

# Public Review Draft

Proposed Addendum i to Standard 189.1-2023

# Standard for the Design of High-Performance Green Buildings Except Low-Rise Residential Buildings

First Public Review (September, 2024)  
(Draft Shows Proposed Changes to Current Standard)

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**(This foreword is not part of this standard. It is merely informative and does not contain requirements necessary for conformance to the standard. It has not been processed according to the ANSI requirements for a standard and may contain material that has not been subject to public review or a consensus process. Unresolved objectors on informative material are not offered the right to appeal at ASHRAE or ANSI.)**

## **Foreword**

This proposed change simplifies the section titles as “non-residential” and “residential”. A new definition has been added for Level 2 and Level 3 EVSE to help clarify the intent of the requirements. This section was previously updated in published addendum c to 189.1-2023 and is provided to the reviewer as a supplemental file.

*[Note to Reviewers: This addendum makes proposed changes to the current standard. These changes are indicated in the text by underlining (for additions) and ~~striketrough~~ (for deletions) except where the reviewer instructions specifically describe some other means of showing the changes. Only these changes to the current standard are open for review and comment at this time. Additional material is provided for context only and is not open for comment except as it relates to the proposed changes.]*

## Addendum i to 189.1-2023

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The following definitions are shown for convenience only, are not being changed, and they are not subject to comment.

**electric vehicle supply equipment (EVSE):** equipment for plug-in power transfer, including the ungrounded, grounded, and equipment grounding conductors; electric vehicle connectors; attachment plugs; personnel protection system; and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

**EV capable space:** a designated parking space to which raceways extend from a building that has the electrical distribution equipment capacity necessary for the future conversion of the parking space to an *EV ready* space.

*Revise and add definitions to Section 3 as follows:*

**electric vehicle supply equipment installed space (EVSE space):** a vehicle parking space that is provided with a dedicated Level 2 or Level 3 EVSE connection.

**EV ready space:** a designated parking space provided with a ~~50-A, 208/240V~~ dedicated branch circuit for Level 2 or Level 3 EVSE. The circuit includes an overcurrent protective device and terminates in a junction box or receptacle outlet located in close proximity to the proposed location of the EV parking spaces.

**Level 2 EVSE:** EV charger capable of providing a 208/240-volt or greater output voltage and 40-ampere (or greater) output current.

**Level 3 EVSE:** DC fast charger capable of providing a 400-volt or greater output voltage and 80-ampere (or greater) output current.

*Modify Section 5.3.7.3.1 and 5.3.7.3.2 as follows:*

### **5.3.7.3 ELECTRIC VEHICLE CHARGING FACILITIES INFRASTRUCTURE**

**5.3.7.3.1 IBC Occupancy Group A, B, E, F, I, M, and S Buildings Non-Residential Occupancies.** Where four or more on-site vehicle parking spaces are provided for International Building Code (IBC) Occupancy Group A, B, E, F, I, M, and S buildings, not less than 4% of the total number of parking spaces or not less than 8% of designated employee only parking spaces shall be *EV ready spaces* or *EVSE* spaces. Not less than 30% of the total number of parking spaces shall be *EV capable spaces*, *EV ready spaces*, or *EVSE* spaces.

#### **Exception to 5.3.7.3.1:**

Parking spaces designated by signage for curbside pick-up, drop-off, or any designated duration of not more than 30 minutes shall be excluded from the total number of on-site parking spaces.

**5.3.7.3.2 IBC Occupancy Group ~~R-1, R-2, and R-4~~ Building Residential Occupancies.** Where four or more on-site vehicle parking spaces are provided for IBC Occupancy Group R-1, R-2, and R-4 buildings, not less than 20% of the total number of parking spaces shall be *EV ready spaces* or *EVSE* spaces. Not less than 75% of the total number of parking spaces shall be *EV capable spaces*, *EV ready spaces*, or *EVSE* spaces.

#### **Exception to 5.3.7.3.2:**

Parking spaces designated by signage for curbside pick-up, drop-off, or any designated duration of not more than 30 minutes shall be excluded from the total number of on-site parking spaces.