

MUNICIPAL CODE

Chapter 19.37
BERKELEY GREEN CODE



Sections:

- 19.37.010 Adoption of the California Green Building Standards Code.
- 19.37.020 Title.
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19.37.010
Adoption of the California Green Building Standards Code.



The California Green Building Standards Code (CALGreen), 2025 Edition, as adopted in Title 24 Part 11 of the California Code of Regulations, is hereby adopted and made a part of this Chapter as though fully set forth herein, subject to the modifications thereto which are set forth in this Chapter. A copy of this Code is on file for use and examination by the public in the office of the City Clerk of the City of Berkeley. (Ord. 7988-NS § 7, 2025)

19.37.020
Title.



This Code shall be known as the "Berkeley Green Code" and may be cited as "this Code". (Ord. 7988-NS § 7, 2025)

19.37.030
Administrative provisions.



All of the administrative provisions contained in Article 1 of Chapter [19.28](#), the Berkeley Building Code, shall apply to this Code as well and take precedence over any California Green Building Standards Code administrative provisions that may conflict. (Ord. 7988-NS § 7, 2025)

19.37.040
Amendments to the California Green Building Standards Code.



Chapter 3 Green Building of the California Green Building Standards Code is adopted in its entirety subject to the modifications thereto which are set forth below:

<u>301.1.2 Residential waste diversion.</u> The requirements of Section 4.408 shall be required for: 1. <u>Any additions or alterations, which increase the building’s conditioned area, volume or size.</u> 2. <u>Any building alterations with a permit valuation over \$100,000.</u> 3. <u>Any interior or exterior demolitions valued over \$3,000.</u>	
<u>301.3.2 Nonresidential waste diversion.</u> The requirements of Section 5.408 shall be required <u>and demolitions</u> whenever a permit is required for work.	Cookies This website uses cookies to function properly, to let you customize it, and to help us understand how it is used. More choices OK

Chapter 4 Residential Mandatory Measures of the California Green Buildings Code is adopted in its entirety subject to the modifications thereto which are set forth below:

4.106.4.1 New one- and two-family dwellings and townhouses with attached or detached private garages, carports, or any other on-site parking. 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~~
minimum 40-ampere 208/240-volt dedicated EV branch circuit in close proximity to the proposed location of an EV charger at the time of original construction in accordance with the California Electrical Code.

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 READY". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE READY".

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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.~~

Areas of parking facilities served by parking lifts, provided the required percentage of EV Charger spaces are installed elsewhere

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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.~~

Areas of parking facilities served by parking lifts, provided the required percentage of EV Charger spaces are installed elsewhere

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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.

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.~~

Areas of parking facilities served by parking lifts, provided the required percentage of EV Chargers spaces are installed elsewhere

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.

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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.~~

Areas of parking facilities served by parking lifts, provided the required percentage of EV Charger spaces are installed elsewhere

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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.~~

Areas of parking facilities served by parking lifts, provided the required percentage of EV Charger spaces are installed elsewhere

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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.

SECTION 4.405—MATERIAL SOURCES ~~(RESERVED)~~

4.405.1 Reduction in cement use. As allowed by the enforcing agency, cement used in concrete mix design shall be reduced not less than 25 percent. Products commonly used to replace cement in concrete mix designs include, but are not limited to:

1. Fly ash.
2. Slag.
3. Silica fume.
4. Rice hull ash.

Exception: Minimum cement reductions in concrete mix designs approved by the Engineer of Record may be lower where high early strength is needed for concrete products or to meet an accelerated project schedule.

4.408.1 Construction waste management. Recycle and/or salvage for reuse 100% of excavated soil and land-clearing debris, 100% of concrete, 100% of asphalt, and a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance.

Exceptions:

1. ~~Excavated soil and land-clearing debris.~~ (Reserved)
2. Alternate waste reduction methods developed by working with local agencies if diversion compliance with this item do not exist or are not located reasonably close to the jobsite.
3. The enforcing agency may make exceptions to the requirements of this section when isolated beyond the haul boundaries of the diversion facility.

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Chapter 5 Nonresidential Mandatory Measures of the California Green Buildings Code with Mid-Cycle Supplement is adopted in its entirety subject to the modifications thereto which are set forth below:

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.~~

Areas of parking facilities served by parking lifts, provided the required percentage of EV Charger spaces are installed elsewhere

5.106.5.3.1 EV Capable Spaces. [N] Twenty (20) percent of the total number of parking spaces shall be EV capable spaces . Calculation for EV capable spaces shall be rounded up to the nearest whole number.
~~shall be provided in accordance with Table 5.106.5.3.1 and~~ The spaces shall comply with 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 EVCS2, 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	
201 and over	20 percent of actual parking spaces1	50 percent of EV-capable spaces1	7

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

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5.106.5.3.2 Electric vehicle charging stations (EVCS).

Separate and in addition to the requirements of Section 5.106.5.3.1, fifteen (15) percent of the total number of parking spaces of Office and Retail Occupancies and ten (10) percent of the total number of parking spaces for all other nonresidential occupancies shall be

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. Calculation of required EVCS shall be rounded up to the nearest whole number.~~

The EVCS required ~~by Table 5.106.5.3.1~~ by this section shall be provided with Level 2 EVSE or DCFC as permitted in Section 5.106.5.3.2.3. At least one minimum 6.6 kVA 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.

5.106.5.3.2.3 The installation of each DCFC EVSE shall be permitted to reduce the minimum number of required EV capable spaces without EVSE or EVCS with Level 2 EVSE by five, and reduce proportionally the required electrical load capacity to the service panel or subpanel.

5.106.5.3.2.4 The installation of two low power Level 2 EV charging receptacles shall be permitted to reduce the minimum number of ~~required~~ EV capable spaces ~~without EVSE in Table 5.106.5.3.1~~ required by Section 5.106.3.2.1 by one.

5.106.5.3.2.4.1 Raceway capacity requirements. To allow for future upgrades to the electrical conductors serving low power Level 2 charging receptacles, the listed raceway serving such receptacles shall be sized to allow the installation of a dedicated 208/240-volt 40-ampere branch circuit. Where no raceway is used, the conductors shall be sized to accommodate a 208/240-volt 40-ampere receptacle.

5.106.5.3.6 Electric vehicle charging stations (EVCS) - power allocation method. The power allocation method , based on occupancy classification, may be used as an alternative to the requirements in ~~Section 5.106.5.3.1, and~~ Section 5.106.5.3.2 ~~and associated Table 5.106.5.3.1.~~ Use ~~Table 5.106.5.3.6~~ the following factors to determine the total power in kVA required based on the total number of actual parking spaces.

A. Office and Retail Occupancies: The product of the factor of 0.99kVA/parking space times the total number of parking spaces serving Office and/or Retail occupancies determines the total power in kVA for EVSE charging infrastructure required.

B. For occupancies other than Office and Retail occupancies: The product of the factor 0.66 kVA/parking space times the total number of parking spaces determines the power in kVA required for EVSE charging infrastructure required.

Power allocation method shall include the following:

1. Use any kVA combination of ~~EV capable spaces,~~ low power Level 2, Level 2 or DCFC EVSEs.
2. At least one Level 2 EVSE shall be provided.
3. Any remainder power allocation kVA from Section 5.106.3.6 Item (1) shall be converted to one additional low power Level 2 EVSE.

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TABLE 5.106.5.3.6 EVCS—POWER ALLOCATION METHOD			
TOTAL NUMBER OF ACTUAL PARKING SPACES	MINIMUM TOTAL KVA @ 6.6 kVA	OTHER THAN OFFICE AND RETAIL TOTAL KVA REQUIRED IN ANY COMBINATION OF EV-CAPABLE ^{3,4} , LOW-POWER LEVEL 2, LEVEL 2 ^{1,2} , OR DCFG	OFFICE AND RETAIL TOTAL KVA REQUIRED IN ANY COMBINATION OF EV-CAPABLE ^{4,5} , LOW-POWER LEVEL 2, LEVEL 2 ^{1,2} , OR DCFG
1-9	0	0	0
10-25	26.4	26.4	26.4
26-50	52.8	52.8	52.8
51-75	85.8	85.8	85.8
76-100	112.2	112.2	112.2
101-150	165	165	165
151-200	231	231	231
201 and over	20 percent if actual parking spaces x 6.6	Total required kVA = P x .20 x 6.6 Where P = Parking spaces in facility	Total required kVA = P x .20 x 6.6 Where P = Parking spaces in facility
1. Level 2 EVSE @ 6.6 kVA minimum. 2. At least one Level 2 EVSE shall be provided. 3. Maximum allowed kVA to be utilized for EV-capable spaces is 75 percent. 4. If EV-capable spaces are utilized, they shall meet the requirements of Section 5.106.5.3.1 EV-capable spaces. 5. For office and retail buildings the maximum allowed kVA to be utilized for EV-capable spaces is 25 percent.			

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5.106.5.4.1 Existing buildings or parking areas without previously installed EV capable infrastructure [A]. When EV capable infrastructure does not exist at an existing parking facility or building, and the parking facility or building undergoes an addition or alteration listed in Section 5.106.5.4, construction shall include electric vehicle charging in compliance with ~~either~~ Section 5.106.5.3 ~~and associated Table 5.106.5.3.1, or Section 5.106.5.3.6 and associated Table 5.106.5.3.6~~ for the total number of actual parking spaces being added or altered.

5.106.5.4.2 Existing buildings or parking areas with previously installed EV capable infrastructure [A]. When EV capable infrastructure is available at an existing parking facility or building, and the parking facility or building is undergoing an addition or alteration listed in Section 5.106.5.4, construction shall include electric vehicle charging in compliance with ~~either~~ Section 5.106.5.3 ~~and associated Table 5.106.5.3.1, or Section 5.106.5.3.6 and associated Table 5.106.5.3.6~~. Install EVCS at all existing EV capable spaces, utilizing the existing allocated power and infrastructure for the total number of actual parking spaces being added or altered, prior to adding any new EV capable spaces. If the area being added or altered exceeds the existing EV capable capacity, allocated power and infrastructure, provide additional EV charging as needed to comply with this section.

SECTION 5.405—MATERIAL SOURCES ~~(RESERVED)~~

5.405.1 Reduction in cement use. As allowed by the enforcing agency, cement used in concrete mix design shall be reduced not less than 25 percent. Products commonly used to replace cement in concrete mix designs include, but are not limited to:

- 1. Fly ash.
- 2. Slag.
- 3. Silica fume.
- 4. Rice hull ash.

Exception: Minimum cement reductions in concrete mix designs approved by the Engineer of Record may be lower where high early strength is needed for concrete products or to meet an accelerated project schedule.

5.408.3 ~~Concrete, asphalt, excavated soil and land clearing debris.~~ 100 percent of ~~concrete, asphalt,~~ trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed.

Exception: Reuse, either on-or off-site, of vegetation or soil contaminated by disease or pest infestation.

Notes:

- 1. If contamination by disease or pest infestation is suspected, contact the County Agricultural Commissioner and follow its direction for recycling or disposal of the material. (www.cdffa.ca.gov/).
- 2. For a map of known pest and/or disease quarantine zones, consult with the California Department of Food and Agriculture. (www.cdffa.ca.gov)

(Ord. 7988-NS § 7, 2025)

The Berkeley Municipal Code is current through Ordinance 7995-NS, passed December 2, 2025.

Disclaimer: The City Clerk’s Office has the official version of the Berkeley Municipal Code. Users should contact the City Clerk’s Office for ordinances passed subsequent to the ordinance cited above.

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