

**Attachment A: Reach Code Efforts in Other Jurisdictions\***

Jurisdiction	Building Electrification	Electric Vehicle Charging Infrastructure	Solar	Council Date (if available)
Albany	<b>Low Rise Residential (LRR**):</b> All-electric required	n/a	n/a	n/a
Alameda	<b>LRR:</b> All-electric required	<b>NR:</b> Office (10+ spaces) 10% EVSE, 10% EV Ready, and 30% EV Capable; Other (10+ spaces) 6% EVSE and 5% EV Ready <b>SF:</b> 1 EV Ready/unit <b>Multi-family (MF) (20 units or less):</b> 1 EV Ready/unit <b>MF (20+ units):</b> 100% EV Ready (Level 1/2 mix)	n/a	n/a
Cupertino, Milpitas, Los Altos, Los Altos Hills, Morgan Hill, Gilroy, Monte Sereno	<b>LRR (3 paths):</b> Mixed fuel (10 EDR) OR Mostly Electric (2 EDR; gas stove with electric space/water heating) OR All-electric (0 EDR) <b>Non-residential (NR***):</b> TBD	n/a	n/a	Morgan Hill (10/23), Los Altos (10/22); others TBD
Hayward	<b>LRR:</b> Considering all-electric requirement <b>NR:</b> n/a	<b>SF:</b> 1-2 car garage, all EV Ready spaces; 3-car garage, 2 EV Ready spaces <b>MF:</b> Min. % of EV Ready spaces or min. of one EV Ready space/unit - TBD <b>NR:</b> Min. % of EV Ready spaces - TBD	n/a	9/17/2019 (City Council Sustainability Committee); <i>est. Oct. 2019 Council meeting</i>
Menlo Park	<b>LRR/NR:</b> Require all-electric space/water heating only.	n/a	<b>NR:</b> Require a minimum amount of on-site solar production	8/27/2019

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Mountain View	<b>LRR/NR:</b> Considering requirement for all-electric space/water heating.	<i>Existing reach code.</i> For new reach code, planning to exceed Silicon Valley Clean Energy draft code language. Existing reach code is as follows: <b>MF:</b> Based on the number of parking spaces, e.g. 0-9 spaces requires 1 EV charging space; 10-25 spaces requires 2 charging spaces; etc.	TBD	10/22/2019
Oakland	<b>LRR:</b> All-electric required <b>NR (2 paths):</b> Mixed fuel (TBD, aiming for 10%) OR All-electric (0%).	<i>Existing reach code as follows:</i> <b>NR:</b> 10% EV Ready, 10% EV Capable) <b>MF:</b> 10% EV Ready, 10% EV Capable, and the remaining spaces with empty conduit <i>Note: Load management technologies can distribute charging to 100% of spaces at reduced amperage.</i>	n/a	11/5/2019
Palo Alto	<b>Single Family (SF)/Duplex (2 paths):</b> Mixed fuel (14%, plus electrification ready) OR All-electric (0%, applies to additions). <b>MF low-rise (2 paths):</b> Mixed fuel (8%) OR All-electric (0%) <b>Office/Retail (2 paths):</b> Mixed fuel (14%) OR All-electric (0%) <b>Hotel low-rise (2 paths):</b> Mixed fuel (6%) OR All-electric (0%)	n/a	n/a	11/19/2019
Petaluma	<b>LRR:</b> All-electric required <b>NR:</b> Exempt	<b>LRR:</b> 100% EV Capable <b>NR:</b> Exempt	n/a	<i>est. Oct. 2019</i>
San Diego	None	<b>NR:</b> 10% EV Ready; 80% conduit only <b>MF:</b> 20% EV Ready (of that 10% EVSE; equal to CALGreen Tier 2) and 80% conduit only	None	<i>est. Oct. 2019</i>

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San Francisco	<p><b>LRR (2 paths):</b> Mixed Fuel (CALGreen Tier 1, total EDR=10) OR all-electric (0 EDR)</p> <p><b>NR (2 paths):</b> Mixed Fuel (CALGreen Tier 2, 10%; applies to major alterations) OR All-electric (0%)</p>	<p><b>NR:</b> 100% EV Capable</p> <p><b>MF (3+ units &amp; major alterations):</b> 100% EV Capable</p> <p><i>Note: Installing 1 EV Fast charger can offset up to 5 regular EV spaces; Certain differences for single vs multiple charging spaces</i></p>	n/a	n/a
San Mateo	<p><b>SF/Duplex (2 paths):</b> Mixed Fuel (15%) or All-electric (0%)</p> <p><b>Office (2 paths):</b> Mixed Fuel (10%) OR All-electric (0%)</p> <p><b>MF:</b> Exempt</p>	<p><b>NR:</b> 10% EV Capable spaces, 5% EVSE installed spaces</p> <p><b>MF:</b> 15% EV Capable spaces</p>	<p><b>MF (4 stories or more):</b> Min. 3 kW PV system or solar thermal</p> <p><b>NR (&lt;10,000 sq. ft.):</b> Min. 3 kW PV system or solar thermal</p> <p><b>NR (&gt;10,000 SF):</b> Min. 5 kW PV system or solar thermal</p>	8/19/2019
Santa Clara	<p><b>SF (2 paths):</b> Mixed fuel higher EDR (TBD) and electrification-ready OR All-electric (0 EDR)</p> <p><b>NR (2 paths):</b> Mixed fuel (5%) OR All-Electric (0%)</p>	<p><b>NR:</b> 10% EVSE, 10% EV Ready, and 50% EV Capable</p> <p><b>SF:</b> Considering 2 EV Ready spaces</p> <p><b>MF (40 units or less):</b> EV Ready space/unit</p> <p><b>MF (40+ units):</b> 100% EV Ready (w/ load management)</p>	n/a	<i>est. Oct. 2019</i>
Santa Monica	<p><b>LRR (2 paths):</b> Mixed fuel (CALGreen Tier 1) OR All-electric (0 EDR)</p> <p><b>MF/Hotel (2 paths):</b> Mixed fuel (5%) OR All-electric (0%)</p> <p><b>NR (2 paths):</b> Mixed fuel (10%); All-electric (0%)</p>	<p><b>NR:</b> 20% EV Ready</p> <p><b>MF:</b> 50% EV Ready</p>	<p><b>MF High-Rise/Hotel and NR:</b> Require 2 watts/sq. ft.</p>	9/10/2019

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Windsor	<b>LRR:</b> All-electric required <b>NR:</b> None	None	None	8/21/2019

*\* Based on data obtained through August 22, 2019.*

*\*\*LRR includes residential buildings with three or fewer habitable stories.*

*\*\*\*NR includes all non-residential occupancies, as well as hotels/motels and high-rise residential buildings with four or more habitable stories.*