

WAC 51-50-0429 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, on-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 S occupancies	10% of total parking spaces	10% of total parking spaces	10% of total parking 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 R occupancies	10% of total parking spaces	25% of total parking spaces	10% of total parking 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.

429.3 Electrical room(s) and equipment. Electrical room(s) and/or dedicated electrical equipment shall be sized to accommodate the requirements of 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, 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. Ten 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.

[Statutory Authority: RCW 19.27.031 and 19.27.074. WSR 22-13-094, 23-12-103, and 23-20-023, § 51-50-0429, filed 6/14/22, 6/7/23, and 9/25/23, effective 3/15/24. Statutory Authority: RCW 19.27.077, 19.27.031 and 19.27.074. WSR 21-16-063, § 51-50-0429, filed 7/29/21, effective 8/29/21.]