WA SBCC 24-xx-xx BRFW V1

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BFRW Committee V 2025-04-11

SECTION 429 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

429.1 General. The provisions of this section shall apply to the construction of new buildings and accessory structures, including parking lots and parking garages.

Electric vehicle supply equipment (EVSE) shall be installed in accordance with applicable requirements of chapter 19.28 RCW and the National Electrical Code, Article 625.

Exception: Electric vehicle charging infrastructure is not required if any of the following conditions are met:

- 1. There is no public utility or commercial power supply.
- 2. Dwelling units without garages or other on-site parking.

429.2 Electric vehicle (EV) charging infrastructure. Buildings and accessory structures shall be provided with EV charging stations, EV-Ready parking spaces, and EV-capable parking spaces in accordance with Table 429.2. Calculations shall be rounded up to the nearest whole number. Where a building contains more than one occupancy, the electric vehicle charging infrastructure percentages of Table 429.2 shall be applied to the number of spaces required for each occupancy.

Exceptions:

1. Except for Group A, Group E, and Group M occupancies, oOn-site parking with less than 10 parking spaces shall not be required to comply with Section 429.2.

2. Group A, Group E, and Group M occupancies shall comply with one of the following, whichever is greater:

2.1. The provisions of Section 429.2 shall apply only to designated employee parking spaces.

2.2. One of each 200 parking spaces or fraction thereof shall be EV Ready. One of each 200 parking spaces or fraction thereof shall be an EV Charging Station.

TABLE 429.2
ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

OCCUPANCY	NUMBER OF EV CHARGING STATIONS	NUMBER OF EV- READY PARKING SPACES	NUMBER OF EV- CAPABLE PARKING SPACES
Group A, B, E, F, H, I, M, and	10% of total	10% of total parking	10% of total parking
S occupancies	parking spaces	spaces	spaces
Group R occupancies			
Buildings that do not contain more than two dwelling units	Not required	One for each dwelling unit	Not required
Dwelling units with private garages	Not required	One for each dwelling unit	Not required
All other Group B ecoupanoide	10% of total	<u>10%25% 25%</u> of total	40%10% of total parking
All other Group R occupancies	parking spaces	parking spaces	spaces

429.2.1 EV charging stations and EV-Ready parking spaces. A minimum of 40-ampere dedicated 208/240-volt branch circuit shall be installed for each EV Ready parking space and each EV Charging Station. The branch circuits shall terminate at a receptacle outlet or EV charger in close proximity to the proposed location of the EV Ready parking space or the EV Charging Station.

429.2.2 EV-Capable parking spaces. A listed raceway capable of accommodating a minimum of 40-ampere dedicated 208/240-volt branch circuit shall be installed for each EV-Capable parking space. The raceway shall terminate into a cabinet, box or other enclosure in close proximity to the proposed location of the EV-Capable parking space. Raceways and related components that are planned to be installed underground, and in enclosed, inaccessible or concealed areas and spaces, shall be installed at the time of original construction.

Commented [KP1]: This was a TAG requested modification (<u>24-GP1-135-R1</u>)

Commented [KP2]: Although the IBC TAG was not overwhelmingly interested in increasing the EV-ready percentages, The TAG was not in support of rolling back the 2021 EV-ready percentages when reviewing <u>24-GP1-</u> 068-R1.

I would rather see the EV-Capable reduced back to 10% in exchange for leaving EV-Ready at 25% (which is still low)

Also, even since the Group 2 process began, jurisdictions are moving away from EV-capable and doubling down on EV-ready such as in CA example where they will require 1 EV-ready space per dwelling unit in 2026.

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429.3 Electrical room(s) and equipment. Electrical room(s) and/or dedicated electrical equipment shall be sized to accommodate the requirements of all required EV Charging Stations, EV -Ready parking spaces, and EV-Capable barking spaces Section 429.

The electrical service and the electrical system, including any on-site distribution transformer(s), shall have sufficient capacity to simultaneously charge all EVs at all required EV Charging Stations, and EV Ready parking spaces, and EV-Capable parking spaces at a minimum of 40-amperes each.

Exception: Automatic Load Management System (ALMS) may be used to adjust the maximum electrical capacity required for the EV-Ready-and EV-Capable parking spaces. The ALMS must be designed to allocate charging capacity among multiple future EV Charging Stations at a minimum of 16 amperes per EV charger.

429.4 Electric vehicle charging infrastructure for accessible parking spaces. Ten10 percent of the accessible parking spaces, rounded to the next whole number, shall be EV Charging Stations. Additional 10 percent of the accessible parking spaces, rounded to the next whole number, shall be EV Ready. Not fewer than one for each type of EV charging system shall be accessible.

The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of 10 percent of the accessible parking spaces, rounded to the next whole number, are allowed to be included in the total number of electric vehicle parking spaces required under Section 429.2.

SECTION 1106 PARKING AND PASSENGER LOADING FACILITIES

1106.7 Location. Accessible parking spaces shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance. In parking facilities that do not serve a particular building, accessible parking spaces shall be located on the shortest route to an accessible parking facilities that do not serve a particular building, accessible parking spaces shall be located on the shortest route to an accessible parking spaces shall be dispersed and located near the accessible entrances. Wherever practical, the accessible route shall not cross lanes of vehicular traffic. Where crossing traffic lanes is necessary, the route shall be designated and marked as a crosswalk.

Exception.

- 1. In multilevel parking structures, van accessible parking spaces are permitted on one level.
- 2. Accessible parking spaces shall be permitted to be located in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee and user convenience.

Thoughts:

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Few jurisdictions, so encouraging jurisdictions to increase the percentages locally will have little influence.