

ORDINANCE NO 25-12

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 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.

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, ~~2022~~25 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 [†]	50 percent of EV capable spaces [†]	75 percent of EV capable spaces [†]

<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 18th day of November, 2025.

PASSED, APPROVED, AND ADOPTED this 2nd day of December, 2025.



STUART KASDIN
MAYOR PRO TEMPORE

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. 25-12 was introduced on November 18th, 2025, and adopted at a regular meeting of the City Council of the City of Goleta, California, held on the December 2nd, 2025, by the following roll-call vote of the City Council:

AYES: MAYOR PRO TEMPORE KASDIN,
 COUNCILMEMBERS REYES-MARTÍN, KYRIACO, AND
 SMITH.

NOES: NONE

ABSENT: MAYOR PEROTTE

ABSTAIN: NONE

(SEAL)

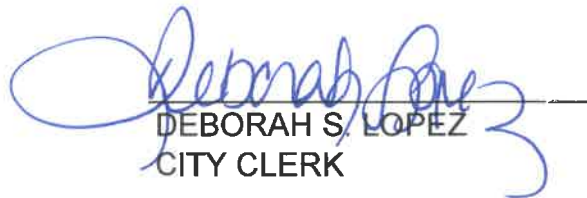

DEBORAH S. LOPEZ
CITY CLERK

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. 25-12 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 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.

