

## RESOLUTION NO. 2024-238

### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE APPROVING AMENDMENTS TO THE CLIMATE ACTION PLAN

**WHEREAS**, on February 27, 2019, the City Council certified an Environmental Impact Report (EIR) (SCH No. 2017062058) and adopted the 2019 General Plan and Climate Action Plan (CAP); and

**WHEREAS**, on December 11, 2019, the City Council approved an amendment to the CAP to maintain consistency with the 2019 California Building Standards Code related to solar photovoltaics and electric vehicle charging, and approved updates to the Elk Grove Municipal Code (EGMC) to implement electric vehicle charging requirements of the CAP; and

**WHEREAS**, on December 14, 2022, the City Council approved an amendment to the CAP to maintain consistency with the 2022 California Building Standards Code, and approved updates to the EGMC to implement electric vehicle charging requirements of the CAP; and

**WHEREAS**, future development projects that the City determines are not exempt from the California Environmental Quality Act (CEQA) and are subject to environmental review (e.g., an initial study/negative declaration or an Environmental Impact Report is required) can achieve streamlining pursuant to the provisions of CEQA (Guidelines Section 15183.5) by including all applicable greenhouse gas (GHG) reduction measures specified in the CAP in the project designs and/or as mitigation measures in the environmental document. As a result, projects that rely on the CAP would have a cumulatively less than significant impact on the environment; and

**WHEREAS**, the CAP includes measures that, when implemented, are intended to reduce the per capita GHG emissions in the City; and

**WHEREAS**, certain measures require adoption of new or updated regulations by the City, either through the implementation of the 2022 California Building Standards Code or new requirements in the City's Municipal Code; and

**WHEREAS**, the CAP is intended to be periodically updated to adjust to changes in policy direction, legislation or regulations; and

**WHEREAS**, the CAP needs to stay consistent with GHG emission reduction analysis undertaken as part of the certified Environmental Impact Report; and

**WHEREAS**, the 2022 California Building Standards Code Intervening Code includes requirements for electric vehicle charging that were not known at the time of adoption of the CAP and that are more stringent than the CAP directed through local implementation; and

**WHEREAS**, the Planning Commission of the City of Elk Grove (the "Planning Commission") held a duly noticed public hearing on November 21, 2024, as required by law to consider all the information presented by staff and public testimony presented in writing and at the meeting and voted 5-0 to recommend approval of the amendments to the CAP to the City Council; and

**WHEREAS**, the City Council held a duly-noticed public hearing on December 11, 2024, as required by law to consider all of the information presented by staff, and public testimony presented in writing and at the meeting; and

**WHEREAS**, on December 11, 2024, the City Council adopted Resolution No. 2024-237 adopting an Addendum to the previously certified EIR for the 2019 General Plan and Climate Action Project.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Elk Grove does hereby adopt the amendments to the Climate Action Plan related to energy standards and EV charging, as set forth in the attached Exhibit A and incorporated herein by this reference, based upon the following finding:

***Climate Action Plan Amendment***

Finding: The proposed Climate Action Plan amendments are consistent with the General Plan goals, policies, and implementation programs.

Evidence: The proposed amendments to CAP Chapter 4, Measure BE-5 are consistent with the greenhouse gas emissions analysis undertaken with the CAP adoption. The proposed amendment would ensure equivalent reductions in greenhouse gas emissions from new residential construction, without the implementation of residential Zero Net Energy standards. The requirements set specific targets for reduction that would ensure consistency with the emissions reductions included in the analysis completed with the CAP adoption.

Amendments to Measure TACM-9 related to electric vehicle charging are necessary in order to ensure consistency with the 2022 California Building Standards Code Intervening Code update. The proposed amendments would update the actions outlined in the CAP related to electric vehicle charging requirements for new multi-family, hotels/motels, and non-residential buildings or alterations for multi-family residential parking facilities. The intent is to provide sufficient on-site EV charging and sufficient electrical capacity for future expansion to meet growing electric vehicle charging needs. The CAP update would be consistent with the 2022 California Energy Code Title 24, Part 11, Sections 4.106.4 and 5.106.5. This requirement is greater than what was anticipated by the City in the CAP and requires updates to the Elk Grove Municipal Code to remain consistent.

**PASSED AND ADOPTED** by the City Council of the City of Elk Grove this 11th day of December 2024




BOBBIE SINGH-ALLEN, MAYOR of the CITY OF ELK GROVE

ATTEST:



JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:



JONATHAN P. HOBBS,  
CITY ATTORNEY


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*Additions are shown in underline; deletions are shown in ~~strikethrough~~.*

***BE-5. Building Stock: Decrease Energy Emissions Phase-in Zero Net Energy Standards in New Construction***

*~~Decrease energy emissions beginning in 2025 Phase in zero net energy (ZNE) standards for new residential construction., beginning in 2020 for residential projects and Phase in Zero Net Energy (ZNE) standards by 2030 for new commercial projects. Specific phase-in requirements and ZNE compliance standards will be supported by updates in the triennial building code updates, beginning with the 2019 update.~~*

As part of the CEC’s 2007 Integrated Energy Policy Report and the state’s first Long Term Energy Efficiency Strategic Plan, adopted by the CPUC in 2008, the state established goals and a timeline for achieving ZNE for new residential construction by 2020 and all new commercial construction by 2030. A



**Existing Efforts**

*General Plan Policy NR-6-1; NR-6-2; NR-6-3; SD-2-1; SD-2-2*

A ZNE building, based on the CEC’s 2015 Integrated Energy Policy Report, is defined as one where the societal value of the amount of energy provided by on-site renewable energy sources is equal to the value of the energy consumed by the building at the level of a single “project” (CEC 2016).

~~As noted in~~ While these reports expected that, ~~these~~ new ZNE standards will ~~would~~ be implemented through future updates to the Title 24 Building Energy Efficiency Standards, this has not take place. ~~Neither the 2019 nor 2022 triennial update to Title 24 include ZNE standards, nor does the draft 2025 update.~~ Rather ~~A ZNE building, based on the CEC’s 2015 Integrated Energy Policy Report, is defined as [one where the societal value of the amount of energy provided by on-site renewable energy sources is equal to the value of the energy consumed by the building at the level of a single “project”.] (CEC 2016).~~ As discussed at the beginning of this section, the CEC has begun the rulemaking process for the 2019 Title 24 Energy Efficiency Standards update. Although the 2019 Title 24 Energy Efficiency Standards do not include ZNE as the standard, they make significant gains towards achieving GHG emissions reductions this goal through solar PV requirements and improvements in building envelope design. The solar PV requirements can be met through access to off-site community solar programs in addition to installed on-site solar. With the 2022 Title 24 Standards, further gains were made in emission reductions. As part of the 2022 Title 24 standards, the CEC estimated the improvements between the 2019 and 2022 standards for different building types and climate zones. CEC’s modeling shows that, for climate zone 12 (including Elk Grove), single-family homes use 35 percent less natural gas and 25 percent more electricity under the 2022 standards compared with the 2019 standards. The modeling also shows that multifamily residential buildings use 16 percent less natural gas and 6 percent more electricity under the 2022 standards compared with the 2019 standards (CEC 2021). It is anticipated that future building code updates will include ZNE standards for new residential and nonresidential development. To make progress towards achieving ZNE buildings and in anticipation of future ZNE standards, this measure serves to help phase in ZNE building requirements for all new

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~~residential construction between 2020 and 2030 pending future building code updates and all new nonresidential construction by 2030.~~

For residential projects, rather than implementing ZNE requirements, the City has revised this Measure to require projects to demonstrate consistency with the GHG emissions reductions assumed to occur had ZNE standards been adopted. This would allow residential projects to comply with this measure by reducing their energy related emissions whether on- or off-site. While ZNE requires only on-site considerations, the revised language allows a combination of on-site and off-site reduction measures to meet the same emission reductions. For example, new residential developments could install additional electric appliances on-site, reducing the natural gas emissions for the building, and participate in SMUD's Neighborhood Solar Shares program for off-site solar generation to meet the measure requirements. The target indicators set forth below take into consideration the improvements in building energy performance in the 2022 Title 24 standards described above.

For commercial projects, ZNE buildings requirements will be phased in beginning in 2030. As part of the Climate Action Plan Update prior to January 1, 2030, the City will consider updates to Title 24 standards for nonresidential buildings to ensure consistency and utilize the most up-to-date measures for reducing GHG emissions from commercial buildings. With the 2030 timeframe for implementation related to commercial buildings, ZNE standards for commercial are still feasible.

### Action Items

- Analyze future Title 24 updates released by the CEC, and amend the City Code as appropriate to ensure consistency with future ZNE energy standards. Begin updating energy ~~the process of phasing in~~ requirements of ZNE standard for all new residential development to ensure that all new residential development ~~meets ZNE requirements~~ reduce energy related emissions by 2025.
- For projects that the City determines are not exempt from CEQA (i.e., an environmental document is required) and that qualify for project-level GHG analysis streamlining under CEQA Guidelines Section 15183.5, compliance with BE-5 may be required as a mitigation measure, as determined by the City, unless other measures are determined by the City to achieve equivalent GHG reductions such that the CAP remains on track to achieving the overall GHG reduction target. (See Chapter 5, Implementation Measure 2 for additional details).
- Update the City's website and proactively work with applicants to make compliance with the new future ZNE standards as effective and efficient as possible.
- Use resources in California's ZNE Action Plan to assist with developing ZNE standards for new commercial development.

### Target Indicators

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The following target indicators serve to monitor progress towards achieving measure implementation.

- New Residential Development:
  - All new single-unit residential buildings permitted after January 1, 2025 to reduce natural gas emissions by 15 percent from 2022 Title 24 standards ~~50 percent of new residential development from 2020-2030 to comply with ZNE standards.~~
  - All new multi-unit residential buildings permitted after January 1, 2025 to reduce natural gas emissions by 34 percent from 2022 Title 24 standards ~~100 percent of new residential development from 2030-2050 to comply with ZNE standards.~~
  - All new residential development would need to demonstrate a 50 percent reduction in electricity emissions from 2019 levels.
- New Commercial Development:
  - 100 percent participation of new commercial development from 2030-2050 to comply with ZNE standards.

### **TACM-9. EV Charging Requirements**

*Adopt an electric vehicle (EV) charging station ordinance that establishes minimum EV charging standards for all new residential and commercial development. Increase the number of EV charging stations at municipal facilities throughout the City.*

The State continues to lead the way for the country in the adoption of Zero Emissions Vehicle (ZEV) technologies. In January 2018, the State adopted a new target of five million ZEVs and 250,000 vehicle charging stations in California by 2030. Due to the increasing affordability of EVs and increased access

to public and private EV charging stations, there are now over 350,000 EVs on California roadways. This measure serves to support increased rates of EV ownership in the City by establishing minimum standards for EV charging stations and associated infrastructure in new residential and non-residential development. The measure also sets targets for installing EV charging stations at public facilities, setting the City up as a leader in the adoption of EV technologies. As recent studies have shown, for EV owners, 80 percent of charging is done at home. If individuals have access to workplace charging, approximately 96 percent of charging is either done at home or work (Idaho National Laboratory 2015). As a result, this measure places a strong emphasis on investments for residential and workplace EV charging stations. This measure supports increased EV ownership among City residents by removing barriers to EV ownership and increasing public awareness of the availability of EV charging stations in the City.



#### **Existing Efforts**

*General Plan Policy MOB-7.9*

#### **Action Items**

- Adopt an ordinance, concurrently with adoption of the 2022 Building Code, updating minimum requirements for either pre-wiring or installing electric vehicle supply equipment (EVSE), as defined by Article 625 of the California Electrical Code, and Sections 4.106.4 or Sections 5.106.5 of the California Green Building Code, in all new residential and non-residential development. The following requirements shall be included in the ordinance:
  - **One- and two- unit residential development with attached private garages:** Garages or other parking areas serving each new dwelling unit will be “EV Ready” to allow for the future installation of EVSE to provide an electric vehicle charging station for use by the resident. The definition of “EV Ready” for this measure means a parking space that is pre-wired with a dedicated 208/240 branch circuit installed in the wall that originates at the electrical service panel or sub-panel with a 40 ampere minimum overcurrent protection device, and terminates into a cabinet, box, or

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enclosure, in a manner approved by the building official. The goal is to ensure adequate electrical system capacity and design to allow for future residents to install EVSE if desired, with minimal additional cost or effort.

- **Multiple unit residential and hotel/motel developments:** New multiple unit residential projects, hotel/motel, and residential parking facility projects shall be designed and constructed to include dedicated EV parking spaces, including a minimum number of spaces with EVSE installed, as well as dedicated spaces for future installation of additional EVSE as demand for on-site EV charging increases. **Table 4-3** includes the specific requirements for new multi-unit, hotel/motel, and residential parking facilities EV Parking.

**Table 4-3: Multiple Residential Unit and Hotel/Motel EV Parking Requirements**

| Development Size                                                                                                                           | Minimum EV Capable Spaces                                                                          | Minimum Spaces EV Ready for future expansion of EVSE                                                                 | Spaces EV Ready for future expansion of EVSE                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| New Multiple Residential Unit with less than 20 dwelling units, hotels/motels with less than 20 sleeping units or guest rooms              | 10% of the total number of parking spaces are capable of supporting future Level 2 EVSE            | 25% of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles           | N/A                                                                                    |
| New Multiple Residential Unit with 20 or more dwelling units, hotels/motels with 20 or more sleeping units or guest rooms <u>All Sizes</u> | 10% of the total number of parking spaces are capable of supporting future Level 2 EVSE <u>N/A</u> | <u>40</u> 25% of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles | <u>10</u> 5% of the total number of parking spaces shall be equipped with Level 2 EVSE |
| Alterations of Parking Facilities Serving Existing Multiple Residential Unit Buildings                                                     | 10% of the total number of parking spaces are capable of supporting future Level 2 EVSE            | N/A                                                                                                                  | N/A                                                                                    |

**Non-Residential (Other Than Previously Provided):** New non-residential projects, shall be designed and constructed to include dedicated EV parking spaces. The number and types of EVSE installed shall be decided based on either a space allocation, as per Table 4-4, or a power allocation method, as per Table 4-5. The space allocation method requires both infrastructure for future EVSE installation and the installation of charging equipment. The power allocation method specifies the total kVA

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requirements, which can be met with any combination of EV Capable Spaces, including low-power Level 2, Level 2, or DCFC, including a minimum number of spaces with EVSE installed, as well as dedicated spaces for future installation of additional EVSE as demand for onsite EV charging increases. Table 4-4 includes the specific requirements for new non-residential parking facilities EV Parking.

**Table 4.4**

| Total Number of Actual Parking Spaces | Minimum Number of Required EV Capable Spaces | Minimum Number of EV Capable Spaces with EVSE Installed |
|---------------------------------------|----------------------------------------------|---------------------------------------------------------|
| 0-9                                   | 0                                            | 0                                                       |
| 10-25                                 | 4                                            | 0                                                       |
| 26-50                                 | 8                                            | 2                                                       |
| 51-75                                 | 13                                           | 3                                                       |
| 76-100                                | 17                                           | 4                                                       |
| 101-150                               | 25                                           | 6                                                       |
| 151-200                               | 35                                           | <u>96</u>                                               |
| 201 and over                          | 20% of total parking spaces                  | 25% of EV capable spaces                                |

**Table 4.5**

| Total Number of Actual Parking Spaces | Minimum Total kVA @ 6.6 kVA | Total kVA Required in Any Combination of EV Capable LPL2, L2, or DCFC |
|---------------------------------------|-----------------------------|-----------------------------------------------------------------------|
| <u>0-9</u>                            | <u>0</u>                    | <u>0</u>                                                              |
| <u>10-25</u>                          | <u>26.4</u>                 | <u>26.4</u>                                                           |
| <u>26-50</u>                          | <u>52.8</u>                 | <u>52.8</u>                                                           |



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|                     |                                           |                                                        |
|---------------------|-------------------------------------------|--------------------------------------------------------|
| <u>51-75</u>        | <u>85.5</u>                               | <u>85.5</u>                                            |
| <u>76-100</u>       | <u>112.2</u>                              | <u>112.2</u>                                           |
| <u>101-150</u>      | <u>165</u>                                | <u>165</u>                                             |
| <u>151-200</u>      | <u>231</u>                                | <u>231</u>                                             |
| <u>201 and over</u> | <u>20% of actual parking spaces x 6.6</u> | <u>Total required kVA = Parking spaces x 0.2 x 6.6</u> |

- Develop guidelines for the design of EV charging stations for incorporation into the City’s development code as part of the EV charging station ordinance process. Use the Governor’s Office of Planning and Research’s “Zero-Emission Vehicle Community Readiness Guidebook” to help guide development of the EV charging station guidelines.
- Develop a program to waive planning, permitting and inspection fees and streamline the development review process for homebuilders who commit to including EV charging stations in single family home developments.
- Promote residential and non-residential EV charger incentives offered by SMUD during the permitting process for all new residential and non-residential developments.
- Provide promotional material regarding EV charger incentives offered by SMUD at the City’s planning counter.
- Promote State rebates (e.g., California Clean Vehicle Rebate Program), federal EV tax credits and SMUD’s EV charger incentive program incentives to all new homeowners in Elk Grove through the City’s website.
- Install a minimum of two EV charging stations at all major municipal facilities.
- Develop a strategy to work with Transportation Network Companies (e.g., Uber, Lyft), car sharing services, and other transportation service companies to provide EV charging stations at strategic locations to promote EV usage by drivers employed by these businesses in the City.

### Target Indicators

The following target indicators serve to monitor progress towards achieving measure implementation:

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- Installation of EV charging stations at all public facilities and commercial land uses.
  - 10 EV charging stations installed in public facilities and commercial land uses by 2020.
  - 100 EV charging stations installed in public facilities and commercial land uses by 2030.
  - 200 EV charging stations installed in public facilities and commercial land uses by 2050.
- 459 EV charging stations installed in multi-family residential and office land uses by 2030
- 907 EV charging stations installed in multi-family residential and office land uses by 2050

# Appendix B:

## GHG Reduction Measure Assumptions

*This appendix outlines the greenhouse gas (GHG) reductions for each measure, along with the methodology and assumptions that contributed to each calculation.*

### **Built Environment (BE)**

#### **~~BE-5. Building Stock: Phase in Zero Net Decrease Energy Emissions Standards in New Construction~~**

~~Phase in zero net Decrease energy emissions (ZNE) standards beginning in 2025 for new residential construction. Phase in Zero Net Energy (ZNE) standards by, beginning in 2020 for residential projects and 2030 for commercial projects. Specific phase-in requirements and ZNE compliance standards will be supported by updates in the triennial building code updates, beginning with the 2019 update.~~

#### GHG Reductions

- 2030 reductions (MTCO<sub>2</sub>e): 5,804
- 2050 reductions (MTCO<sub>2</sub>e): 42,013

#### Target Indicator

- All new single-unit residential buildings permitted after January 1, 2025 to reduce natural gas emissions by 15 percent from 2022 Title 24 standards.
- All new multi-unit residential buildings permitted after January 1, 2025 to reduce natural gas emissions by 34 percent from 2022 Title 24 standards.
- All new residential development would need to demonstrate a 50 percent reduction in electricity emissions from 2019 levels.
- ~~50 percent of new residential development from 2020-2030 to comply with ZNE standards.~~

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- ~~100 percent of new residential development from 2030-2050 to comply with ZNE standards.~~
- 100 percent participation of new commercial development from 2030-2050 to comply with ZNE standards.

**Method:** ~~Based on information included in the California Energy Commission's 2015 Integrated Energy Policy Report, ZNE standards for new construction are anticipated to be phased in for residential construction beginning in 2020 and non-residential construction in 2030.~~ Based on the CED's 2015 Integrated Energy Policy Report, a ZNE building is defined as "one where the societal value of the amount of energy provided by on-site renewable energy sources is equal to the value of the energy consumed by the building at the level of a single "project". Based on this language, it ~~was~~ is assumed for this measure that residential and non-residential construction built under the ZNE standard ~~would~~ will produce no GHG emissions and all net energy demand for ZNE buildings would be produced on-site from renewable resources. For new commercial construction, this method was used. For new residential construction, the calculations used to determine the reduction in natural gas use for both single-unit and multi-unit residential buildings is based on the CEC's energy savings modeled for the 2022 Title 24 standards as part of the Environmental Impact Report for the code update. As part of the 2022 Title 24 standards, the CEC estimated the improvements between the 2019 and 2022 standards for different building types and climate zones. CEC's modeling shows that, for climate zone 12 (including Elk Grove), single-unit homes use 35 percent less natural gas and 25 percent more electricity under the 2022 standards compared with the 2019 standards. The modeling also shows that multi-unit residential buildings use 16 percent less natural gas and 6 percent more electricity under the 2022 standards compared with the 2019 standards.

### Sources

2015 Integrated Energy Policy Report CEC-400-2015-037-CMF. Available:  
<http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR->

### Additional Performance Summary

- Total reduction in residential electricity use (kWh) by **2030:** 9,000,052, **2050:** No reductions due to 100% renewable energy assumption
- Total reduction in residential natural gas use (therms) by **2030:** 846,233, **2050:** 4,130,139
- Total reduction in commercial natural gas use (therms) by **2050:** 3,763,267
- Total reduction in commercial electricity use (kWh) by **2050:** No reductions due to 100% renewable energy assumption

**CERTIFICATION**  
**ELK GROVE CITY COUNCIL RESOLUTION NO. 2024-238**

STATE OF CALIFORNIA            )  
COUNTY OF SACRAMENTO    )        ss  
CITY OF ELK GROVE            )

*I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on December 11, 2024 by the following vote:*

**AYES:**            **COUNCILMEMBERS:**        *Singh-Allen, Robles, Brewer, Spease, Suen*

**NOES:**           **COUNCILMEMBERS:**        *None*

**ABSTAIN:**       **COUNCILMEMBERS:**        *None*

**ABSENT:**       **COUNCILMEMBERS:**        *None*

  
\_\_\_\_\_  
**Jason Lindgren, City Clerk**  
**City of Elk Grove, California**