

DSA CODE AMENDMENT DEVELOPMENT

TRACKING

Date Received:
DSA Tracking Number: ITEM 11B.13
Date Reviewed: 07/23/2020
Status: Final Submittal

APPLICABLE CODE

Applicable Code Section(s): Chapter 11B, Section 11B-228.3.2
Topic: Scoping for EVCS

CURRENT CODE LANGUAGE:

11B-228.3.2 Minimum number. EVCS complying with Section 11B-812 shall be provided in accordance with Section 11B-228.3.2. Where EVCS are provided in more than one facility on a site, the number of EVCS complying with Section 11B-228.3.2 provided on the site shall be calculated according to the number required for each facility. Where an EV charger can simultaneously charge more than one vehicle, the number of EV chargers provided shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

Exceptions:

1. EVCS not available to the general public and intended for use by a designated vehicle or driver shall not be required to comply with Section 11B-228.3.2. Examples include, but are not limited to, EVCS serving public or private fleet vehicles and EVCS assigned to an employee.
2. In public housing facilities, EVCS intended for use by an EV owner or operator at their residence shall not be required to comply with Section 11B-228.3.2.

SUGGESTED TEXT OF PROPOSED AMENDMENT:

11B-228.3.2 Minimum number. EVCS complying with Section 11B-812 shall be provided in accordance with Section 11B-228.3.2 for each combination of charging level and EV connector type integral to the EV charger. Each combination of charging level (AC Level 1, AC Level 2, DC Fast Charge) and EV connector type shall be considered as a facility. Where EVCS are provided in more than one facility on a site, the number of EVCS complying with Section 11B-228.3.2 provided on the site shall be calculated according to the number required for each facility. In public housing facilities, EVCS provided for common use of residents shall comply with Section 11B-228.3.2. Where an EV charger can simultaneously charge more than one vehicle, the number of EV chargers provided shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

Exceptions:

1. EVCS not available to the general public and intended for use by a designated vehicle or driver shall not be required to comply with Section 11B-228.3.2. Examples include, but are not limited to, EVCS serving public or private fleet vehicles and EVCS assigned to an employee.
2. In public housing facilities, EVCS intended for use by an EV owner or operator at their residence shall not be required to comply with Section 11B-228.3.2.

Note: Electric vehicle charging provided in newly constructed facilities are also subject to the California Green Building Standards Code.

CODE TEXT IF ADOPTED:

11B-228.3.2 Minimum number. EVCS complying with Section 11B-812 shall be provided in accordance with Section 11B-228.3.2 for each combination of charging level and EV connector type integral to the EV charger. Each combination of charging level (AC Level 1, AC Level 2, DC Fast Charge) and EV connector type shall be considered as a facility. Where EVCS are provided in more than one facility on a site, the number of EVCS complying with Section 11B-228.3.2 provided on the site shall be calculated according to the number required for each facility. In public housing facilities, EVCS provided for common use of residents shall comply with Section 11B-228.3.2. Where an EV charger can simultaneously charge more than one vehicle, the number of EV chargers provided shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

Exceptions:

1. EVCS not available to the general public and intended for use by a designated vehicle or driver shall not be required to comply with Section 11B-228.3.2. Examples include, but are not limited to, EVCS serving public or private fleet vehicles and EVCS assigned to an employee.
2. In public housing facilities, EVCS intended for use by an EV owner or operator at their residence shall not be required to comply with Section 11B-228.3.2.

Note: Electric vehicle charging provided in newly constructed facilities are also subject to the California Green Building Standards Code.

STATEMENT OF REASONS:

The Division of the State Architect has received comments from building officials and had discussions with electric vehicle charging station providers where it was suggested that lower charging level electric vehicle charging stations may be provided at accessible charging stations when higher level charging is provided at the rest of the charging stations in a facility. These suggestions are contrary to state and federal law which require accessibility at each new or altered facility. Current code language requires accessible charging stations at each facility. The Division of the State Architect is proposing clarifying language in Section 11B-228.3.2 to indicate that each combination of charging level and connector type provided constitutes a facility.

The Division of the State Architect is also proposing to amend this section to provide for accessible electric vehicle charging stations to clarify the requirements for charging stations located in public housing facilities.

CBSC-CAC Action: Further Study

DSA Response to CAC: Accept

The Division of the State Architect has additionally studied this item and has amended this proposal in response to public and committee comments. These comments indicate the lack of specific designations of "charging level" renders the language vague and subject to various interpretations. In response, the proposal has been amended to identify the three current designations of electric vehicle charging levels as: AC Level 1, AC Level 2, and DC Fast Charge. Should additional designations of charging levels enter into use in the future, the Division of the State Architect will revisit the specified designations and propose amendments as warranted.

DSA COMMENTS:



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Date Received:
DSA Tracking Number: ITEM 11B.27
Date Reviewed: 07/23/2020
Status: Final Submittal

APPLICABLE CODE

Applicable Code Section(s): Chapter 11B, Section 11B-502.3
Topic: Access Aisle – Shared Use Between Acc. Parking and Acc. EVCS

CURRENT CODE LANGUAGE:

11B-502.3 Access aisle. Access aisles serving parking spaces shall comply with *Section 11B-502.3*. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle.

SUGGESTED TEXT OF PROPOSED AMENDMENT:

11B-502.3 Access aisle. Access aisles serving parking spaces shall comply with *Section 11B-502.3*. Access aisles shall adjoin an accessible route. Two parking spaces or one parking space and one electric vehicle charging space shall be permitted to share a common access aisle.

CODE TEXT IF ADOPTED:

11B-502.3 Access aisle. Access aisles serving parking spaces shall comply with *Section 11B-502.3*. Access aisles shall adjoin an accessible route. Two parking spaces *or one parking space and one electric vehicle charging space* shall be permitted to share a common access aisle.

STATEMENT OF REASONS:

Current California Building Code requirements do not directly address whether an accessible parking space and an accessible electric vehicle charging station may share an access aisle. Currently, California Building Code Section 11B-812.7.2 prohibits use of the "...blue color required for identification of access aisles for accessible parking..." – this language suggests shared use of the access aisle is not permitted.

The Division of the State Architect is not aware of any detriment to the shared use of the access aisle between an accessible parking space and an accessible electric vehicle charging station. The Division of the State Architect is proposing to explicitly state the access aisle may be shared, and the access aisle must be marked consistent with the requirements for access aisles at accessible parking spaces (Section 11B-502.3.3) – not access aisles at accessible electric vehicle charging spaces (Section 11B-812.7.2).

CBSC-CAC Action: Approve as Submitted
DSA Response to CAC: Accept

DSA COMMENTS:

DSA CODE AMENDMENT DEVELOPMENT

TRACKING

Date Received:
DSA Tracking Number: ITEM 11B.44
Date Reviewed: 07/23/2020
Status: Final Submittal

APPLICABLE CODE

Applicable Code Section(s): Chapter 11B, Section 11B-812.7
Topic: Access Aisle – Shared Use Between Acc. Parking and Acc. EVCS

CURRENT CODE LANGUAGE:

11B-812 Electric vehicle charging stations

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11B-812.7 Access aisle. Access aisles shall adjoin an accessible route. Two vehicle spaces shall be permitted to share a common access aisle. Access aisles shall be 60 inches (1524 mm) wide minimum and shall extend the full required length of the vehicle spaces they serve.

11B-812.7.1 Location. Access aisles at vehicle spaces shall not overlap the vehicular way and may be placed on either side of the vehicle space they serve except for van accessible spaces which shall have access aisles located on the passenger side of the vehicle spaces.

11B-812.7.2 Marking. Access aisles at vehicle spaces shall be marked with a painted borderline around their perimeter. The area within the borderlines shall be marked with hatched lines a maximum of 36 inches (914 mm) on center. The color of the borderlines, hatched lines, and letters shall contrast with that of the surface of the access aisle. The blue color required for identification of access aisles for accessible parking shall not be used. Access aisle markings may extend beyond the minimum required length.

SUGGESTED TEXT OF PROPOSED AMENDMENT:

11B-812 Electric vehicle charging stations

...

11B-812.7 Access aisle. Access aisles shall adjoin an accessible route. Two vehicle spaces or one parking space and one electric vehicle charging space shall be permitted to share a common access aisle. Access aisles shall be 60 inches (1524 mm) wide minimum and shall extend the full required length of the vehicle spaces they serve.

11B-812.7.1 Location. Access aisles at vehicle spaces shall not overlap the vehicular way and may be placed on either side of the vehicle space they serve except for van accessible spaces which shall have access aisles located on the passenger side of the vehicle spaces.

Exception: Where four or fewer total EVCS are provided within a facility, the access aisle for non-angled van accessible spaces may be located on either the driver or passenger side of the vehicle space.

11B-812.7.2 Marking. Access aisles at vehicle spaces shall be marked with a painted borderline around their perimeter. The area within the borderlines shall be marked with hatched lines a maximum of 36 inches (914 mm) on center. The color of the borderlines, hatched lines, and letters

shall contrast with that of the surface of the access aisle. The blue color required for identification of access aisles for accessible parking shall not be used. Access aisle markings may extend beyond the minimum required length.

Exception: *Where one parking space and one electric vehicle charging space share an access aisle, access aisle marking shall comply with Section 11B-502.3.3 and shall not be required to comply with Section 11B-812.7.2.*

CODE TEXT IF ADOPTED:

11B-812 Electric vehicle charging stations

...

11B-812.7 Access aisle. *Access aisles shall adjoin an accessible route. Two vehicle spaces or one parking space and one electric vehicle charging space shall be permitted to share a common access aisle. Access aisles shall be 60 inches (1524 mm) wide minimum and shall extend the full required length of the vehicle spaces they serve.*

11B-812.7.1 Location. *Access aisles at vehicle spaces shall not overlap the vehicular way and may be placed on either side of the vehicle space they serve except for van accessible spaces which shall have access aisles located on the passenger side of the vehicle spaces.*

Exception: *Where four or fewer total EVCS are provided within a facility, the access aisle for non-angled van accessible spaces may be located on either the driver or passenger side of the vehicle space.*

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Exception: *Where one parking space and one electric vehicle charging space share an access aisle, access aisle marking shall comply with Section 11B-502.3.3 and shall not be required to comply with Section 11B-812.7.2.*

STATEMENT OF REASONS:

Current California Building Code requirements do not directly address whether an accessible parking space and an accessible electric vehicle charging station may share an access aisle. Currently, California Building Code Section 11B-812.7.2 prohibits use of the "...blue color required for identification of access aisles for accessible parking..." – this language suggests shared use of the access aisle is not permitted.

The Division of the State Architect is not aware of any detriment to the shared use of the access aisle between an accessible parking space and an accessible electric vehicle charging station. The Division of the State Architect is proposing to explicitly state the access aisle may be shared, and the access aisle must be marked consistent with the requirements for access aisles at accessible parking spaces (Section 11B-502.3.3) – not access aisles at accessible electric vehicle charging spaces (Section 11B-812.7.2).

CBSC-CAC Action: Approve as Submitted

DSA Response to CAC: Accept

DSA COMMENTS:

California Building Code Section 11B-502.3.3:

11B-502.3.3 Marking. Access aisles shall be marked with a blue painted borderline around their perimeter. The area within the blue borderlines shall be marked with hatched lines a maximum of 36 inches (914 mm) on center in a color contrasting with that of the aisle surface, preferably

blue or white. The words "NO PARKING" shall be painted on the surface within each access aisle in white letters a minimum of 12 inches (305 mm) in height and located to be visible from the adjacent vehicular way. Access aisle markings may extend beyond the minimum required length.