



**RULE-MAKING ORDER
PERMANENT RULE ONLY**

**CR-103P (December 2017)
(Implements RCW 34.05.360)**

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: July 29, 2021

TIME: 5:05 PM

WSR 21-16-063

Agency: State Building Code Council

Effective date of rule:

Permanent Rules

31 days after filing.

Other (specify) _____ (If less than 31 days after filing, a specific finding under RCW 34.05.380(3) is required and should be stated below)

Any other findings required by other provisions of law as precondition to adoption or effectiveness of rule?

Yes No If Yes, explain:

Purpose: This rule is in response to E3SHB 1257, Chapter 285 Laws of 2019, and addresses WAC 51-50-0427, Amendments to the 2018 International Building Code pertaining to electric vehicle (EV) charging infrastructure. This is a correction to WSR 21-14-074, which inadvertently retained an earlier error in section numbering, placing what should have been Section 429 into 427.

Citation of rules affected by this order:

New: 1
Repealed:
Amended: 1
Suspended:

Statutory authority for adoption: RCW 19.27.077

Other authority: RCW 19.27.031, 19.27.074

PERMANENT RULE (Including Expedited Rule Making)

Adopted under notice filed as WSR 21-03-081 on January 19, 2021 (date).

Describe any changes other than editing from proposed to adopted version: WAC 51-50-0427 is renumbered to WAC 51-50-0429 and all sections are renumbered to align with numbering in the model code. WAC 51-50-0427 will be "Reserved" for possible future use. No other changes were made to the text filed in the CR102. This CR-103P is a correction to WSR 21-14-074, which was unintentionally filed with incorrect section numbers (under WAC 51-50-0427) and overwriting requirements in the model code for medical gas systems which was intended to be retained.

If a preliminary cost-benefit analysis was prepared under RCW 34.05.328, a final cost-benefit analysis is available by contacting:

Name: N/A
Address:
Phone:
Fax:
TTY:
Email:
Web site:
Other:

**Note: If any category is left blank, it will be calculated as zero.
No descriptive text.**

**Count by whole WAC sections only, from the WAC number through the history note.
A section may be counted in more than one category.**

The number of sections adopted in order to comply with:

Federal statute:	New	___	Amended	___	Repealed	___
Federal rules or standards:	New	___	Amended	___	Repealed	___
Recently enacted state statutes:	New	<u>1</u>	Amended	<u>1</u>	Repealed	___

The number of sections adopted at the request of a nongovernmental entity:

New	___	Amended	___	Repealed	___
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The number of sections adopted on the agency's own initiative:

New	___	Amended	___	Repealed	___
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The number of sections adopted in order to clarify, streamline, or reform agency procedures:

New	___	Amended	___	Repealed	___
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The number of sections adopted using:


Negotiated rule making:	New	___	Amended	___	Repealed	___
Pilot rule making:	New	___	Amended	___	Repealed	___
Other alternative rule making:	New	___	Amended	___	Repealed	___

Date Adopted: June 18, 2021

Name: Diane Glenn

Title: Chair, State Building Code Council

Signature:



WAC 51-50-0427 ((Section 427 Electric vehicle charging infrastructure.) Reserved.

~~((427.1 Scope. The provisions of this section shall apply to the construction of new buildings.~~

EXCEPTIONS: 1. Occupancies classified as Group R-3 or Group U.
2. Group A, Group E, or Group M occupancies, except where employee parking spaces are designated. The provisions of Section 427 shall apply only to those designated employee parking spaces.

~~427.2 Required electric vehicle charging infrastructure. Where parking is provided, ten percent of parking spaces shall be provided with electric vehicle charging infrastructure in compliance with Sections 427.3, 427.4 and 427.5. When the calculation of percent served results in a fractional parking space, the applicant shall round up to the next whole number.~~

~~427.3 Electrical room(s). Electrical room(s) serving buildings with on-site parking spaces must be sized to accommodate the potential for electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp, circuit or equivalent electric vehicle charging infrastructure.~~

~~427.4 Electric vehicle charging infrastructure. Electric vehicle charging infrastructure shall meet the following requirements:~~

~~1. A minimum number of 208/240 V 40-amp, circuit or equivalent electric vehicle charging stations required to serve the parking spaces specified in section 427.2. The electric vehicle charging stations shall be located to serve spaces designated for parking and charging electric vehicles.~~

~~2. Additional service capacity, space for future meters, panel capacity or space for additional panels, and raceways for future installation of electric vehicle charging stations. The service capacity and raceway size shall be designed to accommodate the future installation of the number of 208/240 V 40-amp, circuit or equivalent electric vehicle charging stations specified in section 427.2. The raceway shall terminate at spaces designated for parking and charging electric vehicles in the future.~~

~~Where designated electric vehicle charging locations serve exterior on-grade parking spaces that are located more than 4 feet from a building, raceways shall be extended below grade to a pull box in the vicinity of the designated future electric vehicle charging locations or stub above grade in the vicinity of the designated future electric vehicle charging locations, protected from vehicles by a curb or other device.~~

EXCEPTION: In lieu of surface-mounted raceway between the electrical panel and the designated electric vehicle charging locations, it is permitted to provide permanent markings indicating the pathway for future raceway, and one-inch diameter capped sleeves through each wall and floor assembly that are penetrated along that route. This pathway and the locations of capped sleeves shall also be indicated on the electrical plans. Raceway shall be installed for any portion of the pathway located below slabs, below grade, or within floor, wall or roof assemblies.

~~Load management infrastructure may be used to adjust the size and capacity of the required building electric service equipment and circuits on the customer facilities, as well as electric utility owned infrastructure, as allowed by applicable local and national electric codes.~~

~~**427.5 Electric vehicle charging infrastructure for accessible parking spaces.** When electric vehicle charging infrastructure is required, ten percent of accessible parking space, rounded to the next whole number, shall be provided with electric vehicle charging infrastructure. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of ten percent rounded to the next whole number, of the accessible parking spaces are allowed to be included in the total number of electric vehicle parking spaces required under Section 427.2.))~~

NEW SECTION

WAC 51-50-0429 Section 429—Electric vehicle charging infrastructure.

429.1 Scope. The provisions of this section shall apply to the construction of new buildings.

EXCEPTIONS: 1. Occupancies classified as Group R-3 or Group U.
2. Group A, Group E, or Group M occupancies, except where employee parking spaces are designated. The provisions of Section 429 shall apply only to those designated employee parking spaces.

429.2 Required electric vehicle charging infrastructure. Where parking is provided, ten percent of parking spaces shall be provided with electric vehicle charging infrastructure in compliance with Sections 429.3, 429.4 and 429.5. When the calculation of percent served results in a fractional parking space, the applicant shall round up to the next whole number.

429.3 Electrical room(s). Electrical room(s) serving buildings with on-site parking spaces must be sized to accommodate the potential for electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp, circuit or equivalent electric vehicle charging infrastructure.

429.4 Electric vehicle charging infrastructure. Electric vehicle charging infrastructure shall meet the following requirements:

1. A minimum number of 208/240 V 40-amp, circuit or equivalent electric vehicle charging stations required to serve the parking spaces specified in Section 429.2. The electric vehicle charging stations shall be located to serve spaces designated for parking and charging electric vehicles.

2. Additional service capacity, space for future meters, panel capacity or space for additional panels, and raceways for future installation of electric vehicle charging stations. The service capacity and raceway size shall be designed to accommodate the future installation of the number of 208/240 V 40-amp, circuit or equivalent electric vehicle charging stations specified in Section 429.2. The raceway shall terminate at spaces designated for parking and charging electric vehicles in the future.

Where designated electric vehicle charging locations serve exterior on-grade parking spaces that are located more than 4 feet from a building, raceways shall be extended below grade to a pull box in the vicinity of the designated future electric vehicle charging locations or stub above grade in the vicinity of the designated future electric

vehicle charging locations, protected from vehicles by a curb or other device.

EXCEPTION: In lieu of surface-mounted raceway between the electrical panel and the designated electric vehicle charging locations, it is permitted to provide permanent markings indicating the pathway for future raceway, and one-inch diameter capped sleeves through each wall and floor assembly that are penetrated along that route. This pathway and the locations of capped sleeves shall also be indicated on the electrical plans. Raceway shall be installed for any portion of the pathway located below slabs, below grade, or within floor, wall or roof assemblies.

Load management infrastructure may be used to adjust the size and capacity of the required building electric service equipment and circuits on the customer facilities, as well as electric utility owned infrastructure, as allowed by applicable local and national electric codes.

429.5 Electric vehicle charging infrastructure for accessible parking spaces. When electric vehicle charging infrastructure is required, ten percent of accessible parking space, rounded to the next whole number, shall be provided with electric vehicle charging infrastructure. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of ten percent rounded to the next whole number, of the accessible parking spaces are allowed to be included in the total number of electric vehicle parking spaces required under Section 429.2.