



Agenda Item D.2
DISCUSSION/ACTION ITEM
Meeting Date: November 18, 2025

TO: Mayor and Councilmembers

SUBMITTED BY: Peter Imhof, Director of Planning & Environmental Review

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

SUBJECT: Re-Adoption of Electric Vehicle (EV) Reach Code

RECOMMENDATION:

- A. Introduce and conduct the first reading by title only, waiving further reading of Ordinance No. 25-__ 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 2025 Edition of the California Green Building Standards Code ("Reach Code")";
- B. Determine the Ordinance to be Exempt from the California Environmental Quality Act and Adopt the Notice of Exemption;
- C. Set a public hearing for December 2, 2025 to conduct the second reading by title only of the Ordinance.

BACKGROUND:

Definitive climate data has revealed the urgent need for regulatory action. In 2016, California (CA) responded to this demand by adopting comprehensive goals to reduce greenhouse gas (GHG) emissions and support local governments in carrying out emissions reduction strategies. With the passage of Senate Bill 32 in 2016, CA set targets to reduce statewide GHG emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. To reach these emissions targets, decarbonizing the building sector is essential. The primary method for building decarbonization is electrification, as escalating renewable portfolio standards continue to reduce GHG emissions content of our electricity.

Following the initial *CRA v. City of Berkeley* decision in 2023 that impacted jurisdictions' abilities to require all-electric new construction, many cities in CA evaluated alternative policy approaches to support new construction electrification. Staff has monitored new policy developments and collaborated with other jurisdictions in the Green Cities CA Network to find alternative pathways to incentivize electrification for new construction. With the support of utility partners, Green Cities CA, and the Santa Barbara County

Regional Climate Collaborative, staff developed and Council adopted two policies: 1) an Electric Vehicle (EV) Reach Code amending the CA Green Building Standards Code (“CALGreen”) (Ord. 24-04, Fall 2024 and Ord. 25-01, Winter 2025), and 2) an Energy Performance Reach Code amending the CA Energy Code (Ord. 25-02, Spring 2025).

The CA Building Code, which includes the CA Energy Code, is updated every three years. The City’s current, adopted Reach Codes will expire with the current Building Code on December 31, 2025, in accordance with the “sunsetting” of the 2022 CA Building Code and the adoption of the 2025 CA Building Code. Given that the 2025 CA Building Code is set to be adopted and in effect starting January 1, 2026, the City has the opportunity to re-adopt its Reach Codes for the new Code cycle.

In support of Reach Code development, the CA Energy Codes and Standards Statewide Utility Program develops and publishes cost-effectiveness studies in accordance with the triennial code cycle. Staff anticipates that some of the 2025 studies will be available at the end of 2025 for certain building types, and the remainder will be published in Q1 2026. Once the cost-effectiveness studies are published, the City can work on bringing the Energy Performance Reach Code to Council for re-adoption (anticipated Q1 2026).

Since the EV Reach Code amends CALGreen and does not require cost-effectiveness studies in order to be approved by the CA Building Standards Commission (Commission), the City can re-adopt the EV Reach Code alongside the adoption of the 2025 CA Building Code for an effective date of January 1, 2026.

As discussed below, Assembly Bill (AB) 130 created new limitations on the ability of cities and counties to enact local amendments to Building Codes applicable to residential units. However, AB 130 does not prevent the City from re-adopting its two Reach Codes (EV Reach Code and Energy Performance Reach Code), provided that the re-adopted Reach Codes are “substantially equivalent” to versions that were in effect as of September 30, 2025 ([CA Code, HSC 17958](#), [CA Code, HSC 17958.5](#), [CA Code, HSC 17958.7](#), and [CA Code, HSC 18941.5](#)). With limited exceptions, AB 130 otherwise imposes a moratorium on amending local residential building standards until June 1, 2031.

Current EV Reach Code (Adopted 2024, Revised 2/2025)

The City’s current, adopted EV Reach Code requires increased EV infrastructure for all building types with the purpose of increasing EV adoption in the community and providing more accessible charging. There are three distinct EV infrastructure readiness descriptions in the Building Code ([2025 CALGreen Section 202](#)):

1. **EV Capable Space:** a parking space that has an installed electrical panel capacity with a dedicated branch circuit and a continuous raceway/conduit from the panel to the future EV parking spot.
2. **EV Ready Space:** a parking space that has installed electrical panel capacity, raceway/conduit and wiring “terminating in a receptacle or a charger”, such that in the case of a receptacle, off-board charging equipment can be used to charge an EV.
3. **Electric Vehicle Charging Station (EVCS):** a parking space that includes an installed and operable Level 2 EV charging station.

The requirements of the EV Reach Code, which amended CALGreen, are as follows:

Table 1. EV Reach Code Standards

Building Type	Reach Code Standards
Single-Family Residential	• 1 Level 2 EV Ready • 1 Level 1 EV Ready
Multi-Family Residential	• 100% of spaces for residents are low power Level 2 EV Ready • 25% of common use spaces include Level 2 EVCS • 75% of common use spaces are low power Level 2 EV Ready
Hotels & Motels	• 40% of spaces are low power Level 2 EV Ready • 25% of spaces include Level 2 EVCS
Non-Residential – Office & Retail	• 23% of spaces include Level 2 EVCS • 7% of spaces are Level 2 EV Capable
Non-Residential - Other	• 15% of spaces include Level 2 EVCS • 15% of spaces are Level 2 EV Capable

Following initial adoption of the EV Reach Code, staff were instructed to return with an amendment that would exempt any projects in the Hospital Overlay Zone from the EV Reach Code, which Council adopted on February 4, 2025 (Ord. 25-01).

Per the Planning and Environmental Review (PER) Department's adopted FY 2025-26 Annual Work Program, staff has been coordinating regionally and statewide with other jurisdictions, technical experts, and legal counsel on re-adopting the City's Reach Codes with the CA Building Code cycle. The City Council Energy & Green Issues Committee met and discussed the City's Reach Codes and AB 130 on September 22, 2025, and recommended the City Council re-adopt the City's Reach Codes.

DISCUSSION:

Cities and counties can make amendments to the CA Building Code to address local climatic, geological, or topographical conditions, and adoption of local amendments requires specific findings in adopting ordinances, which must be filed with the Commission. (Health & Safety Code, § 17958.7.) However, changes in state policy for residential buildings have constrained the ability of local jurisdictions to adopt new amendments to the CA Building Code for residential buildings, an effort that was closely monitored by cities and counties across the state for the 2025 legislative session. Signed into law on June 30, 2025, AB 130 added restrictions to the residential code cycle for the next six years in the hope of streamlining production of more housing in the coming years. As a note, the 2025 CA Building Code will go into effect as planned for both Residential and Nonresidential Standards effective January 1, 2026. The Nonresidential Building Code is not impacted by this legislation and will proceed with the usual three-year cycle.

From October 1, 2025, through June 1, 2031, AB 130 prohibits a city or county from adopting changes or modifications to CA Building Codes, including green building standards, *applicable to residential units* unless one of the following conditions is met:

1. The modifications are substantially equivalent to local amendments previously filed with the Commission and in effect as of September 30, 2025.
2. The Commission deems the modifications necessary “as emergency standards to protect health and safety.”
3. The modifications relate to “home hardening” (which changes may be proposed by a fire protection district pursuant to Health and Safety Code section 13869.7.)
4. The modifications are local amendments “adopted to align with a general plan approved on or before June 10, 2025, and that permits mixed-fuel residential construction consistent with federal law while also incentivizing all-electric construction as part of an adopted greenhouse gas emissions reduction strategy.”
5. The changes or modifications are related to administrative practices, are proposed for adoption during the intervening period between code cycles, and exclusively result in any of the following:
 - a. Reductions in time for a local agency to issue a post-entitlement permit.
 - b. Alterations to a local agency’s post-entitlement fee schedule.
 - c. Modernization of, or adoption of, new permitting platforms and software utilized by the local agency.
 - d. Reductions in cost of internal operation for a local agency.
 - e. Establishment, alteration, or removal of local programs related to enforcement of building code violations or complaints alleging building code violations. (Health and Safety Code, § 17958.7(b).)

If one of the above-referenced conditions is satisfied, the local jurisdiction must still make express findings that the changes or modifications are reasonably necessary because of local climatic, geological or topographical conditions, and submit such findings with the proposed change to the Commission. (Health and Safety Code, §§ 17958.5, 17958.7.)

One of the five limited pathways that AB 130 allows is residential Reach Code adoption after October 1, 2025, if “the changes or modifications are substantially equivalent to changes or modifications that were previously filed by the local jurisdiction and were in effect as of September 30, 2025.” (Health & Safety Code, § 17958(b).) Based on interagency meetings and discussions, staff’s understanding is that the City can re-adopt its two Reach Codes (EV Reach Code and Energy Performance Reach Code), since both were adopted by the City Council and approved by State agencies before September 30, 2025, as long as they are “substantially equivalent.”

The proposed Ordinance (Attachment 1) is to adopt the same EV Reach Code that the City previously passed with the exception of multifamily and hotels/motels standards. The City has no need to pass local amendments on multifamily and hotels/motels specific standards because the CALGreen standards/2025 California Building Code contain the same requirements. Therefore, the proposed Ordinance meets AB 130 in that the proposed Ordinance contains exactly the same regulations that were adopted last year and are already in place, thereby meeting AB 130’s “substantially equivalent” standard.

2022 EV Reach Code (adopted Fall 2024) Comparison to 2025 Mandatory CALGreen Baseline

In some areas the new CALGreen standards now match the City's EV Reach Code.

1. Single-family

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements	2025 CALGreen Voluntary Tier 1 & Tier 2 Measures
listed raceway & panel capacity to accommodate a dedicated 208/240-volt branch circuit	1 L2 EV Charging Receptacle in one parking space IF second space is provided, install a L1 EV Charging Receptacle	install a dedicated 208/240-volt branch circuit

- Goleta's EV Reach Code exceeds 2025 CALGreen Mandatory Baseline.

2. Multifamily

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements	2025 CALGreen Voluntary Tier 1 Measures	2025 CALGreen Voluntary Tier 2 Measures
EV Ready + Receptacle Assigned parking: one LPL2 EV charging receptacle shall be provided at an assigned parking space for each dwelling unit Unassigned parking: one LPL2 EV charging receptacle for each dwelling unit EV Ready + EV Chargers Unassigned/common use parking: 25% of spaces equipped with Level 2 EV chargers	EV Ready + Receptacle Assigned parking: one LPL2 EV charging receptacle shall be provided at an assigned parking space for each dwelling unit Unassigned parking: one LPL2 EV charging receptacle for each dwelling unit EV Ready + EV Chargers Unassigned/common use parking: 25% of spaces equipped with Level 2 EV chargers	EV Ready + Receptacle Circuits to be full power Level 2 EV ready EV Ready + EV Chargers Unassigned/common use parking: 40% of spaces equipped with Level 2 EV chargers	N/A

- 2025 CALGreen Mandatory Baseline Code matches Goleta's EV Reach Code.
- Multifamily section removed from proposed EV Reach Code Ordinance.

3. Hotels & Motels

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements	2025 CALGreen Voluntary Tier 1 Measures	2025 CALGreen Voluntary Tier 2 Measures
EV Ready + Receptacle 40% of total spaces LPL2 EV charging receptacle EV Ready + EV Chargers 25% of total spaces Level 2 EV chargers	EV Ready + Receptacle 40% of total spaces LPL2 EV charging receptacle EV Ready + EV Chargers 25% of total spaces Level 2 EV chargers	EV Ready + Receptacle 60% of total spaces LPL2 EV charging receptacle + circuits full power Level 2 EV Ready EV Ready + EV Chargers 40% of total spaces Level 2 EV chargers	N/A

- 2025 CALGreen Mandatory Baseline Code matches Goleta's EV Reach Code.
- Hotels & Motels section removed from proposed EV Reach Code Ordinance.

4. Non-Residential

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements	2025 CALGreen Voluntary Tier 1 Measures	2025 CALGreen Voluntary Tier 2 Measures
Office & Retail 20% Total EV Capable/EVCS 5% EV Capable 15% EVCS Other 20% Total EV Capable/EVCS 10% EV Capable 10% EVCS	Office & Retail 30% Total EV Capable/EVCS 7% EV Capable 23% EVCS Other 30% Total EV Capable/EVCS 15% EV Capable 15% EVCS	Office & Retail 30% Total EV Capable/EVCS 7% EV Capable 23% EVCS Other 30% Total EV Capable/EVCS 15% EV Capable 15% EVCS	Office & Retail 45% Total EV Capable/EVCS 11% EV Capable 34% EVCS Other 45% Total EV Capable/EVCS 22% EV Capable 23% EVCS

- Goleta's EV Reach Code exceeds 2025 CALGreen Mandatory Baseline Code and matches 2025 CALGreen Voluntary Tier 1.

GOLETA STRATEGIC PLAN:

City-Wide Initiative: 1. Support Environmental Vitality

Strategic Goal: 1.1. Promote renewable energy, energy conservation and local energy resiliency

FISCAL IMPACT:

There is no fiscal impact associated with this item other than staff time.

CALIFORNIA ENVIRONMENTAL QUALITY ACT:

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 amendment to the City's EV Reach Code would not be an activity with potential to cause significant effect on the environment. 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 Notice of Exemption is provided as an Attachment 2.

ALTERNATIVES:

1. Adopt substantially equivalent EV Reach Code as adopted in 2024; OR
2. Do not re-adopt the City's EV Reach Code.

LEGAL REVIEW BY: Isaac Rosen, City Attorney

APPROVED BY: Robert Nisbet, City Manager

ATTACHMENTS:

1. Ordinance No. 25 -__ 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 2025 Edition of the California Green Building Standards Code ("Reach Code"), and Determine the Ordinance to be Exempt from the California Environmental Quality Act"
2. CEQA Notice of Exemption
3. PowerPoint Presentation

ATTACHMENT 1

Ordinance No. 25-__, 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 2025 Edition of the California Green Building Standards Code (“Reach Code”), and Determine the Ordinance to be Exempt from the California Environmental Quality Act”

ORDINANCE NO 25-__

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 2025 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 2025 Edition of the California Building Standards Code effective on January 1, 2026; and

WHEREAS Section 15.12.010.A of the Goleta Municipal Code adopts the latest 2025 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 of Goleta (“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 climatic, geological, or topographical conditions; and

WHEREAS, notwithstanding the above, California Health and Safety Code Section 17958.5(c) prohibits cities and counties from making any change or modification to the building standards in the California Building Standards Code that would affect residential units, unless a specified exception applies; and

WHEREAS, California Health and Safety Code Section 17958.5(c)(1) permits cities and counties to make changes or modifications that are applicable to residential units if “[t]he changes or modifications are substantially equivalent to changes or modifications that were previously filed by the governing body of the city or county and were in effect as of September 30, 2025”; and

WHEREAS this ordinance is substantially equivalent to the City’s Ordinance No. 24-04 adopted by City Council on September 17, 2024 and amended by Ordinance No. 25-01 February 4, 2025, and therefore this Ordinance is allowed to be applicable to residential units per California Health and Safety Code Section 17958.5(c)(1); and

WHEREAS Section 101.7.1 of the 2025 California Green Building Standards Code provides that for the purposes of local amendments to the 2025 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 2025 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 2025 Goleta Building and Safety Code and local amendments in order to add “Reach” codes that require electric vehicle (“EV”) charging systems for new and existing residential and nonresidential buildings; and

WHEREAS adoption of Reach Codes supports 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 the Goleta City Council adopted the 2025-26 Planning and Environmental Review Annual Work Programs, which included updating Reach Codes for the 2025 Building Code Cycle; 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, 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’s 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 25% of all vehicles sold in 2024 in California were Zero Emission Vehicles (ZEVs), totaling 2,142,390 cumulative sales through 2024 Q4, and the South Coast of Santa Barbara County sold a high concentration of ZEVs in 2024 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 EV Capable spaces in 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 2025 California Green Building Code, as revised by the California Building Standards Commission on or after July 2024, and as already adopted into the 2025 Goleta Building and Safety Code, will, in accordance with Public Resources Code Section 25402.1(h)(2) and Section 10-106 of the 2025 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 climatic, 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 that 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 climatic, 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 costs less to include such systems in existing construction financing.

The local amendments to the 2025 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 any project from CEQA 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 15.12.010 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 2025 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 2025 California Green Building Standards Code.

Chapter 15.12 Green Building Code

- 15.12.010 Adoption of 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**
- 15.12.060 (Reserved)**
- 15.12.070 (Reserved)**
- 15.12.080 (Reserved)**
- 15.12.090 (Reserved)**

15.12.010 Adoption of Green Building Code.

- A. The California Green Building Standards Code, 2022²⁵ Edition including the appendices, except as may be amended by this chapter, are hereby adopted by reference as the Green Building Code of the City.
- B. One copy of the California Green Building Standards Code shall be at all times maintained in the office of the Building Official for use and examination by the public.

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 15.12.030 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 parking lot surfaces, or maintaining or repairing existing lighting fixtures are not considered alterations for the purpose of this section."

15.12.040 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.

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.”

15.12.050 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, 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.~~
 - d. Alterations that solely add Level 1 or Level 2 EV charging receptacles or Level 1 or Level 2 EV chargers, and no other addition or alteration is performed. When this exception is triggered, only Goleta Municipal Code Section 15.12.050 shall not apply but Chapter 5 of the Green Building Code shall still apply.
 - e. Alterations to existing hospitals. Projects in the Hospital Overlay District as identified in Goleta's Municipal Code Chapter 17.18 shall be exempt from Goleta Municipal Code Section 15.12.050, but Chapter 5 of the Green Building Code shall still apply.
2. 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.”

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 – EV CAPABLE SPACES AND EVCS

TOTAL NUMBER OF ACTUAL PARKING SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES	OTHER THAN OFFICE AND RETAIL NUMBER OF REQUIRED EVCS^{2,3}	OFFICE AND RETAIL NUMBER OF REQUIRED EVCS^{2,3}
1–9	0	0	0
10–25	4	2	3
26–50	8	4	6
51–75	13	6	8
76–100	17	8	13

101–150	25	12	19
151–200	35	18	26
201 and over	20 percent of actual parking spaces ¹	50 percent of EV-capable spaces ¹	75 percent of EV-capable spaces ¹

<u>FACILITY TYPE</u>	<u>NUMBER OF REQUIRED EV CAPABLE OR EVCS SPACES</u>	<u>NUMBER OF REQUIRED EV CAPABLE SPACES¹</u>	<u>NUMBER OF REQUIRED EVCS^{1,2}</u>
<u>Office & Retail</u>	<u>30% of actual parking spaces</u>	<u>7% of actual parking spaces</u>	<u>23% of actual parking spaces</u>
<u>All Other</u>	<u>30% of actual parking spaces</u>	<u>15% of actual parking spaces</u>	<u>15% of actual parking spaces</u>

1. Calculation for spaces shall be rounded up to the nearest whole number.
2. ~~Each EVCS shall reduce the number of required EV-capable spaces by the same number.~~
2. At least one Level 2 EVSE shall be provided.”

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 - EVCS – POWER ALLOCATION METHOD

TOTAL NUMBER OF ACTUAL PARKING SPACES	MINIMUM TOTAL kVA @ 6.6 kVA	OTHER THAN OFFICE AND RETAIL TOTAL kVA REQUIRED IN ANY COMBINATION OF EV-CAPABLE^{3,4}, LOW POWER LEVEL 2, LEVEL 2^{1,2}, OR DCFC	OFFICE AND RETAIL TOTAL kVA REQUIRED IN ANY COMBINATION OF EV-CAPABLE^{4,5}, LOW POWER LEVEL 2, LEVEL 2^{1,2}, OR DCFC
0–9	0	0	0
10–25	26.4	26.4	26.4
26–50	52.8	52.8	52.8
51–75	85.8	85.8	85.8

76-100	112.2	112.2	112.2
101-150	165	165	165
151-200	231	231	231
201 and over	20 percent of actual parking spaces x 6.6	Total required kVA = P x .20 x 6.6 Where P = Parking spaces in facility	Total required kVA = P x .20 x 6.6 Where P = Parking spaces in facility

<u>FACILITY TYPE</u>	<u>MINIMUM TOTAL kVA @ 6.6 kVA¹</u>	<u>MAXIMUM kVA ALLOWED FOR EV CAPABLE SPACES^{1, 2}</u>	<u>MINIMUM kVA REQUIRED IN ANY COMBINATION OF LOW POWER LEVEL 2, LEVEL 2, OR DCFC^{1, 3,}</u>
<u>Office & Retail</u>	<u>30% of actual parking spaces x 6.6</u>	<u>7% of actual parking spaces x 6.6</u>	<u>23% of actual parking spaces x 6.6</u>
<u>All Other</u>	<u>30% of actual parking spaces x 6.6</u>	<u>15% of actual parking spaces x 6.6</u>	<u>15% of actual parking spaces x 6.6</u>

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. 2. If EV capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV capable spaces.~~
- ~~5. 3. For office and retail buildings the maximum allowed kVA to be utilized for EV capable spaces is 25 percent.~~
4. Calculation for spaces shall be rounded up to the nearest whole number."

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.”
5. Alterations that solely add Level 1 or Level 2 EV charging receptacles or Level 1 or Level 2 EV chargers, and no other addition or alteration is performed shall not trigger the reach code.

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.~~

...”

15.12.060 (Reserved)

Prior History: Former Section 15.12.060 Incentives for Compliance adopted by Ord. 12-13 was repealed by Ord. 24-04.

15.12.070 (Reserved)

Prior History: Former Section 15.12.070 Administrative Procedures and Promulgation of Implementing Regulations adopted by Ord. 12-13 was repealed by Ord. 24-04.

15.12.080 (Reserved)

Prior History: Former Section 15.12.080 Hardship or Infeasibility Exemption adopted by Ord. 12-13 was repealed by Ord. 24-04.

15.12.090 (Reserved)

Prior History: Former Section 15.12.090 Appeal adopted by Ord. 12-13 was repealed by Ord. 24-04.

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 on January 1, 2026.

INTRODUCED ON the ____ day of _____, 2025.

PASSED, APPROVED, AND ADOPTED this _____day of _____, 2025.

PAULA PEROTTE, MAYOR

ATTEST:

APPROVED AS TO FORM:

DEBORAH S. LOPEZ
CITY CLERK

ISAAC ROSEN
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. 25-__ 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 2025 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. 25-XX__ of the City of Goleta sets forth the City Council's express findings and determinations justifying the City's local amendments to the 2025 Edition of the California Building Standards Code 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. _25-XX__)	Justification (see key below)
Sec. 15.12.020	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
Sec. 15.12.030	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
Sec. 15.12.040	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
	4.106.4.1.1	Added electrical infrastructure requirement for existing buildings.	B1, B2, B3, B4, B5
Sec. 15.12.050	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
	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
	5.106.5.4	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 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.

ATTACHMENT 2

CEQA Notice of Exemption

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 2025. 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 substantially equivalent to those adopted by the City in 2024 are proposed as follows: 1) new single family residential developments shall provide one Level 2 EV Charging Receptacle and one Level 1 EV Charging Receptacle; 2) new offices and retail developments shall provide 7% of parking spaces EV capability and 23% of parking spaces with EV Charging Stations (EVCS); and 3) all other new nonresidential developments shall provide 15% EV capable parking spaces and 15% EVCS spaces.

Pursuant to California (CA) Health and Safety Code Sections 17958.5, 17958.7 and 18941.5, the local amendments to the 2025 Edition of the CA 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 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 GHG 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.

NOTICE OF EXEMPTION (NOE)

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:

This ordinance has been assessed in accordance with the CA 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 (EVs). Adoption of the City's EV Reach Code would not be an activity with potential to cause significant effect on the environment. 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 3

PowerPoint Presentation

Electric Vehicle (EV) Reach Code

November 18, 2025

Presentation by:

Dana Murray, Sustainability Manager

Angeline Foshay, Sustainability Analyst



Overview

- Goleta & Building Decarbonization
- CA Building Code Adoption & Reach Codes
- Update on policy in CA
 - State legislation affecting Building Codes (AB 130)
- 2025 Building Code & City's EV Reach Code Comparison
- Policy Timelines
- Recommendation



Goleta & Building Decarbonization

- SB 32 to reduce statewide GHG emissions to:
 - 40% below 1990 levels by 2030
 - 80% below by 2050
- CA buildings contribute ~24% of statewide GHGs
- Building decarbonization is key to meet long-term climate goals
- Methods to reduce GHG emissions in buildings:
 - Building electrification
 - Renewable portfolio standards reduce electricity GHG emissions



Goleta & Building Decarbonization

- Building Electrification Policy (2023)
- Goleta's Reach Codes (2024 & 2025)
 - EV Reach Code amending CALGreen (Ord. 24-04; Ord. 25-01)
 - Energy Performance Reach Code amending CA Energy Code (Ord. 25-02)
- PER Dept.'s Council-adopted FY 2025-26 Annual Work Program
 - *Update Reach Codes for the 2025 Building Code Cycle*
 - Tracking state legislation and policy best practices
 - Coordinating regionally and statewide with other jurisdictions
 - Working with technical experts
 - Developing Reach Code updates
 - City Council Green Committee (9/2025)



CA Building Code Adoption & Reach Codes



- CA Building Code updated every 3 years
- City's Reach Codes expire 12/31/25 with current Building Code
- Energy Performance Reach Code
 - Amends Energy Code, requires cost-effectiveness studies
 - CA Energy Codes & Standards Statewide Utility Program develops cost-effectiveness studies
 - Anticipated: 2025 studies available end of 2025 to Q1 2026
- EV Reach Code
 - Amends CALGreen, does not require cost-effectiveness studies
 - City can re-adopt EV Reach Code alongside 2025 CA Building Code
 - Potential effective date January 1, 2026



AB 130

- Creates new limitations for local governments to enact local modifications to *residential* Building Codes
- 2025 Building Code cycle takes effect as planned for both Residential and Non-residential Standards January 1, 2026
- Non-residential Building Code is unaffected by this legislation and will proceed with usual 3-year cycle



AB 130

- With *limited exceptions*, AB 130 imposes moratorium on amending local Residential Building Standards until June 1, 2031
- Does not prevent the City from re-adopting existing Reach Codes
 - Both of Goleta's Reach Codes adopted by City Council, approved by State agencies, and in effect before September 30, 2025
 - Re-adoption of existing Reach Codes to be “substantially equivalent” to versions in effect as of September 30, 2025



EV Code Terminology

EV Capable



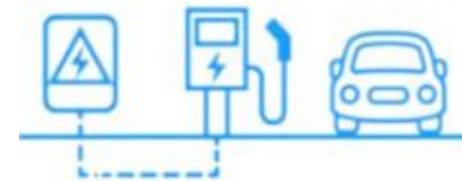
- Vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways, both underground and/or surface mounted, to support EV charging

EV Ready



- Vehicle space provided with a branch circuit; any necessary raceways, both underground and/or surface mounted; to accommodate EV charging, terminating in a receptacle (outlet) or charger

EV Charging Station (EVCS)



- One or more electric vehicle charging spaces served by EV supply equipment (EVSE) or receptacle(s)

Goleta's Current EV Reach Code (2024)

Table 2. EV Reach Code Standards

Building Type	Reach Code Standards
Single-Family Residential	• 1 Level 2 EV Ready • 1 Level 1 EV Ready
Multi-Family Residential	• 100% of spaces for residents are low power Level 2 EV Ready • 25% of common use spaces include Level 2 EVCS • 75% of common use spaces are low power Level 2 EV Ready
Hotels & Motels	• 40% of spaces are low power Level 2 EV Ready • 25% of spaces include Level 2 EVCS
Non-Residential – Office & Retail	• 23% of spaces include Level 2 EVCS • 7% of spaces are Level 2 EV Capable
Non-Residential - Other	• 15% of spaces include Level 2 EVCS • 15% of spaces are Level 2 EV Capable

* In some areas, the new CALGreen standards have caught up with the City's EV Reach Code.

November 18, 2025 City Council Meeting



Single-Family Residential

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements	2025 CALGreen Voluntary Tier 1 & Tier 2 Measures
Listed raceway & panel capacity to accommodate a dedicated 208/240-volt branch circuit	1 L2 EV Charging Receptacle in one parking space IF second space is provided, install a L1 EV Charging Receptacle	Install a dedicated 208/240-volt branch circuit

➤ Goleta's EV Reach Code exceeds 2025 CALGreen voluntary tiers



Multifamily Residential

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements
EV Ready + Receptacle Assigned parking: one LPL2 EV charging receptacle shall be provided at an assigned parking space for each dwelling unit Unassigned parking: one LPL2 EV charging receptacle for each dwelling unit	EV Ready + Receptacle Assigned parking: one LPL2 EV charging receptacle shall be provided at an assigned parking space for each dwelling unit Unassigned parking: one LPL2 EV charging receptacle for each dwelling unit
EV Ready + EV Chargers Unassigned/common use parking: 25% of spaces equipped with Level 2 EV chargers	EV Ready + EV Chargers Unassigned/common use parking: 25% of spaces equipped with Level 2 EV chargers

➤ 2025 CALGreen Mandatory Baseline Code matches Goleta's Reach Code



Hotels & Motels

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements
EV Ready + Receptacle 40% of total spaces LPL2 EV charging receptacle	EV Ready + Receptacle 40% of total spaces LPL2 EV charging receptacle
EV Ready + EV Chargers 25% of total spaces Level 2 EV chargers	EV Ready + EV Chargers 25% of total spaces Level 2 EV chargers

- 2025 CALGreen Mandatory Baseline Code matches Goleta's Reach Code



Non-Residential

2025 CALGreen Mandatory Baseline	Goleta 2022 EV Reach Code Requirements	2025 CALGreen Voluntary Tier 1 Measures	2025 CALGreen Voluntary Tier 2 Measures
Office & Retail 20% Total EV Capable/EVCS 5% EV Capable 15% EVCS Other 20% Total EV Capable/EVCS 10% EV Capable 10% EVCS	Office & Retail 30% Total EV Capable/EVCS 7% EV Capable 23% EVCS Other 30% Total EV Capable/EVCS 15% EV Capable 15% EVCS	Office & Retail 30% Total EV Capable/EVCS 7% EV Capable 23% EVCS Other 30% Total EV Capable/EVCS 15% EV Capable 15% EVCS	Office & Retail 45% Total EV Capable/EVCS 11% EV Capable 34% EVCS Other 45% Total EV Capable/EVCS 22% EV Capable 23% EVCS



- Goleta's EV Reach Code exceeds 2025 CALGreen Mandatory Baseline
- Goleta's EV Reach Code matches 2025 CALGreen Voluntary Tier 1



Next Steps/Estimated Timelines

➤ *EV Reach Code:*

- Nov-Dec 2025: Council 1st & 2nd Reading; Submittal to BSC
- January 1, 2026: Anticipated In-Effect

➤ *Energy Performance Reach Code:*

- Dec 2025-March 2026: Cost-effectiveness studies released by State
- Dec 2025-March 2026: Ordinance development
- Spring 2026: Council 1st & 2nd Reading; Submittal to BSC/CEC
- Spring/Summer 2026: Anticipated In-Effect



Recommendation

- Green Committee Recommended Re-Adoption of EV Reach Code
- Introduce and conduct the first reading by title only, waiving further reading of Ordinance No. 25-___ 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 2025 Edition of the California Green Building Standards Code (“Reach Code”), and Determine the Ordinance to be Exempt from the California Environmental Quality Act”

