



# REACH CODE CHECKLIST

## FOR NEW RESIDENTIAL BUILDINGS

This includes single-family, multi-family, low-rise, high-rise, and mixed-use buildings

The Reach Code is a local ordinance adopted in Hayward which modifies the CA Building Code (CalGreen) to reduce natural gas use in new construction. The Reach Code also amends CalGreen to expand the requirements for parking spaces for Electric Vehicle (EV) charging. For new non-residential buildings, please use the [Reach Code Checklist for Non-Residential Buildings](#). For checklists, background information and the full text of the Reach Code, please see the City of Hayward website here: <https://www.hayward-ca.gov/reach-code>

### PART 1: ELECTRIFICATION

- **THE DESIGN FOR THE BUILDING SHALL INCLUDE THE FOLLOWING:**

*(Check each item as you confirm it in the plans)*

- All-electric end uses
- No fuel gas (such as natural gas or propane) appliances *(use heat pumps for water heaters and HVAC)*
- No fuel gas meters, piping or infrastructure
- Compliance with CalGreen and CA Energy Code

### PART 2: EV CHARGING READINESS

#### CHECKLIST 2A – SINGLE-FAMILY DWELLINGS AND TOWNHOMES

- Is the new building a single-family dwelling or townhome?       YES       NO  
If you checked “yes,” complete checklist below. If you checked “no,” continue to CHECKLIST 2B for multiple-family dwellings.
- Each of the first two parking spaces per dwelling unit shall be provided with a Level 2 EV Ready space (see definition of Level 2 EV Ready Spaces in ‘DEFINITIONS’ section below)

#### CHECKLIST 2B – MULTIPLE-FAMILY DWELLINGS

- Is the new building a multiple-family dwelling?       YES       NO  
If you checked “yes,” complete checklist below. If you checked “no,” see previous checklist.
- A minimum of 20% of dwelling units with parking spaces shall be provided with at least one Level 2 Ready and Electric Vehicle Charging Station (EVCS).
- All remaining dwelling units with parking spaces shall be provided with at least one Low Power Level 2 Ready space.
- The total number of EV charging spaces must equal one-hundred percent (100%) of dwelling units or one-hundred percent (100%) of parking spaces (whichever is less).

- ❑ Automatic Load Management Systems (ALMS) shall be permitted to reduce load when multiple vehicles are charging.

## **DEFINITIONS:**

- **‘Automatic Load Management Systems (ALMS).’** A control system designed to manage load across one or more electric vehicle supply equipment (EVSE), circuits, or panels, and share electrical capacity and/or automatically manage power at each connection point. ALMS systems must be designed to deliver no less than 3.3 kVa (208/240 volt, 16-ampere) to each EV Capable, EV Ready, or EVCS space served by the ALMS, and meet the requirements of California Electrical Code, Article 625. The connected amperage to the building site for the EV charging infrastructure shall not be lower than the required connected amperage per California Green Building Standards Code, Title 24 Part 11.
- **‘Direct Current Fast Charging (DCFC).’** A parking space provided with electrical infrastructure that meets the following conditions:
  - A minimum of 48 kVa (480 volt, 100-ampere) capacity wiring.
  - Electric vehicle supply equipment (EVSE) located within three (3) feet of the parking space providing a minimum capacity of 80-ampere.
- **‘Electric Vehicle Charging Station (EVCS).’** A parking space that includes installation of electric vehicle supply equipment (EVSE) at an EV Ready Space. An EVCS space may be used to satisfy EV Ready space requirements. EVSE shall be installed in accordance with the California Electrical Code, Article 625.
- **‘Electric Vehicle Supply Equipment (EVSE).’** The conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.
- **‘Level 2 EV Ready Spaces.’** A parking space that is served by a complete electric circuit with the following requirements:
  - A minimum of 8.3 kVa (208/240 Volt, 40-ampere) capacity wiring.
  - A receptacle labeled “Electric Vehicle Outlet” or electric vehicle supply equipment located within three (3) feet of the parking space. If Electric Vehicle Supply Equipment (EVSE) is provided the minimum capacity of the EVSE shall be 30-ampere.
- **‘Low Power Level 2 EV Ready.’** A parking space that is served by a complete electric circuit with the following requirements:
  - A minimum of 4.1 kVa (208/240 Volt, 20-ampere) capacity wiring.
  - A receptacle labeled “Electric Vehicle Outlet” or electric vehicle supply equipment located within three (3) feet of the parking space. If EVSE is provided the minimum capacity of the EVSE shall be 16-ampere.
  - Conduit oversized to accommodate future ‘Level 2 EV Ready’ (208/240 Volt, 40-ampere) at each parking space.

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## **PART 3: EXCEPTIONS FOR RESIDENTIAL BUILDINGS**

The building may be exempt from the EV Charging Readiness requirements under the following conditions:

1. If there is no local utility power supply, or the local utility is unable to supply adequate power.

2. If a building permit applicant provides documentation detailing that the increased cost of utility service or on-site transformer capacity would exceed an average of \$4,500 per parking space, the applicant shall provide EV infrastructure up to a level that would not exceed this cost for utility service or on-site transformer capacity.
3. Spaces accessible only by automated mechanical car parking systems are excepted from providing EV charging infrastructure.
4. One Direct Current Fast Charging (DCFC) station may be substituted for up to five (5) EVCS to meet the EV charging readiness requirements. Where ALMS serve DCFC stations, the power demand from the DCFC shall be prioritized above Level 2 spaces.

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#### **PART 4: SIGNATURE LINE**

This form has been completed by: \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date