



# REACH CODE CHECKLIST

## FOR NEW RESIDENTIAL BUILDINGS 3 STORIES OR LESS

This includes single-family, two-family & multi-family dwellings (3 or more units)

The Reach Code is a local ordinance adopted in Hayward which modifies the CA Energy Code to reduce natural gas use in new construction. The Reach Code also amends CalGreen to expand the requirements for Electric Vehicle (EV) ready parking spaces. For residential buildings taller than 3 stories or hotels/motels, please use the [Reach Code Checklist for High-Rise Residential and Hotel/Motel](#). For all types of new commercial buildings, please use the [Reach Code Checklist and Commercial 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: ENERGY EFFICIENCY AND ELECTRIFICATION

- Is the building an accessory dwelling unit (ADU) that is 400 square feet or less?  YES  NO  
**If you checked “yes”, the electrification provisions of this ordinance do not apply. Continue to PART 2.** If you checked “no”, continue below.
- **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 CA Energy Code

### PART 2: EV CHARGING READINESS - ONE AND TWO-FAMILY DWELLINGS AND TOWNHOMES WITH ATTACHED GARAGES

- Does the new building include an attached garage?  YES  NO  
**If you checked “no”, parts 2 and 3 do not apply to your project.** If you checked “yes”, continue below.
- Is the project a multi-family dwelling (3 or more dwelling units)?  YES  NO  
If you checked “yes”, continue to PART 3 of this form. If you checked no, complete PART 2 only and then go to part 6.
- **EACH DWELLING UNIT SHALL HAVE TWO LEVEL 2 EV READY PARKING SPACES<sup>1</sup>.** LEVEL 2 EV Ready Spaces shall include the following:
  - Provide a complete electric circuit with 208/240 volt, 40-ampere capacity with an overprotection device.
  - Provide a minimum of 1-inch diameter raceway. This raceway may include multiple circuits as allowed by the California Electrical Code.
  - Include electrical single line drawings and/or specifications on the plans.
- **ADJACENT TO THE PARKING SPACE, PROVIDE EITHER ONE OF THE FOLLOWING:**

<sup>1</sup> For dwelling units that have only one parking space, only one Level 2 EV Ready Parking Space is required.

- OPTION A:** Provide an outlet adjacent to the parking space labelled “ELECTRIC VEHICLE OUTLET” with at least 1/2-inch font.
- OPTION B\*:** Provide electric vehicle supply equipment with a minimum capacity of 30 amperes.

*\*Using option B for one space counts for 2 EV ready spaces. By installing 1 actual charger, you do not need to install an EV ready space as well in a 2-car garage.*

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### **PART 3: EV CHARGING READINESS – MULTI-FAMILY BUILDINGS (3 TO 20 DWELLING UNITS)**

- Does the multi-family building have less than or equal to 20 dwelling units?  **YES**  **NO**  
If yes, complete this section and then see PART 5. If no, skip this section and continue to PART 4.
- **ONE PARKING SPACE PER DWELLING UNIT SHALL BE A LEVEL 2 EV READY SPACE.** For example, if a dwelling unit has a 2-car garage, only one space must be Level 2 EV Ready. LEVEL 2 EV Ready Spaces shall include the following:
  - Provide a complete electric circuit with 208/240 volt, 40-ampere capacity with an overprotection device.
  - Provide a minimum of 1-inch diameter raceway. This raceway may include multiple circuits as allowed by the California Electrical Code.
  - Include electrical single line drawings and/or specifications on the plans.
  - Provide a table on the cover sheet listing the total number of parking spaces and the number of EV ready spaces or spaces with optional electric vehicle supply equipment.
- **ADJACENT TO THE PARKING SPACE, PROVIDE EITHER ONE OF THE FOLLOWING:**
  - OPTION A:** Provide an outlet adjacent to the parking space labelled “ELECTRIC VEHICLE OUTLET” with at least 1/2-inch font.
  - OPTION B:** Provide electric vehicle supply equipment with a minimum capacity of 30 amperes.

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### **PART 4: EV CHARGING READINESS – MULTI-FAMILY BUILDINGS (OVER 20 UNITS)**

- Does the multi-family building have more than 20 dwelling units?  **YES**  **NO**  
If yes, complete this section, then see PART 5. If no, see previous sections.
- **75% OF THE DWELLING UNITS WITH ONE OR MORE PARKING SPACES SHALL BE PROVIDED WITH AT LEAST ONE LEVEL 2 EV READY SPACE.** Calculations for the required minimum number of Level 2 EV Ready spaces shall be rounded up to the nearest whole number. LEVEL 2 EV Ready Spaces shall include the following:
  - Provide a complete electric circuit with 208/240 volt, 40-ampere capacity with an overprotection device.
  - Provide a minimum of 1-inch diameter raceway. This raceway may include multiple circuits as allowed by the California Electrical Code.
  - Include electrical single line drawings and/or specifications on the plans.
  - Provide a table on the cover sheet listing the total number of parking spaces and the number of EV ready spaces or spaces with optional electric vehicle supply equipment.
- **ADJACENT TO THE PARKING SPACE, PROVIDE EITHER ONE OF THE FOLLOWING:**
  - OPTION A:** Provide an outlet adjacent to the parking space labelled “ELECTRIC VEHICLE OUTLET” with at least 1/2-inch font.
  - OPTION B:** Provide electric vehicle supply equipment with a minimum capacity of 30 amperes.

- **THE REMAINING 25% OF UNITS SHALL BE PROVIDED WITH AT LEAST ONE LEVEL 2 EV CAPABLE SPACE.** EV Capable Circuits include the following:
  - a. A parking space linked to an electrical panel with sufficient capacity to provide at least 208/240 volts and 40 amperes to the parking space.
  - b. Raceways linking the electrical panel and parking space only need to be installed in spaces that will be inaccessible in the future, either trenched underground, or where penetrations to walls, floors or other partitions would otherwise be required for future installation of branch circuits. Raceways must be at least one inch in diameter and may be sized for multiple circuits as allowed by the California Electrical Code.
  - c. The panel circuit directory shall identify the overcurrent protective device spaces(s) reserved for EV charging as "EV CAPABLE". Construction documents shall indicate future completion of raceway from the panel to the parking space, via the installed inaccessible raceways.

**PART 5: ADDITIONAL NOTES AND EXCEPTIONS FOR MULTI-FAMILY BUILDINGS**

1. ALMS may be installed to decrease electrical service and transformer costs associated with EV Charging Equipment subject to review of the authority having jurisdiction.
2. The requirements apply to multifamily buildings with parking spaces including:
  - a. Assigned or leased to individual dwelling units, and
  - b. Unassigned residential parking.
3. In order to adhere to accessibility requirements in accordance with the California Building Code Chapters 11A and/or 11B, it is recommended that all accessible parking spaces for covered newly constructed multifamily dwellings are provided with Level 2 EV Ready Spaces.
4. 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 among parking spaces with Level 2 EV Ready Spaces, the applicant shall provide EV infrastructure up to a level that would not exceed this cost for utility service or on-site transformer capacity.

**PART 6: SIGNATURE LINE**

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date