

## Guidance for Architects, Engineers, and Builders

On June 25, 2024 Santa Monica City Council adopted [Ordinance #2783](#) to update the local EV Charger Reach Code in accordance with the 2024 CALGreen Mid-Cycle update. The updated Santa Monica Reach Code will take effect once the City receives formal approval from the California Building Standards Commission, which is anticipated by late July 2024. Any projects submitted in the interim period on or after July 1, 2024 and before the City receives approval will need to meet the updated 2024 CALGreen mandatory requirements. See key updates below.

Key Updates – CALGreen Intervening Code Cycle Mandatory Requirements (effective July 1, 2024):

- “Direct Billing” in Multifamily projects requires EV charging circuits to be tied directly to each dwelling unit’s meter
- “Power Allocation Method” (below) in non-residential projects adds flexibility for different levels of charging stations installed
- New requirements for medium/heavy duty charging capacity in Manufacturing and Office buildings
- Existing parking facilities: Nonresidential Alterations and Additions must add EV spaces

Santa Monica Reach Code Update (pending):

Refer to the [ordinance](#) or the International Code Council webpage for details. Click [here](#) for residential (Chapter 4, A4.106.8) or [here](#) for non-residential (Chapter 5, A5.106.5.3) code language.

### Residential Buildings

Single Family: CALGreen Tier 1

- One EV Capable parking space

Multifamily, Hotels, & Motels: CALGreen Tier 1A

- Low Level Power 2 Receptacles (EV Ready): 50% of Parking Spaces.
- EV Chargers Installed: 15% of Parking Spaces.
  - 50% of installed EV chargers must be equipped with J1772 connectors.

### Non-Residential Buildings

CALGreen Tier 1

- ~11% of parking spaces must be equipped with Level 2 EV Chargers
- ~18% of parking spaces must be Level 2 EV Capable
- ~20% of parking spaces at Office Parking Facilities must be Low Power Level 2 EV Ready

For any questions, please contact:

Peter Roquemore, Office of Sustainability & the

Environment at [peter.roquemore@santamonica.gov](mailto:peter.roquemore@santamonica.gov)

Refer to Table A5.106.5.3.1 for Tier 1 Required EV Spaces:

Total Number of Actual Parking Spaces	Tier 1 Number of Required EV Capable Spaces	Total kVA Required In Any Combination of EV Capable, Low Power Level 2, Level 2, or DCFC
0-9	2	0
10-25	5	2
26-50	11	4
51-75	19	5
76-100	26	9
101-150	38	13
151-200	53	18
201 and over	30% of actual parking spaces	33% of EV capable spaces

Notes:

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

OR refer to Table A5.106.5.3.2 Tier 1 for the optional Power Allocation Pathway:

Total Number of Actual Parking Spaces	Minimum Total kVA @ 6.6 kVA	Total kVA Required In Any Combination of EV Capable, Low Power Level 2, Level 2, or DCFC
0-9	13.2	13.2
10-25	33	33
26-50	72.6	72.6
51-75	125.4	125.4
76-100	171.6	171.6
101-150	250.8	250.8
151-200	349.8	349.8
201 and over	30% of actual parking spaces X 6.6	Total required kVA = P X .30 X 6.6 Where P = Parking spaces in facility

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## Common Questions and Answers

1. Do I need to include 15% of parking spaces with Level 2 EV chargers in addition to 50% EV Ready spaces?

Yes, the mandatory low power level 2 EV charging receptacle requirements within CALGreen, section 4.106.4.2.2(1)(a&b), are in addition to the Level 2 EV charger requirements of CALGreen section 4.106.4.2.2(1)(a&b).

2. Do EV Ready spaces with receptacles need to comply with the parking stall dimensions 9 x 18 in CALGreen section 4.106.4.2.2.1.1, or does this only apply to parking spaces with EV chargers installed?

No, the dimension and location requirements within CALGreen section 4.106.4.2.2.1.1 only apply to electric vehicle charging station spaces with EV chargers installed.

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