



COUNTY OF SANTA CRUZ

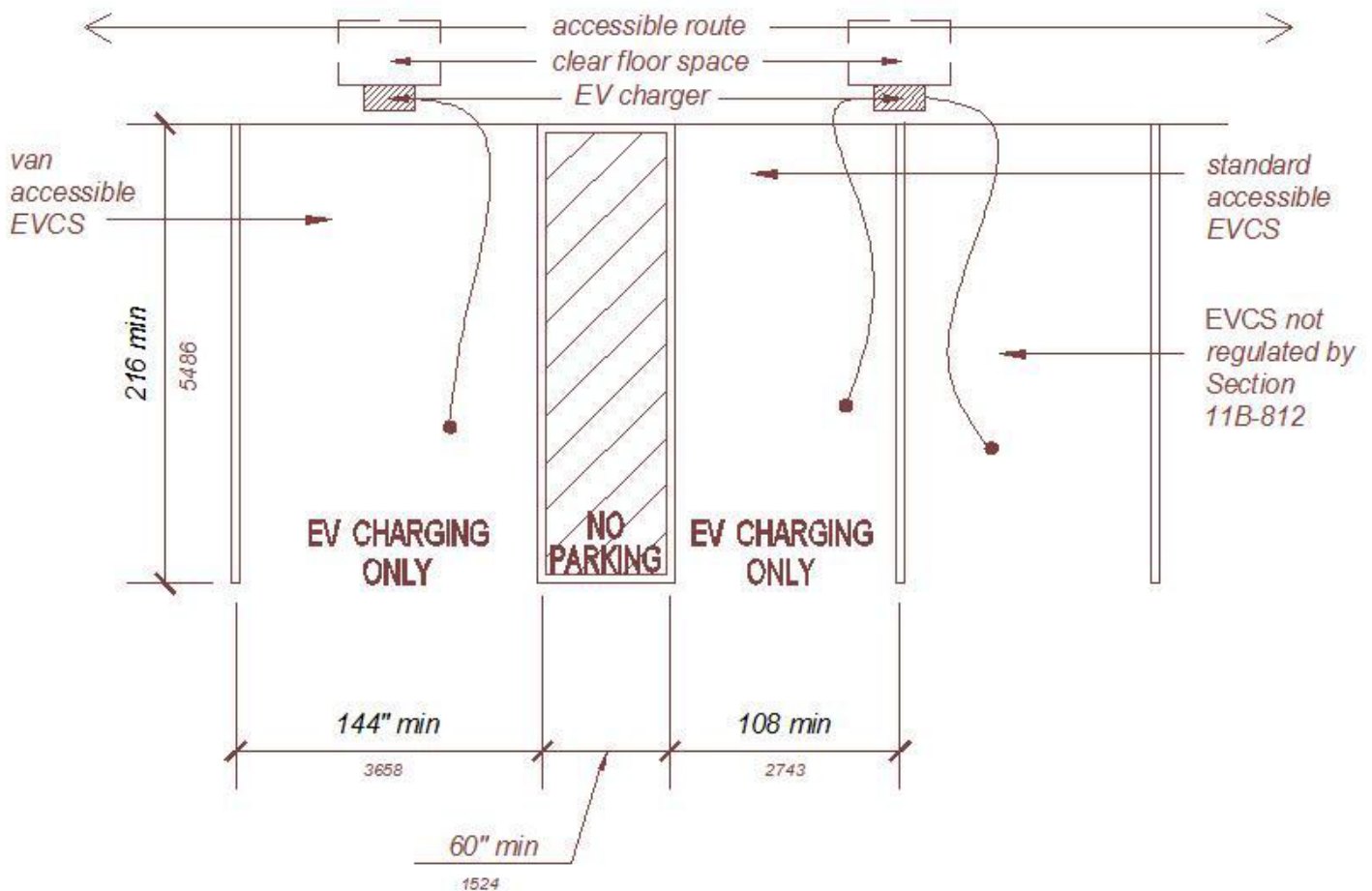
PLANNING DEPARTMENT

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Note: This form has yet to be reviewed and updated for the 2022 code cycle changes. Some requirements may not reflect the current code.

ELECTRIC VEHICLE CHARGING STATIONS FOR PUBLIC USE AND COMMON USE



DEFINITIONS

DRIVE-UP ELECTRIC VEHICLE CHARGING STATION. An electric vehicle charging station in which use is limited to 30 minutes maximum and is provided at a location where the electric vehicle approaches in the forward direction, stops in the vehicle space, charges the vehicle, and proceeds forward to depart the vehicle space. The arrangement of a drive-up electric vehicle charger and its associated vehicle space is similar to a gasoline filling station island.

ELECTRIC VEHICLE (EV). An automotive-type vehicle for on-road use, such as passenger auto mobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, primarily powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current. Plug-in hybrid electric vehicles (PHEV) are considered electric vehicles. For the purpose of the code, off-road, self-propelled electric vehicles, such as industrial trucks, hoists, lifts, transports, golf carts, airline ground support equipment, tractors, boats, and the like, are not included.

ELECTRIC VEHICLE (EV) CHARGER. Off-board charging equipment used to charge an electric vehicle.

ELECTRIC VEHICLE CHARGING SPACE (EV Space). A space intended for charging electric vehicles.

ELECTRIC VEHICLE CHARGING STATION (EVCS). One or more electric vehicle charging spaces served by and electric vehicle charger or other charging equipment. Where a multiport electric vehicle charger can simultaneously charge more than one vehicle, the number of electric vehicle charging stations shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

ELECTRIC VEHICLE (EV) CONNECTOR. A device that, when electrically coupled (conductive or inductive) to an electric vehicle inlet, establishes an electrical connection to the electric vehicle for the purpose of power transfer and information exchange. This device is part of the electric vehicle coupler.

11B-208 Parking

11B-208.1 GeneralFor the purposes of this section, Electric Vehicle Charging Stations are not parking spaces; see Section 11B-228. (EVCS are considered a service not a parking space and are included in the number of EVCS in Table 11B.228.3.2.1 and are not counted as spaces in table 11B-208)

11B-228.3 Electric vehicle charging stations

Where electric vehicle charging stations (EVCS) are provided, EVCS shall be provided in accordance with Section **11B-812 Electric vehicle charging stations**

Where vehicle spaces and access aisles are marked with lines, measurements shall be made from the centerline of the markings. Operable parts shall be within reach ranges and changes in level, slopes exceeding 1:48, and detectable warnings shall not be permitted in vehicle spaces and access aisles. Vehicle spaces, access aisles serving them, and vehicular routes serving them shall provide a vertical clearance of 98 inches minimum.

EVCS that serve a particular building or facility shall be located on an accessible route to an entrance. Where EVCS do not serve a particular building or facility, EVCS shall be located on an accessible route to an accessible pedestrian entrance of the EV charging facility. An accessible route shall be provided between the vehicle space and the EV charger which serves it.

Vehicle spaces access aisles be designed so that when the vehicle space is occupied the required clear width of adjacent accessible routes is not obstructed. A curb, wheel stop, bollards, or other barrier shall be provided if required to prevent encroachment of vehicles over the required clear width of adjacent accessible routes. Access aisles shall be designed so that persons using them are not required to travel behind vehicle spaces or parking spaces other than the vehicle space in which their vehicle has been left to charge. EV chargers shall be adjacent to, and within the projected width of the vehicle space being served.

11B-812.6 Vehicle spaces. Vehicle spaces serving van accessible, standard accessible, ambulatory and drive-up EVCS shall be 216 inches long minimum and shall comply with Sections 11B-812.6.1 through 11B-812.6.4 as applicable. All vehicle spaces shall be marked to define their width.

11B-812.6.1 Van accessible. Vehicle spaces serving van accessible EVCS shall be 144 inches wide minimum and shall have an adjacent access aisle.

11B-812.6.2 Standard accessible. Vehicle spaces serving standard accessible EVCS shall be 108 inches wide minimum and shall have an adjacent access aisle.

11B-812.6.3 Ambulatory. Vehicle space serving ambulatory EVCS shall be 120 inches wide minimum and shall not be required to have an adjacent access aisle.

11B-812.6.4 Drive-up. Vehicle spaces serving drive-up EVCS shall be 204 inches wide minimum and shall not be required to have an adjacent access aisle.

Access aisles shall adjoin and accessible route. Two Vehicle spaces shall be permitted and share a common access aisle. Access aisles shall be 60 inches (1524 mm) wide minimum and shall extend the full required length of the vehicle spaces they serve. Access aisles may not be outlined in the blue color used for accessible parking space access aisles. 11B-812.7.2

EVCS identification signs shall be provided in compliances with Section 11B-812.8.

11B-812.8.1 Four or fewer. Where four or fewer total EVCS are provided, identification with an International Symbol of Accessibility (ISA) shall not be required.

11B-812.8.2 Five to twenty-five. Where five to twenty-five total EVCS are provided, one van accessible EVCS shall be identified by an ISA. The required standard accessible EVCS shall not be required to be identified with an ISA.

11B-812.8.3 Twenty-six or more. Where twenty-six or more total EVCS are provided, all required van accessible and all required standard accessible EVCS shall be identified by an ISA.

11B-812.8.4 Ambulatory. Ambulatory EVCS shall not be required to be identified by an ISA.

11B-812.8.5 Drive-up. Drive-up EVCS shall not be required to be identified by an ISA.

11B-812.8.6 Finish and size. Identification signs shall be reflectorized with minimum area of 70 square inches.

Required identification signs shall be visible from the EVCS it serves. Signs identifying van accessible vehicle spaces shall contain the designation “van accessible.” Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

EVCS vehicle spaces shall provide surface marking stating “EV CHARGING ONLY” in letters 12 inches high minimum. The centerline of the text shall be a maximum of 6 inches from the centerline of the vehicle space and its lower corner at, or lower side aligned with, the end of the parking space length.

Please see code sections 228.3 and 812 for actual code language.

Note: This form has yet to be reviewed and updated for the 2022 code cycle changes. The Multifamily Dwelling information below does not reflect 2022 code requirement. Please see PLG-292 and the 2022 codes for projects under the 2022 code cycle.

<https://www.sccoplanning.com/PlanningHome/BuildingSafety/ApplyforaBuildingPermit.aspx>

<https://www.sccoplanning.com/PlanningHome/BuildingSafety/AlternativeEnergy.aspx>

Multifamily Dwellings (new).

The California green code contains regulations pertaining to new multifamily dwellings of 17 or more dwelling units requiring the installation of infrastructure for the future installation of EVCS charging equipment. There is no requirement for the installation of the actual EV charging equipment; only for the raceways and service panel capacity for the future installation of EV chargers in 3 per cent of the parking spaces. Construction documents are required to show the proposed location of the spaces, but there is no requirement to install any EV chargers. If and when EV chargers are installed they must be located adjacent to an accessible space or on an accessible route and at least one shall be located in a common use area available to all tenants.