electric vehicle (EV) infrastructure development during the City's review of the Planning and Environmental Review Department's Annual Work Program in 2023. The purpose of amending Chapter 15.12 Green Building Code is to enhance long-term public health and welfare by contributing to the overall reduction of greenhouse gas (GHG) emissions and the reduction of air pollutants associated with gas powered vehicles and combustion by increasing EV charging requirements for new construction and significant alterations.

As part of the ordinance, new local amendments are proposed as follows: 1) new single family residential developments shall provide one Level 2 Electric Vehicle (EV) Charging Receptacle and one Level 1 EV Charging Receptacle; 2) new multifamily residential developments shall provide at least one low power Level 2 EV charging receptacle for each assigned parking space and 25% of unassigned or common use parking spaces shall provide Level 2 EV chargers; 3) new hotel and motel developments shall provide 40% of parking spaces with low power Level 2 EV charging receptacles and 25% of the total spaces with Level 2 EV chargers; 4) new offices and retail developments shall provide 11% of parking spaces EV capability and 34% of parking spaces with EV Charging Stations (EVCS); and 5) all other new nonresidential developments shall provide 22% EV capable parking spaces and 23% EVCS spaces.

Pursuant to California Health and Safety Code Sections 17958.5, 17958.7 and 18941.5, the local amendments to the 2022 Edition of the California Building and Energy Code are reasonably necessary due to local climactic, geological, or topographical conditions. The amendment is in the interests of public health and safety and general community welfare. The amended Chapter enhances long-term public health and welfare by contributing to the overall reduction of greenhouse gas (GHG) emissions and the reduction of emissions associated with personal vehicle transportation by improving access to electric vehicle charging. The burning of fossil fuels (gasoline, diesel) to power passenger vehicles is a significant contributor to greenhouse gas emissions and climate change, as well as air pollution. Emissions from transportation, mainly gas consumption by single-occupancy vehicles represented 55% of greenhouse gas emissions in the City of Goleta in 2020. The reduction of greenhouse gas emissions from the increased use of EVs, supported by

critical charging infrastructure in new construction will reduce emissions from gas-powered passenger vehicles, and thus will help mitigate climate change and its negative effects such as extreme heat events, droughts, intense storms, and flooding in the region, thus making these amendments reasonably necessary because of local climactic, geological, and topographical reasons.

Name of Public Agency Approving the Project: City of Goleta

Name of Person or Agency Carrying Out the Project: City of Goleta

Exempt Status: *(check one)*

- ☐ Ministerial (Sec. 15369)
- ☐ Statutory (Sec. 21080.35)
- ■ Categorical Exemption: (Sec. 15307 & 15308)
- ☐ Emergency Project (Sec. 15359)
- ■ Other: (Sec 15061(b)(3))

Reason(s) why the project is exempt:
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. Further, this ordinance is also exempt from CEQA under the categorical exemptions set forth in Sections 15307 and 15308 of the State CEQA Guidelines in that the proposed Ordinance would institute regulatory requirements intended to protect the environment and natural resources, as the Ordinance would reduce the amount of greenhouse gas (GHG) emissions in the City that are produced from gas-powered vehicles by supporting the use of zero-emission and electric vehicles. Adoption of the proposed ordinance would not be an activity with potential to cause significant effect on the environment because the adoption and local amendments to the California Green Building Standards Code are enacted to provide more protection to the environment, and therefore is exempt from CEQA. Therefore, it can be seen with certainty that there is no possibility that the ordinance in question may have a significant effect on the environment; accordingly, the ordinance is categorically exempt from CEQA.

City of Goleta Contact Person and Telephone Number:
Dana Murray, Sustainability Manager, 805-961-7547

Peter Imhof Director, Planning & Environmental Review Date

NOTICE OF EXEMPTION (NOE)

If filed by the applicant:

1. Attach certified document of exemption finding
2. Has a Notice of Exemption been filed by the public agency approving the project?
   ☐Yes ☐No

Date received for filing at OPR: _____

Note: Authority cited: Sections 21083 and 211110, Public Resources Code
Reference: Sections 21108, 21152.1, Public Resources Code

ATTACHMENT 6

POWERPOINT PRESENTATION

Electric Vehicle Reach Code

September 3, 2024

Presentation by:
Dana Murray, Sustainability Manager
Angeline Foshay, Management Analyst

CITY OF GOLETA

Background-History

- October 2022 – Green Committee
  - Provided overview of EV Reach codes
  - Recommendation to come back with more information
- September 2023 – Green Committee
  - Provided EV Reach code options
  - Recommendation to pursue model ordinance
- January 2024 – Green Committee
  - Intervening Code Updates
  - Model ordinance option evaluation
  - Recommendation to pursue model ordinance
- February 28, 2024
  - Public Webinar on Draft EV Reach Code
- May 7, 2024 – City Council
  - Passed unanimously on first reading

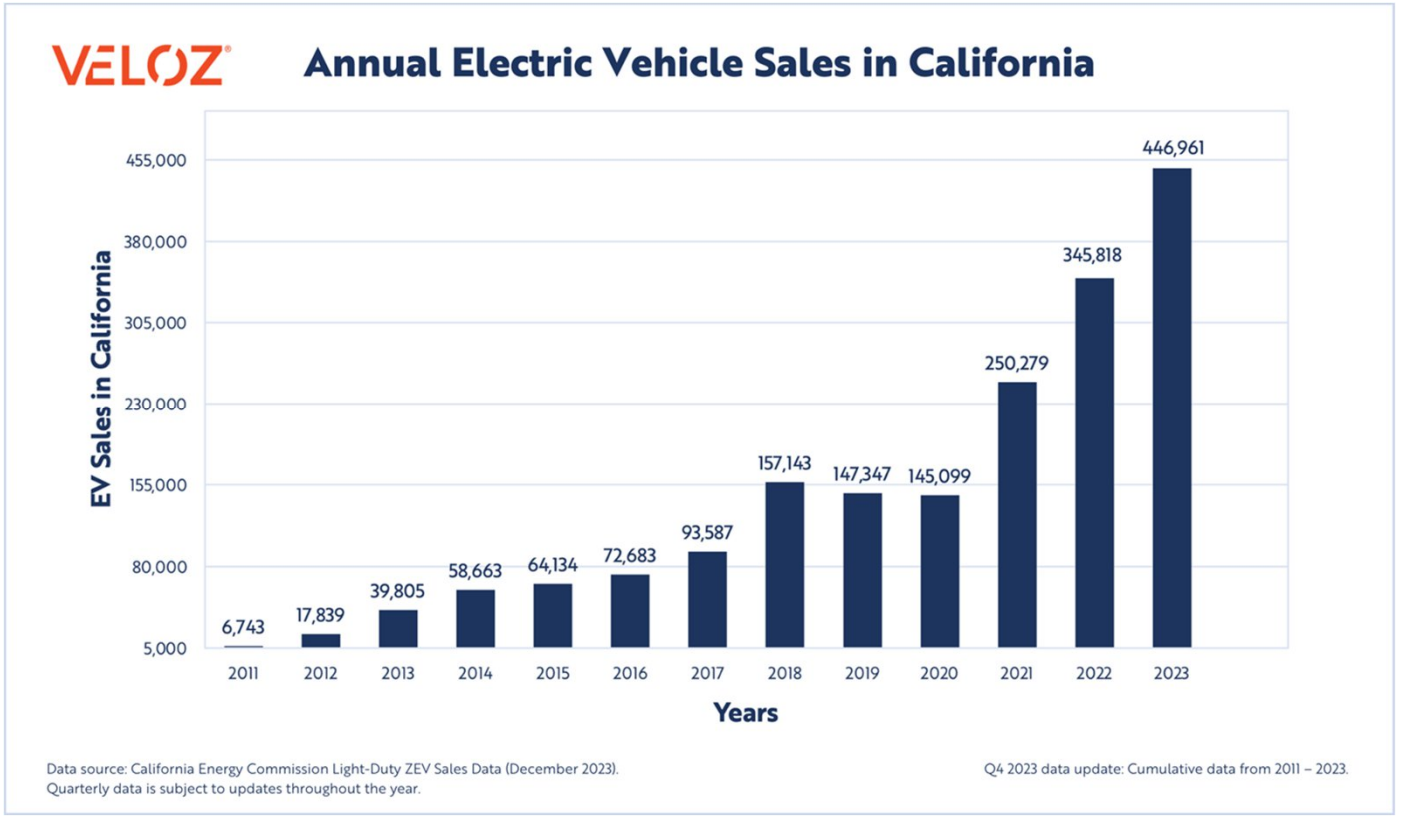
CITY OF GOLETA

Supporting California's EV Goals

- Sept. 2020: CA Executive Order requires all new passenger vehicle sales to be zero-emission by 2035
- CA Energy Commission:
  - 970 Level 2 EV chargers needed in Santa Barbara County
- Goleta Strategic Plan - #1.1.3
- Planning & Environmental Review Dept. Work Plan

CITY OF GOLETA

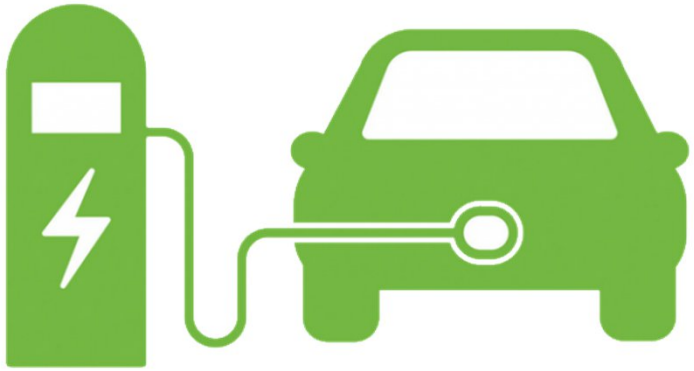
EV Charging Demand



CITY OF GOLETA

What are Reach Codes?

- 44+ CA jurisdictions have adopted EV reach codes
- EV reach codes increase infrastructure requirements via Building Code to provide critical charging infrastructure
- Supporting EV charger installs in multi-family residential and non-residential projects can meet growing demand



CITY OF GOLETA

Why Reach Codes for EV Charging?

Goal: Improve market readiness and increase equitable access to clean transportation EV charging stations

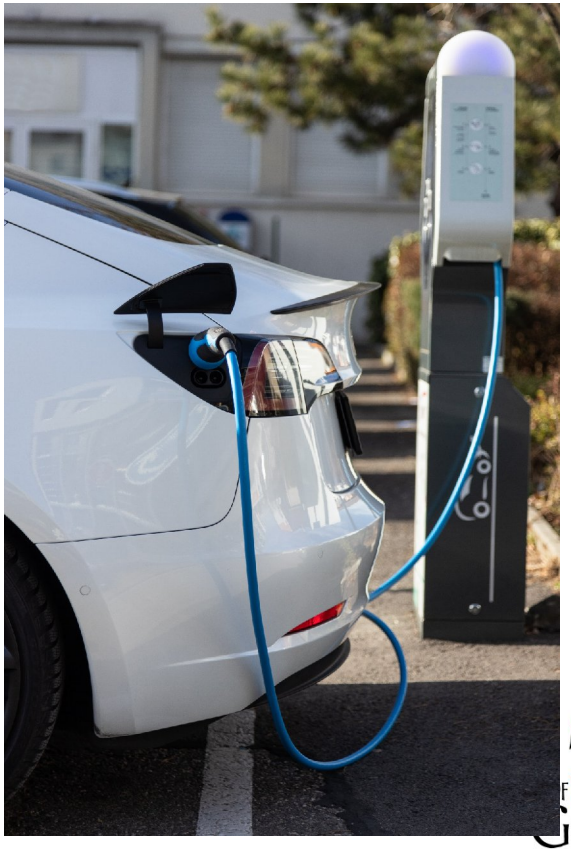
- Helps to meet market demand
- Supports a clean transportation future
- Significantly reduces GHG emissions
- Reduces harmful air pollution in communities
- Helps to meet Climate Action Plan goals

Lack of EV charging locations at residences and in the community is challenging to a quick transition

Background: Definitions & State Building Code

What is Electric Vehicle Infrastructure (EVI)?

- The integral equipment and materials necessary to support Electric Vehicle (EV) charging.
- This includes:
  - Electrical capacity (utility service, transformers, and feeders)
  - Panel space for EV dedicated breakers
  - Conduit/Raceway/Pathways for circuits
  - Wiring (circuits) for EV charger
  - EV dedicated receptacles or charging equipment
  - EV charging plug and cord
  - Energy management software



EV Code Terminology

Speed

Level 1
3-4 miles per charging hour

Level 2
10-20 miles per charging hour

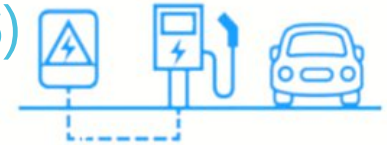
Level 3
150+ miles per charging hour

Readiness

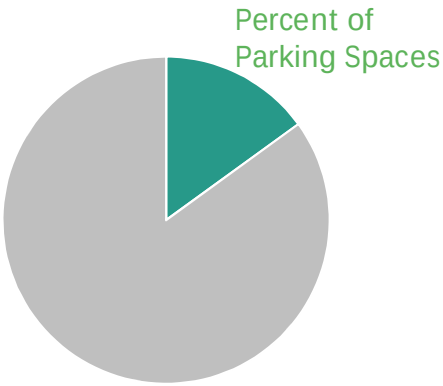
EV Capable

EV Ready

EV Charging Station Installed (EVCS)



Number



Source: Cleanenergy.org EV Readiness

Alterations & Additions – State Code

- Building additions of 1,000 square feet or greater, and/or building alterations with a permit valuation of $200,000 or above
  - Only applies to the portions of the building being added or altered within the scope of the permitted work
- Applies to existing buildings or parking facilities being modified by one of the following
  - Increase/alteration to parking facility power supply or panel
  - Addition of PV solar system over parking
  - Increase in building's conditioned area, volume, or size
- Repairs such as resurfacing, restriping, and repairing or maintaining existing lighting fixtures do not qualify

CITY OF GOLETA

Looking Ahead to 2025

- 2025 State code language is in development. DRAFT preview (subject to change):
  - Multifamily - increase requirement to 100% of total parking spaces provide Low Power Level 2 EV Ready Receptacles and 20% of total parking spaces to have Level 2 EVCS
  - Hotels/Motels - continue requiring 40% of total parking spaces to have Low Power Level 2 EV Ready Receptacles and increase to 25% of total parking spaces having Level 2 EVCS
  - Office/Retail - increase requirement from 5% to 15% of total parking spaces that have Level 2 EVCS spaces
  - All Other Nonresidential - increase requirement from 5% to 10% of total parking spaces that have Level 2 EVCS spaces.

CITY OF GOLETA

Proposed EV Reach Code

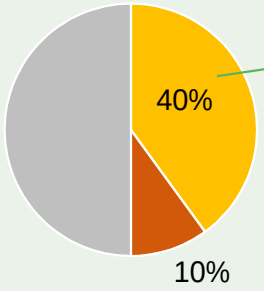
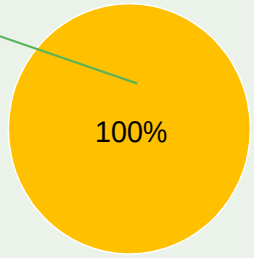
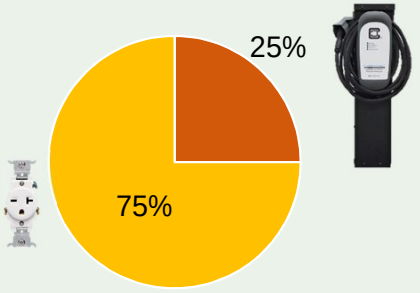
Single Family Homes and Two-Family Townhomes

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code
Mandatory	
(1) Level 2 EV Capable for one parking space per dwelling unit 	2 EV spaces total:  • 1 Level 2 EV Ready circuit  • 1 Level 1 EV Ready circuit 

Takeaway: The proposed EV Reach Code modifies the L2 EV Capable requirement to be a L2 EV Ready circuit and adds 1 L1 EV Ready circuit (if there is a second parking space).

13

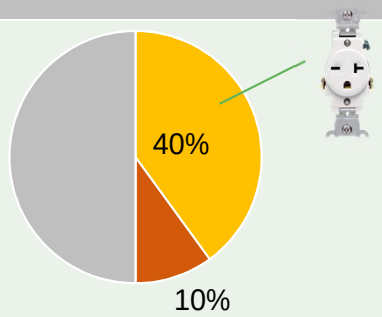
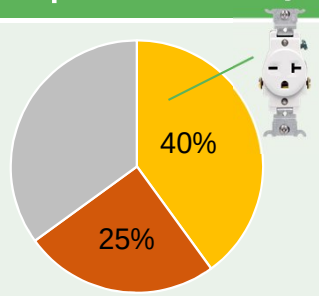
Multifamily

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code (*Anticipated* 2025 CALGreen Base Requirements)	
Mandatory		
	 	
40% Level 2 EV Ready (low-power) + Direct Wiring 10% Level 2 EVCS	100% Level 2 EV Ready (low-power) + Direct Metering	25% Level 2 EVCS 75% Level 2 EV Ready (low-power)
% of Parking Spaces	% of Spaces for Residents	% of Spaces for Common Use Parking

Takeaway: The proposed EV Reach Code increases the amount of LP L2 EV Ready (for resident spaces). The model code aligns with proposed 2025 CALGreen base required code.

14

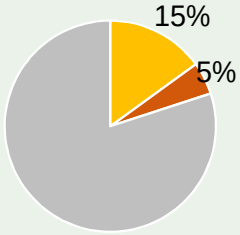
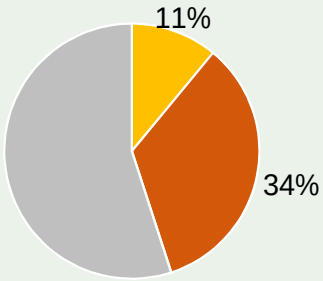
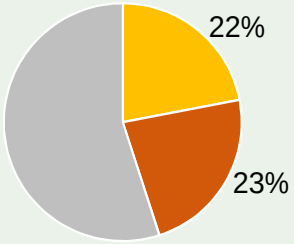
Hotels/Motels

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code (*Anticipated* 2025 CALGreen Base Requirements)
Mandatory	
	
40% Level 2 EV Ready (low-power) 10% Level 2 EVCS	40% Level 2 EV Ready (low-power) 25% Level 2 EVCS
% of Parking Spaces	% of Parking Spaces

Takeaway: The proposed EV Reach Code increases the amount of EVCS, in alignment with the proposed 2025 CALGreen base required code.

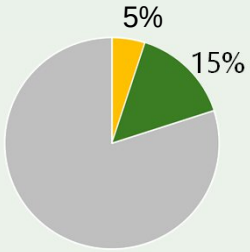
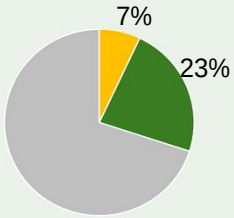
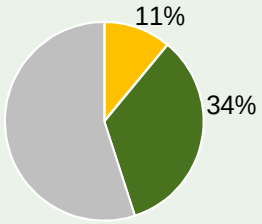
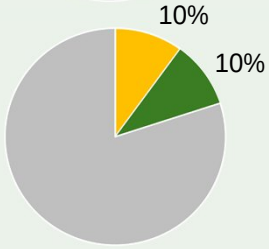
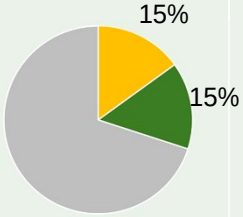
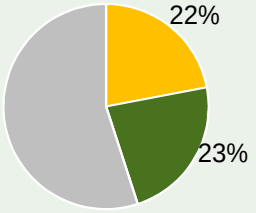
15

Non-residential

2022 CALGreen Intervening (July 1st 2024)	Proposed EV Reach Code (*Anticipated* 2025 CALGreen Tier 2 Voluntary)	
Mandatory		
		
15% Level 2 EV Capable 5% Level 2 EVCS	Offices & Retail (45%): 11% Level 2 EV Capable 34% Level 2 EVCS	All other (45%): 22% Level 2 EV Capable 23% Level 2 EVCS
% of Parking Spaces		

Takeaway: The proposed EV Reach Code splits non-res into two categories with distinct requirements based on the anticipated 2025 CALGreen voluntary Tier 2 code.

Alternatives: Non-residential Requirements

2025 CALGreen Base Code (Jan 1st 2026)	Tier 1 Voluntary Measures	Tier 2 Voluntary Measures
Mandatory		
Offices & Retail (20%): 5% Level 2 EV Capable 15% Level 2 EVCS 	Offices & Retail (30%): 7% Level 2 EV Capable 23% Level 2 EVCS 	Offices & Retail (45%): 11% Level 2 EV Capable 34% Level 2 EVCS 
All Other (20%): 10% Level 2 EV Capable 10% Level 2 EVCS 	All Other (30%): 15% Level 2 EV Capable 15% Level 2 EVCS 	All Other (45%): 22% Level 2 EV Capable 23% Level 2 EVCS 
% of Parking Spaces		

Recommendation

- Introduce and conduct the first reading by title only, waiving further reading of Ordinance No. 24-__ entitled, “An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 15.12 Entitled “Green Building Code” of the Goleta Municipal Code to Make Certain Local Amendments to the 2022 Edition of the California Green Building Standards Code (“Reach Code”) and Determine the Ordinance to Be Exempt From the California Environmental Quality Act."

ATTACHMENT 7

PUBLIC COMMENT RECEIVED

From: Mary Holtam
To: City Clerk Group
Subject: Agenda Items C.2. and C.3. Electric Vehicle Reach Code and 100% Renewable Electricity
Date: Friday, May 3, 2024 12:15:46 PM

Hello!
My name is Mary Holtam. I am a resident of Goleta and student at UC Santa Barbara. I am writing today to urge the council to adopt an electric vehicle (EV) reach code.

The reason why I care about this issue so much is because I am passionate about the climate change emergency and I believe that the city of Goleta should do everything it can to minimize our collective impact on the environment. As an environmental sciences student, I am very educated about the ways in which we can reduce our carbon footprint and electric vehicles are zero-emissions.

Please adopt an EV Reach Code which will increase access to EV chargers at new buildings in Goleta. This supports California's goals of Carbon Neutrality by 2045.

EV Reach Codes help advance the accessibility and affordability of EVs for all future occupants of apartments and commercial buildings. Greater accessibility for all will mean expanded EV adoption across Goleta in the short term, a necessity both for improving air quality and mitigating climate change. More charging access at multifamily complexes and workplaces allows EV drivers to utilize more affordable off-peak Time-of-Use rates, rather than being restricted to using more expensive public fast chargers. To create the most equitable and sustainable future for residents and the communities they will be driving in, we ask that the Goleta City Council require each multi-family residence with parking to have a specific parking space with an EV-Ready receptacle directly wired to that residence's panel or meter. This should be required whether the parking space is included in the rent or a separate cost.

Thank you so much for your consideration and I hope that you help to move Goleta forward into a climate-friendly future,
Mary Holtam

From: BILL WOODBRIDGE
To: City Clerk Group
Subject: Agenda Items C.2. and C.3. Electric Vehicle Reach Code and 100% Renewable Electricity
Date: Friday, May 3, 2024 11:37:27 AM

Dear City Council:

I am strongly in favor of both of these agenda items. I am receiving 100% of my power from 3Ce, and hope that the city will make that mandatory for all. Global warming is increasingly worse and out of control. We need to reduce the amount of methane and CO2 being emitted into the atmosphere immediately. I live in a 16 unit apartment building where some idiot construction repair person left the oven gas turned on without the pilot light ignited. The smell of leaking gas entered into 3 other units over the next 3 hours. The whole building could have exploded. So we need 100% electric buildings. Look how many residential gas explosions are happening around the country.

I lease a Bolt EUV. Unfortunately, I live at a 160+ unit Towbes managed property on Patterson Avenue that does not have ONE EV charging station, even though they promised us that they would install at least one during out horrific 17 month remodeling/upgrading/reconstruction disaster period. That never happened. Don't ever believe anything Towbes tells you. So as a renter, I have to drive to La Cumber Plaza and wait in line to charge my car at one of only 3 EVgo charging stations located in the entire southern SB county area. Yes, there are other stations at the Via Real market Place, but that is even farther away from me than La Cumbre Plaza. It would not be feasible for them to install direct charging power lines to each unit's electric meter here as that would mean tearing up the entire driveway/parking lots and the new landscaping just installed. But they could certainly be forced to install at least one charing station for every 16 unit building in the complex (that would be 11 stations). Without your implementation of such an ordinance, renters in this city are completely out of luck for charging their TVs at home and therefore disinclined to buy an EV. 60% of our residents are renters. That's a lot of people forced to retain their gas fuming vehicles!

Thanks!

Bill Woodbridge
56 S Patterson Ave #207
805-679-5372

From: joanna.tang@lifesci.ucsb.edu
To: City Clerk Group
Subject: Agenda Items C.2. and C.3. Electric Vehicle Reach Code and 100% Renewable Electricity
Date: Sunday, May 5, 2024 4:45:40 PM

Hello,

I hope you're doing well. I would like to submit a public comment on Agenda Items C.2 and C.3 as they pertain to supporting the much-needed, equitable transition of Goleta toward clean energy. Transitioning to 100% clean energy is essential for the wellbeing of us, future generations, and our planet, and Goleta is uniquely positioned to rise to the need for this transition because 1) we are being affected by the detrimental climate impacts of the fossil fuel industry, and 2) we have a history of caring for the environment and all its inhabitants. Agenda items C.2 and C.3 will help us maintain our reputation as an innovative, cutting-edge, and eco-friendly city. Having EV parking in apartments and condos makes sure that the transition to clean energy is done in an efficient and equitable manner, as it allows for those not able to buy their own homes to still invest in EV and clean energy, which in turn lowers their gas bills and ensure a brighter, cleaner future for their children. As a student, I did not have access to EV parking in my apartment, and I had to give up driving and only attend events that I could bike to. EV charging would have helped me achieve personal, academic, and professional goals. Similarly, having Goleta's municipal operations "opt-up" to 100% clean energy allows for greater access to clean energy and helps our city achieve our clean energy goals. Individuals who are required to work in the municipality can have clearer consciences knowing that their work can opt-up to using clean energy. The City's support of these innovative and much-needed actions to invest in clean energy will allow a greater number of people to engage in clean energy, helping us all achieve our goals and save our planet.

Thank you,
Joanna Tang
PhD Candidate, UCSB
Goleta, CA 93116

From:	Carolyn Chaney
To:	City Clerk Group
Cc:	jonathan.ullman@sierraclub.org
Subject:	Environmental measures
Date:	Monday, May 6, 2024 5:42:34 PM

I favor the use of Reach Codes in Goleta. I live at Encina Royale, and all electric community, and I love that we are all electric AND that I can opt for 100% clean energy. I recently installed heat pumps and found that electric heat pumps are so very efficient and quiet.
On the subject of electric plug-ins at new apartments and condos, its time has come! In my complex we do not have any accommodation for plugging in electric vehicles, and I am quite sad about that. I drive a plug-in hybrid and have difficulty finding places where I can charge my battery. I would definitely go all-electric if I could charge at home. Let's get the new construction on board and then work harder to get funding for older complexes.
Thank you for all you do to protect beautiful Goleta and our planet.

Carolyn Chaney
"Tell me, what do you plan to do with your one wild and precious life?" Mary Oliver
“Of all the paths you take in life, make sure a few of them are dirt.” John Muir

From: Jonathan Ullman <jonathan.ullman@sierraclub.org>
Sent: Tuesday, May 7, 2024 2:26 PM
To: City Clerk Group <cityclerkgroup@cityofgoleta.org>
Subject: Sierra Club support for EV Charging reach code and 100% clean municipal energy

Dear City Clerk:

Please accept the attached letter to the Goleta City Council supporting an EV Charging reach code (C.2) and 100% clean municipal energy (C.3), on behalf of the Sierra Club Santa Barbara Group.

Thank you.
--
Jonathan Ullman, Director
Sierra Club Santa Barbara-Ventura Chapter

SIERRA CLUB
SANTA BARBARA-VENTURA CHAPTER

P O Box 31241
Santa Barbara, CA 93130-1241
Phone: (805) 617-3106

PO Box 31241
Santa Barbara CA
93130-1241

SIERRA CLUB
SANTA BARBARA-VENTURA CHAPTER

Dear Goleta Mayor and Councilmembers:

The Sierra Club Santa Barbara Group supports the electric vehicle reach code and municipal use of 100 percent clean energy whether it comes from rooftops, via power lines or both.

For too long, electric vehicles have not been realistically possible for apartment renters and condo owners. Nearly all multi-unit residential buildings, old and new, do not allow residents to charge their cars in their own building's parking spots. Unlike single family house owners or renters, these owners and renters cannot charge their vehicles while they sleep. This forces them to pay premium prices for outside charging or do what most of their neighbors do: not drive electric.

But shouldn't everyone have the opportunity to avoid paying an oil company $50 a week? Shouldn't everyone have access to EV Charging at reduced pricing at the place where they sleep?

Most multi-unit residential buildings, not all of course, come with a kitchen sink and bathroom, electric outlets to plug things in and major appliances (most of the time.)

Older buildings don't have electric-charging parking spots largely because there weren't EVs when they were built. But now there are.

Many condo owners, associations and landlords are loath to invest in the high costs of heavy duty-copper wiring and electricians' time needed for on-site charger parking. That's a fair point. It's expensive enough to live here. But it's also discriminatory and byzantine because electric car charging overnight is a legitimate standard -- just like bathrooms, kitchen sinks and electric outlets.

A parking spot is not always necessary, but it's a feature designed to let you sleep on the same property your car is parked and charge it with the same electricity in which you dwell at lower off-peak charging rates. Infrastructure designed for the past is inhibiting much of the population from living a modern life.

That disconnect hopefully stops today for new residential construction, which is much easier and cheaper than existing buildings, to wire from the start. It means that the modern standard in Goleta will be an electric charging parking spot for residents. Does it solve the problems of older buildings or new ones before the law takes effect? No, but it does set a new bar.

Will the requirement for new buildings to have electric-charging parking spots convince existing building owners to offer this modern feature? Will it create a divide between EV-wired and non-EV building dwellers?

Or will it be as logical and beneficial as switching from 8-track tape to digital music streaming, from Super 8 to YouTube.

Will it be as normal and necessary as eliminating cloth wires, banning 1950's, 60s and 70s cancer-causing asbestos, replacing old circuit breakers with modern ones or requiring the installation of a safe, reliable elevator.

While none of us can predict the future, we can do something now.

We can make it required for new buildings and keep finding methods through the law, building maintenance financing, utility subsidies and grants to bring electricity home wherever that may be.

Jonathan Ullman, Director
Sierra Club Santa Barbara-Ventura Chapter

COX CASTLE

Cox, Castle & Nicholson LLP
2029 Century Park East, Suite 2100
Los Angeles, California 90067-3284
P: 310.284.2200 **F**: 310.284.2100

Kenneth B. Bley
310.284.2231
kbley@coxcastle.com

File No. 107398

May 20, 2024

VIA E-MAIL

Dana Murray
Sustainability Manager
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Ordinance Amending Chapter 15.12 of the Goleta Municipal Code to Adopt an Electric Vehicle Reach Code

Dear Mr Murray:

The City Council is scheduled to hold a second reading tomorrow of the ordinance amending Chapter 15.12 of the City's Municipal Code. Unfortunately, the proposed ordinance contravenes the California Green Building Code Standards Code in "reaching" beyond that permitted as matter of law as it deals with the provision of electric vehicle ("EV") parking spaces and the installation of EV chargers on those spaces in connection with the alteration of existing nonresidential buildings.

Accordingly, I have been asked by Santa Barbara Corporate Center, LLC, Patterson Associates, LLC, Ekwill partners, LLC, and JCB, Ltd, each of which owns existing nonresidential office and retail buildings, to ask that you provide this letter to the Council and recommend that it not adopt the ordinance until the errors spelled out below have been corrected.

THE PROPOSED ORDINANCE INVALIDLY AMENDS THE STATE GREEN BUILDING STANDARDS CODE

The State Green Building Code Standards are binding on the City. Health & Safety Code § 17958. The City has the ability to "to establish more restrictive building standards, including, but not limited to, green building standards, reasonably necessary because of local climatic, geological, or typographical features" upon making findings that the features exist. Health & Safety Code § 18941.5(b). Section 2 of the proposed ordinance, entitled Public Health and Safety Findings cites no "local climatic, geological, or topographical" features that allow the adoption of more restrictive green building standards.

Although denominated a "reach" ordinance, there is nothing in the law that allows the City to adopt anything more than that set forth in the State's Green Building Code and permissible local amendments. Cities and counties that have adopted "reach" ordinances have done so because

Appendix A5, Nonresidential Voluntary Measures, to the State Green Building Code allow cities and counties to go beyond the mandatory requirements and to voluntarily adopt additional requirements. Section A5.106.5.3 deals with the provision of EV capable spaces and the installation of EV chargers in connection with new nonresidential construction. However, there is nothing in Appendix A5 which deals with the provision of EV capable spaces or the installation of EV chargers in connection with the alteration of an existing building, i.e., there are no voluntary additions of the State Building Code that would justify or allow the City to adopt more restrictive requirements.

In short, there is nothing in the proposed ordinance which authorizes the City to go beyond the mandatory requirements for the provision of EV capable spaces and the installation of EV chargers in connection with the alteration of an existing nonresidential building.

THE PROPOSED ORDINANCE DOES NOT COMPLY WITH THE MANDATORY REQUIREMENTS OF THE STATE GREEN BUILDING CODE

Tables 5.106.5.3.1 and 5.106.5.3.6 in the proposed ordinance set forth the requirements for the number of EV capable spaces and the number of EV chargers in connection with the alteration of existing nonresidential office and retail buildings; 11% of the actual parking spaces are required to be EV capable and 34% of the actual parking spaces are required to install EV chargers. This clearly contravenes the requirements set forth in Tables 5.106.5.3.1 and 5.106.5.3.6 of the State Green Building Code:

CALIFORNIA GREEN BUILDING CODE TABLE 5.106.5.3.1

Total Number of Parking Spaces	Number of Required EV Capable Spaces	Percentage Range of EV Capable Spaces	Number of EVCS Spaces	Percentage of EVCS Spaces
0-9	0	0	0	0
10-25	4	40-16	0	0
26-50	8	30.2-16	2	25
51-75	13	25.5-17.3	3	23.1
76-100	17	22.3-17	4	23.6
101-150	25	24.8-16.7	6	24
151-200	35	23.2-17.5	9	25.7
201 and over	20% of actual spaces	20	25% of EV capable spaces	25

As can be seen above, the State Green Building Code first requires a specified number of EV capable spaces and then sets forth the number of those EV capable spaces which must have EV chargers installed. As currently written, Table 5.106.5.3.1 in the proposed ordinance requires for office and retail buildings that only 11% of the actual parking spaces be EV capable and that EV chargers be installed on 34% of the actual parking spaces which completely reverses the

requirements of the State Green Building Code because it requires many more spaces with EV chargers installed than it does for merely EV capable spaces.

As an example, a parking lot with 300 spaces would, under the proposed ordinance, require the installation of 102 (.34 x 300 = 102) EV chargers and the provision of only 33 EV capable spaces whereas the State Green Building Code would require 60 (.2 x 300 = 60) EV capable spaces with chargers installed on 15 (.25 x 60 = 15) of the EV capable spaces. In other words, the proposed ordinance would require a total of 135 EV capable spaces – 75 more EV capable spaces and the installation of 87 more EV chargers than required by the State Green building Code.

Assuming for the sake of argument that the City actually intended to apply the percentages set forth in Table 5.106.5.3.1 for office and retail buildings correctly – i.e., 34% of the actual spaces must be EV capable and 11% of those spaces must have EV chargers installed the result would still contravene the clear requirements of the State Building Code.

As an example, if an existing nonresidential building had 300 parking spaces, the proposed ordinance would require 102 (.34 x 300 = 102) EV capable spaces in connection with an applicable alteration and the installation of 12 EV chargers (.11 x 102 = 11.22 rounded up to 12) – 52 (102 – 60) more EV capable spaces and 3 less (12 versus 15) EV chargers than required by the State Green Building Code.

Thus, no matter how the proposed ordinance is applied, the result is inconsistent with the controlling State Green Building Code.

THE APPLICATION OF THE PROPOSED ORDINANCE WOULD BE SUBSTANTIALLY DISPROPORTIONATE TO THE NEED FOR EV SPACES AND CHARGES

Section 301.3 of the State Green Building Code states, in pertinent part, that "additions and alterations shall only apply to the portions of the building being added or altered within the scope of the permitted work." It is my understanding that City staff has stated that alteration with a permit valuation of over $200,000 and that require an increase in the power supply to an electric service panel would, under section 5.106.5.4(3) of the State Green Building Code, trigger the require that EV capable spaces be provided and EV chargers be installed regardless of the extent of the alteration. As an example, a parking lot with 300 spaces will provide the required parking for roughly 90,000 sq.ft of office and retail use (roughly 3.33 spaces per 1,000 sq.ft). An alteration of a 5,000 sq.ft portion of the building could exceed $200,000 and could require an increase to the power supply. Such an alteration would affect only 17 spaces which, under the State Green Building Code would require 4 EV capable spaces with no need to install any EV chargers.

Staff's position is that the foregoing alteration would require providing the appropriate number of EV capable spaces, and the installation of the appropriate number of EV chargers, for the entire 300 space parking lot. That is precisely the same lack of proportionality that can result

in a taking of private property with a concomitant requirement that the City pay the affected owner the fair market value of the property right taken from it.

CONCLUSION

No matter how construed, the proposed ordinance is inconsistent with the State Green Building Code when it comes to the requirements for the provision of EV spaces and EV chargers in connection with the alteration of existing office and retail buildings. Hopefully, the City Council will recognize this and send the proposed ordinance back to staff for appropriate revisions.

Very truly yours,

Cox, Castle & Nicholson LLP

Kenneth B. Bley

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