2025 CALIFORNIA GREEN BUILDING STANDARDS CODE (EFFECTIVE JANUARY 1, 2026)

CHAPTER 4
SECTION 4.106.4.1

ONE- AND TWO- FAMILY DWELLINGS AND TOWNHOUSES WITH ATTACHED PRIVATE GARAGES

- No changes from previous code cycle

4.106.4.1 New one- and two-family dwellings and townhouses with attached private garages.

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”.

CHAPTER 4
SECTION 4.106.4.2

NEW MULTIFAMILY DWELLINGS, HOTELS AND MOTELS AND NEW RESIDENTIAL PARKING FACILITIES

EV Ready

- **(a) Assigned parking**: 1 low power EV Ready receptacle per assigned parking space for each dwelling unit.

  - When there are more dwelling units than assigned parking spaces, all the assigned parking should have EV Ready.

- **(b) Unassigned parking**: When the quantity of unassigned parking spaces are equal to or greater than the number of dwelling units, the EV Ready quantity should *at minimum* be equal to number of dwelling units.

  - When there are more dwelling units than unassigned parking spaces, all the unassigned parking should have EV Ready.

- **(c) Mixture of assigned and unassigned parking**: When the quantity is equal to or greater than the number of dwelling units, the EV Ready quantity should *at minimum* be equal to number of dwelling units **at either the assigned or unassigned spaces, but not both**

4.106.4.2.2 Multifamily dwellings.

>1. EV ready parking spaces with receptacles.

a. **Multifamily parking facilities with assigned parking.** Where dwelling units are provided with assigned parking spaces equal to or greater than the number of dwelling units, at least one low power Level 2 EV charging receptacle shall be provided at an assigned parking space for each dwelling unit.

1. Where the total number of dwelling units exceeds the number of assigned parking spaces, all assigned parking spaces shall be provided with one low power Level 2 EV charging receptacle.

Exception: 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.

b. **Multifamily parking facilities with unassigned parking.** Where dwelling units are provided with unassigned parking spaces equal to or greater than the number of dwelling units, at least one low power Level 2 EV charging receptacle shall be provided at an unassigned parking space for each dwelling unit.

1. Where the total number of dwelling units exceeds the number of unassigned parking spaces, all unassigned parking spaces shall be provided with one low power Level 2 EV charging receptacle.

Exception: 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.

c. **Multifamily parking facilities with assigned and unassigned parking.** Where multifamily buildings are provided with both assigned and unassigned parking spaces equal to or greater than the number of dwelling units, at least one low power Level 2 EV charging receptacle shall be provided for each dwelling unit at either the assigned or unassigned parking space, but not both.

Reference: https://codes.iccsafe.org/content/CAGBC2025P2/chapter-4-residential-mandatory-measures#CAGBC2025P2_Ch04_SubCh4.1_Sec4.106.4

- Part (d)- minor change to include assigned parking space verbiage
- Part (e)- No changes from previous code cycle

d. **Receptacle power source.** EV charging receptacles in multifamily parking facilities at assigned parking spaces shall be provided with a dedicated branch circuit connected to the dwelling unit's electrical panel, unless determined as infeasible by the project builder or designer and subject to concurrence of the local enforcing agency.

Exception: 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.

e. **Receptacle configurations.** 208/240V EV charging receptacles shall comply with one of the following configurations:

1. For 20-ampere receptacles, NEMA 6-20R
2. For 30-ampere receptacles, NEMA 14-30R
3. For 50-ampere receptacles, NEMA 14-50R

Reference: https://codes.iccsafe.org/content/CAGBC2025P2/chapter-4-residential-mandatory-measures#CAGBC2025P2_Ch04_SubCh4.1_Sec4.106.4

EV Charger

- **(a) Unassigned or Common Use Parking**

  - Percentage of EV Charger stalls increased from 10% → 25%

  - Applies to the unassigned or common parking spaces that don't already have an EV Ready receptacle.

- **(b) Connectors**

  - Chargers should be equipped with J1772 or J3400 connectors

- **(c) ALMS**

  - No changes to this section, it was just moved into section (c).

> 2. **EV ready parking spaces with EV chargers.**

a. **Multifamily parking facilities with unassigned or common use parking.** In addition to the low power Level 2 EV charging receptacle requirements of Section 4.106.4.2.2 (1), twenty-five (25) percent of unassigned or common use parking spaces not already provided with low power Level 2 EV charging receptacles, pursuant to Section 4.106.4.2.2
> (1), shall be equipped with Level 2 EV chargers and shall be made available for use by all residents or guests.

b. **Ev charger connectors.** EV chargers shall be equipped with J1772 or J3400 connectors.

c. An automatic load management system (ALMS) may be used to reduce the maximum required electrical capacity to each space served by the ALMS. The electrical system and any on-site distribution transformers shall have sufficient capacity to deliver at least 3.3 kW simultaneously to each EV charging station (EVCS) served by the ALMS. The branch circuit shall have a minimum capacity of 40 amperes, and installed EV chargers shall have a capacity of not less than 30 amperes.

References https://codes.iccsafe.org/content/CAGBC2025P2/chapter-4-residential-mandatory-measures#CAGBC2025P2_Ch04_SubCh4.1_Sec4.106.4

https://www.flo.com/insights/ev-connectors-do-all-evs-use-the-same-plug/

Hotels and Motels

- **40% EV Ready**
- **25% EV Chargers**

4.106.4.2.6 Hotels and motels.

1. **EV ready parking spaces with receptacles.**
   a. **Hotels and motels.** Forty (40) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles.

      Exception: 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.

   b. **Receptacle configurations.** 208/240V EV charging receptacles shall comply with one of the following configurations:
      1. For 20- ampere receptacles, NEMA 6-20R
      2. For 30- ampere receptacles, NEMA 14-30R
      3. For 50- ampere receptacles, NEMA 14-50R
2. **EV Ready parking spaces with EV chargers.**
   a. **Hotels and motels.** Twenty-five (25) percent of the total number of parking spaces shall be equipped with Level 2 EV chargers.
   b. **EV charger connectors.** EV chargers shall be equipped with J1772 or J3400 connectors.

      Exception: 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.

   c. An automatic load management system (ALMS) may be used to reduce the maximum required electrical capacity to each space served by the ALMS. The electrical system and any on-site distribution transformers shall have sufficient capacity to deliver at least 3.3 kW simultaneously to each EV charging station (EVCS) served by the ALMS. The branch circuit shall have a minimum capacity of 40 amperes, and installed EV chargers shall have a capacity of not less than 30 amperes.

- **For existing multifamily buildings and hotels/motels, all new or altered parking spaces shall have either EV Ready or EV charger. Unless determined infeasible by building/designer and subject to local agency approval.**

4.106.4.3 Electric vehicle charging for additions and alterations of parking facilities serving existing multifamily buildings, hotels and motels.

> When existing parking facilities are altered or new parking spaces are added to existing parking facilities, and the work requires a building permit, each parking space added or altered shall have access to either a low power Level 2 EV charging receptacle or Level 2
> EV charger, unless determined as infeasible by the project builder or designer and subject to concurrence of the local enforcing agency.

Exception: Where work requiring a permit is being performed for the installation of 120-volt electrical receptacle(s) for level 1 EV charging.

References https://codes.iccsafe.org/content/CAGBC2025P2/chapter-4-residential-mandatory-measures#CAGBC2025P2_Ch04_SubCh4.1_Sec4.106.4

https://www.flo.com/insights/ev-connectors-do-all-evs-use-the-same-plug/

CHAPTER 5
SECTION 5.106.5.3

NONRESIDENTIAL

- Part (2)- Minor change clarifying more about the parking areas with parking lifts being exempt. Also adds exemption for facilities incapable of supporting EV charging.

5.106.5.3 Electric vehicle (EV) charging. [N] [BSC-CG]

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 adversely impact the construction cost of the project.
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.

Reference: https://codes.iccsafe.org/content/CAGBC2025P2/chapter-5-nonresidential-mandatory-measures#CAGBC2025P2_Ch05_SubCh5.1_Sec5.106.5

- **Section 5.106.5.3.1:**

- No change to parts 1-4.
- For Table 5.106.5.3.1, the new code breaks up the required EVCS columns into 2. Now distinguishes between Office and Retail and Other than Office and Retail
- Revised column 1 from “0-9” to “1-9” spaces
- Rephrased note 2 at the bottom of the table
- Increased EVCS quantity requirements. EV Capable remains the same.

5.106.5.3.1 EV capable spaces.

[N] EV capable spaces shall be provided in accordance with Table 5.106.5.3.1 and the following requirements:

1. Raceways complying with the *California Electrical Code* and no less than 1-inch (25 mm) diameter shall be provided and shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the EV capable space and into a suitable listed cabinet, box, enclosure or equivalent. A common raceway may be used to serve multiple EV capable spaces.
2. A service panel or subpanel(s) shall be provided with panel space and electrical load capacity for a dedicated 208/240 volt, 40-ampere minimum branch circuit for each EV capable space, with delivery of 30-ampere minimum to an installed EVSE at each EVCS.
3. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each EV capable space.
4. The service panel or subpanel circuit directory shall identify the reserved overcurrent protective device space(s) as “EV CAPABLE”. The raceway termination location shall be permanently and visibly marked as “EV CAPABLE.”

Note: A parking space served by electric vehicle supply equipment or designed as a future EV charging space shall count as at least one standard automobile parking space only for the purpose of complying with any applicable minimum parking space requirements established by an enforcement agency. See Vehicle Code Section 22511.2 for further details.

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 [1]	50 percent of EV capable spaces [1]	75 percent of EV capable spaces [1]

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.
3. At least one Level 2 EVSE shall be provided.

Reference: https://codes.iccsafe.org/content/CAGBC2025P2/chapter-5-nonresidential-mandatory-measures#CAGBC2025P2_Ch05_SubCh5.1_Sec5.106.5

Previous Code:

TABLE 5.106.5.3.1

TOTAL NUMBER OF ACTUAL PARKING SPACES	NUMBER OF REQUIRED EV CAPABLE SPACES	NUMBER OF EVCS (EV CAPABLE SPACES PROVIDED WITH EVSE)[2, 3]
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	9
201 and over	20 percent of actual parking spaces[1]	25 percent of EV capable spaces[1]

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.

- **Section 5.106.5.3.2.1:**
- Added EV receptacle configurations.
- **Section 5.106.5.3.2.2:**
- Added connector (J1772 or J3400) configurations for EV Chargers.

5.106.5.3.2 Electric vehicle charging stations (EVCS).

EV capable spaces shall be provided with electric vehicle supply equipment (EVSE) to create EVCS in the number indicated in Table 5.106.5.3.1. The EVCS required by Table 5.106.5.3.1 shall be provided with Level 2 EVSE or DCFC as permitted in Section 5.106.5.3.2.3. At least one Level 2 EVSE shall be provided.

One EV charger with multiple connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.3.1 for each EV capable space is accumulatively supplied to the EV charger.

5.106.5.3.2.1 Receptacle configurations.

208/240V EV charging receptacles shall comply with one of the following configurations:

1. For 20-ampere receptacles, NEMA 6-20R
2. For 30-ampere receptacles, NEMA 14-30R
3. For 50-ampere receptacles, NEMA 14-50R

5.106.5.3.2.2 EV charger connectors.

EV chargers shall be equipped with SAE J1772 with a maximum output 240 Volts AC or SAE J3400 connectors.

When using level 2 SAE J3400 SAE connectors, supplied by a 480 V 3-phase service, at least 20 percent of the EV charger connectors shall be SAE J1772 with a maximum output 240 Volts AC.

Reference: https://codes.iccsafe.org/content/CAGBC2025P2/chapter-5-nonresidential-mandatory-measures#CAGBC2025P2_Ch05_SubCh5.1_Sec5.106.5