EV Charging Infrastructure Training
Part 3: Regulations, Ordinances & Implementation

Los Angeles County hosted a five-part training series on electric vehicle (EV) infrastructure. This Part 3: Regulations, Ordinances & Implementation provides essential state and local regulations for EV charger installations, including code requirements and compliance resources. The California Energy Commission funded the series.

California Building Code

California's EV charging infrastructure requirements come from two sources: state regulations, such as Assembly Bill (AB) 1100 on parking space protection, and the California Building Code (Title 24) that sets the technical standards for builders, designers, and inspectors. Regulations establish policy direction, while the building code ensures projects are designed and constructed to meet those requirements safely and consistently.

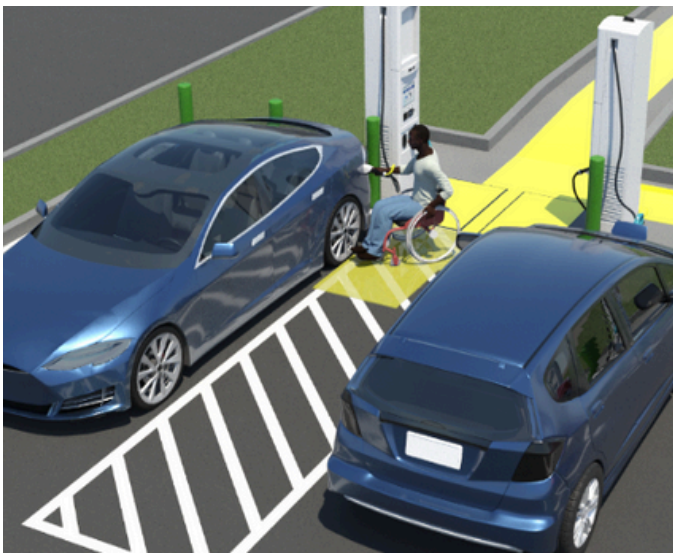
Included in this code is the California Green Building Standards Code (CALGreen), Part 11 of Title 24. It addresses sustainability and acts as the green building standards code. It defines three levels of EV charging readiness: EV Capable (i.e., panel capacity and conduit for future charging), EV Ready (i.e., branch circuit and receptacle), and EV Charging Stations (i.e., installed Level 2 or DC fast chargers). Since 2023, new single-family, multifamily, hotel, and nonresidential projects must dedicate a share of stalls across these categories to prepare for EV adoption.

Updates effective in 2024 raise the bar: multifamily and hotel projects must provide more EV Ready stalls and operational chargers tied to unit panels. Commercial buildings must dedicate 15% of stalls as EV Capable and 5% operational. Public facilities must include at least one accessible charger for every four installed. Proposed code changes, such as AB 1738, may require retrofits in existing facilities. These evolving codes reduce future installation costs, provide certainty for developers, and ensure the state's building stock can keep pace with electrification goals. Additional updates are effective in 2026.

ADA Compliance

All EV charging installations must comply with the Americans with Disabilities Act (ADA) and related building codes, such as California CBC §§ 11B-812 and 11B-228.3. This includes providing unobstructed paths at least 36 inches wide with gentle slopes, and ensuring charger controls and connectors fall within the 34–48 inch reach range.

For up to 14 chargers, at least two ADA-compliant stalls are required—van-accessible, plus a standard. Dual-port Level 2 chargers can reduce trenching costs. Stay current with ADA regulations to maintain compliance and avoid costly redesigns.



The US Access Board depicts ideal charger placement and height. Source: US Access Board Design Recommendations for Accessible EV Charging Stations.

Public Utility Regulations

Electric Vehicle Infrastructure Training Program certification is required for personnel working on EV charging projects funded by the California Public Utilities Commission, the California Energy Commission, or the State Air Resources Board.

Leases & Homeowners Associations (CA Civil Code)

Beyond building codes, California's Civil Code protects the rights of tenants and homeowners to install EV chargers, while assigning costs fairly. Commercial leases (§1952.7) prohibit unreasonable restrictions but require tenants to pay installation, maintenance, and electricity costs, with exemptions for small or already-equipped properties.

Residential leases (§1947.6) similarly require landlords to approve charger requests unless certain exemptions apply, with tenants covering costs. Homeowners associations (§4745) cannot impose unreasonable barriers for common-area installations, and applications must be processed within 60 days or deemed approved.

Electrical Safety Standards

All EV charger installations must meet strict electrical safety standards to protect both users and equipment. The National Electrical Code (NEC) Article 625 provides the foundation, requiring chargers to be listed equipment and marked "Ventilation not required" if used indoors. Safety measures include shock protection and a disconnect switch.

Each charging outlet must be installed on an individual branch circuit, with mounting heights set at 18 inches indoors and 24 inches outdoors. Proper grounding, bonding, and conductor sizing are critical, with NEC tables guiding the correct wire and conduit dimensions. Adhering to these standards—along with fire safety, ventilation, and clear access requirements—ensures that chargers are safe, reliable, and code-compliant throughout their service life.

Case Study: ADA-Compliant Office Charger Installation

An office property planned to install 14 Level 2 chargers but faced space constraints. An ADA-compliant design was required that maximized the usable footprint while minimizing installation costs.

The challenge was that the California Building Code §11B-228.3 requires two accessible stalls for this project—one van-accessible and one standard accessible.

The solution was to equip two ADA stalls with single-port chargers, while six dual-port chargers were installed for adjacent spaces to reduce trenching and installation costs. The lot was already level, so no regrading was needed to meet the ±2% slope requirement. The project achieved full ADA compliance with a least-cost solution, providing 14 chargers, reducing construction impacts, and ensuring accessibility without unnecessary expense.

Resources

View the five-part training series and get downloadable resources at: isd.lacounty.gov/electric-vehicles-and-charging-stations/.

Questions? Contact the LA County Internal Services Department of Clean Transportation & Energy at evprogram@isd.lacounty.gov.

Important websites:

- CA Building Code (Title 24) Standards: dgs.ca.gov/BSC/Codes
- CALGreen Resources: calgreeninfo.com
- EV Infrastructure Training Program: evitp.org

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