# Public Review Draft

**Proposed Addendum q to Standard 189.1-2023**

# Standard for the Design of High-Performance Green Buildings

## Except Low-Rise Residential Buildings

First Public Review (July, 2025)
(Draft Shows Proposed Changes to Current Standard)

This draft has been recommended for public review by the responsible project committee. To submit a comment on this proposed standard, go to the ASHRAE website at www.ashrae.org/standards-research--technology/public-review-drafts and access the online comment database. The draft is subject to modification until it is approved for publication by the Board of Directors and ANSI. Until this time, the current edition of the standard (as modified by any published addenda on the ASHRAE website) remains in effect. The current edition of any standard may be purchased from the ASHRAE Online Store at www.ashrae.org/bookstore or by calling 404-636-8400 or 1-800-727-4723 (for orders in the U.S. or Canada).

**This standard is under continuous maintenance. To propose a change to the current standard, use the change submittal form available on the ASHRAE website, www.ashrae.org.**

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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 addendum clarifies the requirements for electric vehicle charging infrastructure by placing the percentages that specify the required number of parking spaces of various types into a table.

The addendum also removes the EV charging option based on the number of employee-only parking spaces. The project committee believes the existing language is a loophole to the intended requirements for overall EV charging infrastructure based on building occupancy.

These proposed changes are made with respect to previously published Addendum i to 189.1-2023 and Addendum c to 189.1-2023.

***[Note to Reviewers: This addendum makes proposed changes to the current standard. These changes are indicated in the text by underlining (for additions) and ~~strikethrough~~ (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 q to 189.1-2023**

*Modify Section 5.3.7.3 as follows:*

## 5.3.7.3 ELECTIC VEHICLE CHARGING INFRASTRUCTURE

~~**5.3.7.3.1 Non-Residential Occupancies.**~~ Where four or more on-site vehicle parking spaces are provided as part of the *building project,* ~~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 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 space, ~~or~~* and *EVSE* spaces shall be provided as shown in Table 5.3.7.3 as a percentage of the total number of on-site parking spaces. Where *EVSE spaces* are provided, they apply toward the requirements for *EV ready spaces* and *EV capable spaces*. Where *EV ready spaces* are provided, they apply toward the requirement for *EV capable 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.

**Table 5.3.7.3 Required minimum number of EV spaces**

| Building Occupancy | *EVSE Spaces* | *EV Ready Spaces* | *EV Capable Spaces* |
|---|---|---|---|
| Group A, B, E, F, I, M, and S Occupancies | 0% | 4% | 30% |
| Group R-1, R-2, and R-4 Occupancies | 0% | 20% | 75% |

~~**5.3.7.3.2 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.~~

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The following definitions are shown below the line, are for reviewer convenience only, and are not being changed, and are not part of this addendum.

***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.

***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 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*.

***EV ready space:*** a designated parking space provided with a 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.