



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Karen Gridley

Date: 5/7/2024

Email address: karen.gridley@state.mn.us

Model Code: 2024 IBC

Telephone number: 651-284-5877

Code or Rule Section: IBC 1107

Firm/Association affiliation, if any: CCLD

Topic of proposal: EVCS exemption & dispersion

Code or rule section to be changed: IBC 1107.2 Exception 1 and 1107.2.2. **(Modifies ACC-02.1)**

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

Yes. change language contained the model code book? If so, list section(s).

This would change IBC Section 1107 Motor-Vehicle-Related Facilities

change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

delete language contained in the model code book? If so, list section(s).

delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

Yes. add new language that is not found in the model code book or in Minnesota Rule.

This would add the new language developed in the Electric Vehicle Charging Station TAG for Accessible EVCS

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

Yes. Statute 326B.106 Sec. 31 Subd. 16, and 326B.103 Subd 6a, 6b, 6c Definitions. In May of 2023 the state legislature enacted legislation to add to the state building code a minimum number of EV charging facilities in new commercial and multi-family housing structures that provide on-site parking facilities. A TAG was established to draft the code requirements in order to implement the legislation, which includes Accessibility requirements related to Electrical Vehicle Charging Stations. The proposed language being submitted for the 2026 MN1341 rulemaking is the result of the language developed for the Electric Vehicle Charging Station TAG, which should be relocated from the draft Energy Code to the Accessibility Code.

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~strikethrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

**SECTION 1107
MOTOR-VEHICLE-RELATED FACILITIES**

1107.1 General. Electrical vehicle charging stations shall comply with Section 1107.2 and ANSI A117.1 Section 502.11. Fuel-dispensing systems shall comply with Section 1107.3.

1107.2 Electrical vehicle charging stations. Electrical vehicle charging stations shall comply with Sections 1107.2.1 and 1107.2.2.

Exceptions:

1. Electrical vehicle charging stations provided to serve ~~Group R-3 and R-4 occupancies~~ residential structures with fewer than four dwelling units or sleeping units are not required to comply with this section.
2. Electrical vehicle charging stations used exclusively by buses, trucks, other delivery vehicles, law enforcement vehicles and motor pools are not required to comply with this section.

1107.2.1 Number of accessible vehicle spaces. At least 5 percent, but not less than one, of the vehicle spaces served by electrical vehicle charging systems shall be accessible for each combination of charging level and connector type. The accessible spaces shall comply with the accessibility requirements of ANSI A117.1 Section 502.11. ~~Where Electric Vehicle Service Equipment is installed in on-site parking facilities, Accessible EVSE-Installed Spaces shall be provided in compliance with Table 1107.2.1 and comply with the accessibility requirements of ANSI A117.1 Section 502.11.~~

~~Where an EVSE-Installed Space is not provided but EV-Capable spaces are provided, and the parking facility has 5 or more parking spaces, Accessible EV-Capable Space shall be provided in compliance with Table 1107.2.1 The accessible EV-Capable Space is permitted to be adjacent to an accessible parking space and access aisle.~~

Table 1107.2.1

Number of Accessible Vehicle Spaces

	<u>EVSE-Capable Accessible</u>
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<u>EVSE-Installed Accessible Space Requirements</u>		<u>Space Requirements</u>
<u>Total number of Parking Spaces in Parking Facility (including EV spaces)</u>	<u>Minimum number of EVSE-Installed Spaces</u>	<u>Minimum number of EVSE-Capable Spaces</u>
<u>5-25</u>	<u>±</u>	<u>±</u>
<u>26-150</u>	<u>±</u>	<u>±</u>
<u>151-500</u>	<u>≥</u>	<u>≥</u>
<u>501+</u>	<u>2+5 percent of the total number of spaces above 500</u>	<u>2+5 percent of the total number of spaces above 500</u>

1107.2.2 Vehicle Space Size. ~~Accessible vehicle spaces shall comply with the requirements for a van accessible parking space that is 132 inches (3350 mm) minimum in width with an adjoining access aisle that is 60 inches (1525 mm) minimum in width.~~

Dispersion in Parking Areas. Where an electric vehicle charging system is located in more than one area of a parking facility an accessible electrical vehicle charging space shall be provided for each combination of charging level and connector type provided in each area.

1107.2.2.1 Accessible Route from Electric Vehicle Charging System Areas. Where the same type of electric vehicle charging system is located in more than one area of a parking facility, a minimum of one area with that type shall be located on an accessible route to an accessible building entrance. Where electric vehicle charging system areas includes multiple types of electric vehicle charging systems, a minimum of one area having each type shall be located on an accessible route to an accessible building entrance.

Exception: Where the parking facility does not serve a particular building, an accessible route shall be provided to an accessible pedestrian exit from the parking facility, or to the public right of way from a minimum of one area having each type of electric vehicle charging system.

1107.3 Fuel-dispensing systems. Fuel-dispensing systems shall ~~be accessible.~~ comply with ANSI A117.1 Section 309.

(The following language is to be located in the ANSI A117.1 portion of the MN Accessibility Code, Section 502.11.)

502.11 Electrical vehicle charging stations shall comply with Section 502.11.

502.11.1 Vehicle Space Size. Accessible vehicle charging spaces shall be 132 inches (11 feet) minimum wide and 240 inches (20 feet) minimum long.

Exceptions:

1. Where the drive aisle behind the accessible vehicle charging space is striped in a similar manner as the access aisle for the full width of the parking stall and the adjacent access aisle, the parking stall length may be reduced to not less than 18 feet.
2. Where a minimum 4-foot-wide accessible route is provided at the head end of the parking stall, at the same level as the parking surface, and equipped with barriers to prevent vehicles from encroaching into the required space, the parking stall may be reduced to not less than 18 feet.

502.11.2 Vehicle Space Marking. Accessible vehicle charging spaces shall be marked to define the width. Where vehicle spaces are marked with lines, the width measurements of vehicle spaces and adjacent access aisles shall be made from the centerline of the markings.

Exception: Where vehicle spaces or access aisles are not adjacent to another vehicle space or access aisle, measurements shall be permitted to include the full width of the line defining the vehicle space or access aisle.

502.11.3 Access Aisle. Accessible vehicle charging spaces shall have an adjoining access aisle complying with Section 502.11.3.

502.11.3.1 Location. Access aisles shall adjoin an accessible route. Two vehicle charging spaces shall be permitted to share a common access aisle. Access aisles shall not overlap with the vehicular way. Vehicle charging spaces shall be permitted to have access aisles placed on either side of the vehicle charging space.

502.11.3.2 Width. Access Aisles serving accessible vehicle charging spaces shall be 60 inches minimum in width.

502.11.3.3 Length. Access aisles shall extend the full length of the vehicle charging space they serve.

502.11.3.4 Marking. Access aisles shall be marked so as to discourage parking in them and be provided with the designation “no parking.” The “no parking” designation shall be provided on a vertically posted sign centered at the head end of the access aisle a maximum of 96 inches from the head of the access aisle. Where access aisles are marked with lines, the width measurements of access aisles and adjacent vehicle charging spaces shall be made from the centerline of the markings.

Exceptions:

1. A vertically posted sign indicating no parking shall not be required where the sign would obstruct a curb ramp or accessible pedestrian route. In this case, the no parking designation shall be provided on the surface of the access aisle.

2. A vertically posted sign indicating no parking shall not be required where parking spaces and access aisles are enclosed or otherwise protected from the elements. In this case, the no parking designation shall be provided on the surface of the access aisle.

3. Where access aisles or vehicle spaces are not adjacent to another access aisle or vehicle space, measurements shall be permitted to include the full width of the line defining the access aisle or parking space.

502.11.4 Encroachment. The access aisle shall be free and clear of all obstructions.

Exception: Equipment and other obstructions are permissible within 30 inches of the head-end and foot-end of the access aisle provided that obstructions do not encroach the minimum width of an accessible route or impede access to charging equipment.

502.11.5 Ground Surface. Accessible vehicle charging spaces and access aisles shall be stable, firm and of slip resistant materials, and shall have surface slopes not steeper than 1:48. Access aisles shall be at the same level as the accessible vehicle charging spaces they serve.

502.11.6 Identification. Accessible EVSE-Installed Spaces shall be identified by a sign that includes the phrases “Designed for Disability Access” along with “Please be courteous.” The words shall be permitted to be either on separate signs or placed together on a single sign. Signs shall be vertically posted and be within 12 inches of the centerline of the width of the space at the head end of the accessible vehicle charging space a maximum of 96 inches (2440 mm) from the head of the parking space, and be mounted 60 inches (1525 mm) minimum and 66 inches (1676 mm) maximum above the floor of the parking space, measured to the bottom of the lowest sign.

Exceptions:

1. A vertically posted sign shall not be required where the sign would obstruct a curb ramp or accessible pedestrian route. In this case, the designation shall be provided on the surface of the Accessible vehicle charging space.

2. A vertically posted sign shall not be required where vehicle spaces and access aisles are enclosed or otherwise protected from the elements. In this case, the designation shall be provided on the surface of the accessible vehicle charging space.

3. Parallel vehicle charging spaces shall have a vertically posted sign located on the side, at the head end of the parking space.

4. Accessible signage not required where only one EVSE charging facility is provided.

502.11.7 Accessible route. An accessible route complying with Chapter 4 of the Minnesota Accessibility Code shall be provided that connects the access aisles serving Accessible vehicle charging stalls to the clear floor or ground space at the accessible EVSE charger, and from the clear floor or ground space at EVSE charger to an accessible building entrance within the same site. Where EVSE charging stations are within covered or enclosed parking structures a minimum vertical clearance of 98 inches shall be maintained throughout the vehicular route to the accessible vehicle charging space and access aisle.

Exception: In installations on existing sites where it is technically infeasible to provide a fully compliant accessible route to an accessible building entrance due to existing site constraints, an accessible route to an accessible building entrance shall be provided to the maximum extent technically feasible.

502.11.8 Operable parts. Operable parts on EVSE chargers including, but not limited to, the connector, card readers, electronic user interfaces, switches and buttons including the emergency start/stop button shall comply with Sections 502.11.8.

502.11.8.1 Clear Floor Space. A clear floor space complying with A117.1 Section 305 of the Minnesota Accessibility Code shall be provided on the user interface side of the equipment.

502.11.8.2 Height. Operable parts shall be placed within one or more of the reach ranges specified in Section 308 of the Minnesota Accessibility Code. The height to the operable parts shall be measured from the surface of the clear floor space adjacent to the user interface side of the equipment.

502.11.9 Charging Cables. The EVSE shall include design features that prevent cable slack from accumulating on the ground.

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

No

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)
2. **The MN state legislature enacted legislation to add to the state building code a minimum number of EV charging facilities in new commercial and multi-family housing structures that provide on-site parking facilities, which will includes Accessibility requirements related to Electrical Vehicle Charging Stations because per MN Accessibility Code Scoping Section 1103.1, Sites, facilities, elements and spaces shall be accessible to individuals with disabilities.**
3. Why is the proposed code change a reasonable solution?
It is reasonable because it ensures a minimum number of electrical vehicle charging stations in on-site parking facilities will be accessible to individuals with disabilities.
4. What other factors should the TAG consider?
The draft proposed language is taken from the draft guidelines prepared by the U.S. Access Board, and also aligns with guidelines published by the MN Pollution Control Agency in partnership with MN DOT and MN Department of Administration. The previous MN guidelines were drafted in effort to support the Governor's goals that 20% of the vehicles on the roads in MN will be EV's by 2030, and to ensure that the EV charging stations provided to meet this goal have a minimum level of accessibility for persons with disabilities.

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

There will be a cost increase due to adding electric vehicle charging stations in general to a site, however that cost is due to the new language in the draft Energy Code, not due to the accessibility criteria proposed for the MN Accessibility Code. There may be minor costs associated with this draft Accessibility criteria to include curb ramps connecting the access aisle to the charging equipment location and to the Accessible route.

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

Any increased cost will be offset by the benefit of increasing safe means of access to the EVCS for persons with disabilities to participate fully in the community.

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.
Government units, land developers, landlords of multi-family housing and businesses will bear the cost to include Accessibility features at EVCS.
4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.
No
5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.
No

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

Government units, land developers, landlords of multi-family housing and businesses.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

The alternative is the original model code language which does not provide guidelines for quantity or design of the accessibility features that need to be in place in order for the spaces to function properly for persons with disabilities.

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

The consequences of not adopting this code change is lack of uniform enforcement, or no enforcement at all.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

The draft proposed language is taken from the draft guidelines prepared by the U.S. Access Board, and also aligns with guidelines published by the MN Pollution Control Agency in partnership with MN DOT and MN Department of Administration. The previous MN guidelines were drafted in effort to support the Governor's goals that 20% of the vehicles on the roads in MN will be EV's by 2030, and to ensure that the EV charging stations provided to meet this goal have a minimum level of accessibility for persons with disabilities.

***Note: Incomplete forms may be returned to the submitter with instruction to complete the form. Only completed forms can considered by the TAG.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Mara Peterson

Date: 05/02/2024

Email address: Mara_Quarve@yahoo.com

Model Code: ANSI A117.1

Telephone number: 612-709-2498

Code or Rule Section: 502.4.4

Firm/Association affiliation, if any: JQP, Inc.

Topic of proposal: "No Parking"

Code or rule section to be changed: 502.4.4

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

change language contained the model code book? If so, list section(s).

Changes an existing MN amendment to model code language in 502.4.4. The proposed code language is still differs from model code language.

change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

delete language contained in the model code book? If so, list section(s).

delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

add new language that is not found in the model code book or in Minnesota Rule.

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

No

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~strikethrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

502.4.4 Marking.

Access aisles shall be marked so as to discourage parking in them and be provided with the designation “no parking”. The “no parking” designation shall be provided on a sign centered at the head end of the access aisle a maximum of 96 inches (2440 mm) from the head of the access aisle, and be mounted 60 inches (1525 mm) minimum and ~~66 72~~ 72 inches (1828 mm) maximum above the floor of the access aisle, measured to the bottom of the sign. Where access aisles are marked with lines, the width measurements of access aisles and adjacent parking spaces shall be made from the centerline of the markings.

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

502.7

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)
 - The increase in the upper end of the sign mounting height is to provide a wider range for sign installation vs. the current 6” field. The upper limit of the mounting height is a MN specific amendment; ADA and ANSI 117.1 only require a minimum height of 60” for signs at accessible parking spaces, there is not upper limit. By increasing the range to 12” from the current 6” the goal is to increase compliance at the time of installation while still providing signs at a viewable height.
2. Why is the proposed code change a reasonable solution?

It is an incremental increase in the height range that is still more restrictive than model code language.

3. What other factors should the TAG consider?

The incorrect mounting height of the sign designating accessible parking spaces is one of the most frequently occurring issues we identify at existing sites, especially if the signs are not installed on the same level as the parking surface (up on a curb, on the back side of a sidewalk or within landscaping). A 6” field can be difficult for installers to hit and seems unnecessarily restrictive when the model codes do not have a maximum height for signs designating accessible parking.

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

There will be not cost change.

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

NA

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.

NA

4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.

No

5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.

No

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

All who provide or inspect parking.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

There is not an alternative.

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

There are no additional costs to not accepting this code change.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

This is related to the model code language for signs designating accessible parking spaces, but the model codes do not require the “no parking” signs at aisles (even for van accessible parking spaces utilizing the 8’ wide aisle).

Model code language from ANSI A117.1 502.7 and 2010 ADA Standards for Accessible Design 502.6 both specify “signs shall be 60” above the floor of the parking space, measured to the bottom of the sign”. They do not specify a maximum height.

***Note: The information you provide in this code change proposal form is considered Public Data and used by the TAG to consider your proposed modification to the code. Any code change proposal form submitted to DLI may be reviewed at public TAG meetings and used by department staff and the Office of Administrative Hearings to justify the need and reasonableness of any proposed rule draft subject to administrative review and is available to the public.

****Note: Incomplete forms will be returned to the submitter with instruction to complete the form. Only completed forms will be accepted and considered by the TAG. The submitter may be asked to provide additional information in support of the proposed code change.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Mara Peterson

Date: 05/02/2024

Email address: Mara_Quarve@yahoo.com

Model Code: ANSI A117.1

Telephone number: 612-709-2498

Code or Rule Section: 502.7

Firm/Association affiliation, if any: JQP, Inc.

Topic of proposal: Accessible Parking Identification

Code or rule section to be changed: 502.7

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

change language contained the model code book? If so, list section(s).

Changes an existing MN amendment to model code language in 502.7. The proposed code language is still differs from model code language.

change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

delete language contained in the model code book? If so, list section(s).

delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

add new language that is not found in the model code book or in Minnesota Rule.

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

No

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~strikethrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

502.7 Identification. Accessible parking spaces shall be identified by nonmovable signs complying with Minnesota Statutes, Section 169.346, and include the International Symbol of Accessibility complying with Section 703.6.3.1. Where all accessible parking spaces do not provide a minimum vertical clearance of 98 inches (2490 mm), signs identifying van parking spaces shall contain the designation “van accessible.” Where the “van accessible” designating is added as a separate sign it shall be mounted below the sign containing the International Symbol of Accessibility. Signs shall be centered at the head end of the parking space a maximum of 96 inches from the head of the parking space, and be mounted 60 inches (1525 mm) minimum and ~~66~~ 72 inches (~~1676~~ 1828 mm) maximum above the floor of the parking space, measured to the bottom of the lowest sign.

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

502.4.4

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)
 - Adding the word “nonmovable” comes from the MN statute referenced. In the field one of the most common responses we get when stating that the sign can’t be movable is “it doesn’t say that in the ADA” or “it doesn’t say that in the building code”. Adding the phrase within the code will hopefully lead to less confusion and increased compliance.
 - Requiring the “van accessible” designation to be mounted below the sign identifying the accessible parking space provides clarification and consistency for mounting heights.
 - The increase in the upper end of the sign mounting height is to provide a wider range for sign installation vs. the current 6” field. The upper limit of the mounting height is a MN specific amendment; ADA and ANSI 117.1 only require a minimum height of 60” for signs at accessible parking spaces, there is not upper limit. By increasing the range to 12” from the current 6” the goal is to increase compliance at the time of installation while still providing signs at a viewable height.
 - Adding “of the lowest sign” reduces confusion about mounting height requirements at locations where “van accessible” signs have been provided. The phrase is same language used in the proposed 502.11.6 for EV Charging Spaces.
2. Why is the proposed code change a reasonable solution?

Adding the word “nonmovable” is already a requirement based on the referenced statute, it is just adding the word within the code to reduce confusion.

It is an incremental increase in the height range that is still more restrictive than model code language.

Indicating the measurement is the lowest signs eliminates confusion.

3. What other factors should the TAG consider?

The incorrect mounting height of the sign designating accessible parking spaces is one of the most frequently occurring issues we identify at existing sites, especially if the signs are not installed on the same level as the parking surface (up on a curb, on the back side of a sidewalk or within landscaping). A 6” field can be difficult for installers to hit and seems unnecessarily restrictive when the model codes do not have a maximum height.

The current 60”-66” range first appeared as a MN amendment to ANSI A117.1 in 2007. Prior to 2007 when the MN Accessibility Code was based on ADAAG, there was a 12” range (48”-60”).

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

There will be not cost change.

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

NA

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.

NA

4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.

No

5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.

No

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

All who provide or inspect parking.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

There is not an alternative.

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

There are no additional costs to not accepting this code change.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

Model code language from ANSI A117.1 502.7 and 2010 ADA Standards for Accessible Design 502.6 both specify "signs shall be 60" above the floor of the parking space, measured to the bottom of the sign". They do not specify a maximum height.

A review of sign mounting heights from other states that frequently amend model codes includes:

- California- 60" minimum with an exception that signs located within a circulation path be 80" minimum. (11B-502.6)
- Florida- "placed on or at least 60" above the finished floor or ground surface measured to the bottom of the sign..." (502.6.1)
- Massachusetts- "such signs shall be permanently located at a height of not less than 5', nor more than 8' to the top of the sign. (23.6.4)
- Texas- 60" minimum (502.6)

***Note: The information you provide in this code change proposal form is considered Public Data and used by the TAG to consider your proposed modification to the code. Any code change proposal form submitted to DLI may be reviewed at public TAG meetings and used by department staff and the Office of Administrative Hearings to justify the need and reasonableness of any proposed rule draft subject to administrative review and is available to the public.

****Note: Incomplete forms will be returned to the submitter with instruction to complete the form. Only completed forms will be accepted and considered by the TAG. The submitter may be asked to provide additional information in support of the proposed code change.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Mara Peterson

Date: 05/01/2024

Email address: Mara_Quarve@yahoo.com

Model Code: ANSI A117.1

Telephone number: 612-709-2498

Code or Rule Section: 502.11

Firm/Association affiliation, if any: JQP, Inc.

Topic of proposal: EV Charging Stations

Code or rule section to be changed: 502.11

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

- change language contained the model code book? If so, list section(s).
Change language in ANSI A117.1 Section 502.11 (language developed in the Electric Vehicle Charging Station TAG)
- change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).
- delete language contained in the model code book? If so, list section(s).
- delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).
- add new language that is not found in the model code book or in Minnesota Rule.

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

Yes. Statute 326B.106 Sec. 31 Subd. 16 and 326B.103 Subd 6a, 6b, 6c. (See code change proposal Acc-02 from Karen Gridley.)

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~strikethrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

502.11.3.1 Location. Access aisles shall adjoin an accessible route. Two vehicle charging spaces shall be permitted to share a common access aisle. Access aisles shall not overlap with the vehicular way. Vehicle charging spaces shall be permitted to have access aisles placed on neither side of the vehicle charging space. Where angled spaces are provided a minimum of 1 shall have the aisle located to the passenger side of the vehicle space.

502.11.6 Identification. Accessible EVSE-Installed Spaces shall be identified by a sign that include ~~the phrases “Designated for Disability Access” along with “Please be courteous”~~ the International Symbol of Accessibility complying with Section 703.6.3.1 and the phrase “Use Last”. The words shall be permitted to be either on separate signs or placed together on a single sign. Signs shall be vertically posted and be within 12 inches of the centerline of the width of the space at the head end of the accessible vehicle charging space a maximum of 96 inches (2440 mm) from the head of the parking space, and be mounted 60 inches (1525 mm) minimum and ~~66 inches (1676 mm)~~ 72 inches maximum above the floor of the parking space, measured to the bottom of the lowest sign.

Exceptions:

3. Parallel vehicle charging spaces shall have a vertically posted sign located on the side, at the head end of the parking vehicle space.

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.
No

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)
- The additional specification for the angled spaces is to be consistent with the current requirements for angled van parking spaces. With the aisle only 5' wide there is not sufficient space to deploy a ramp from a vehicle. While it may not be common for angled spaces to be provided for EV charging currently, we don't know what future designs may include.
 - The change from “Please be courteous” to “use last” is to be consistent with the language recommended by the US Access Board *Design Recommendations for Accessible Vehicle Charging Stations* [8/11/2022].
 - The increase in the upper end of the sign mounting height is to provide a wider range for sign installation vs. the current 6” field. The upper limit of the mounting height is a MN specific amendment; ADA and ANSI 117.1 only require a minimum height of 60” for signs at accessible parking spaces, there is not upper limit. By increasing the range to 12” from the current 6” the goal is to increase compliance at the time of installation while still providing signs at a viewable height. *(An additional code change proposal will be provided for 502.7 for the same increase.)*
 - The change to Exception 3 is editorial; these are not considered “parking” spaces.

2. Why is the proposed code change a reasonable solution?

These are minimal changes that do not significantly alter the already reviewed proposed code language.

3. What other factors should the TAG consider?

The recommendations related to angled parking and “use last” language were discussed during the previous TAG meeting on 4/24/2024.

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

These changes will not impact the cost of the already reviewed code change proposal (ACC-02).

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

NA

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.

NA

4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.

No

5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.

No

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

Government units, land developers, landlords of multi-family housing and businesses.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

The alternative would be to keep with existing proposed language.

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

There are no additional costs to not accepting this code change.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

These recommendations are based on US Access Board *Design Recommendations for Accessible Vehicle Charging Stations* [8/11/2022] as well as other code requirements for similar features (such as parking spaces).

***Note: The information you provide in this code change proposal form is considered Public Data and used by the TAG to consider your proposed modification to the code. Any code change proposal form submitted to DLI may be reviewed at public TAG meetings and used by department staff and the Office of Administrative Hearings to justify the need and reasonableness of any proposed rule draft subject to administrative review and is available to the public.

****Note: Incomplete forms will be returned to the submitter with instruction to complete the form. Only completed forms will be accepted and considered by the TAG. The submitter may be asked to provide additional information in support of the proposed code change.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: C. Scott Anderson

Date: 5/06/24

Email address: c.scott.anderson@minneapolismn.gov

Model Code: 2024 IBC

Telephone number: 612-246-7303

Code or Rule Section: 1341

Firm/Association affiliation, if any: City of Minneapolis

Topic of proposal: 1103.2.11 Residential Group R-1 + R-3

Code or rule section to be changed: 1341

Intended for Technical Advisory Group ("TAG"):

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

- change language contained the model code book? If so, list section(s).
- change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).
- delete language contained in the model code book? If so, list section(s).
- delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).
- add new language that is not found in the model code book or in Minnesota Rule.
1103.2.11 Residential Group R-1 + R-3

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

No

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~striketrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

1103.2.11 Residential Group R-1 or R-3. ~~Buildings of Group R-1 containing not more than five dwelling units and sleeping units in aggregate for rent or hire that are also occupied as the residence of the proprietor and that contain not more than five~~ questrooms for rent or hire are not required to comply with this chapter. ~~Buildings of Group R-3 congregate living facilities (transient) or boarding houses (transient) containing not more than five sleeping units for rent or hire that are also occupied as the residence of the proprietor and that contain not more than five~~ questrooms for rent or hire are not required to comply with this chapter

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

NO

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)

This is intended to exempt small bed-n-breakfast facilities where the owner lives (possible dwelling unit) in the same building and there are only 5 guestrooms (sleeping units). By saying 'aggregate' this could be read to add the owner's living quarters to the count. This exception is not intended to extend to small transient apartment buildings that offer units for rent, even if the owner lived in the building. Since the IBC includes a definition for 'guestroom', it is clearer to just go back to that language for this specific section. It is also a consistent use of terms as found in Section 310.4.

2. Why is the proposed code change a reasonable solution?

This addition to the definition reduced confusion and clarifies code requirement

3. What other factors should the TAG consider?

None

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

This is an editorial change and should not impact the cost of construction.

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

No cost change

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.

NA

4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.
No
5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.
No

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?
Architects, Contractors, Developers, Building Owners, Contractors, Building Officials
2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.
No
3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?
Not adopting this change will continue the confusion about how accessibility is applied to these small B+B's
4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.
This change was adopted by the ICC egress committee at the April 2024 Code Action Hearings by a vote of 14-0 and is unlikely to be overturned at the final action hearings and voting. Regardless of the ICC actions this is a significant improvement to the current code language.

***Note: Incomplete forms may be returned to the submitter with instruction to complete the form. Only completed forms can be considered by the TAG.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Karen Gridley

Date: 5/6/2024

Email address: karen.gridley@state.mn.us

Model Code: ANSI A117.1

Telephone number: 651-284-5877

Code or Rule Section: A117.1 Section 502

Firm/Association affiliation, if any: CCLD

Topic of proposal: Accessible Parking

Code or rule section to be changed: A117.1 Section 502

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- A. Is the proposed change unique to the State of Minnesota? Yes No
- B. Is the proposed change required due to climatic conditions of Minnesota? Yes No
- C. Will the proposed change encourage more uniform enforcement? Yes No
- D. Will the proposed change remedy a problem? Yes No
- E. Does the proposal delete a current Minnesota Rule, chapter amendment? Yes No
- F. Would this proposed change be appropriate through the ICC code development process? Yes No

Proposed Language

1. The proposed code change is meant to:

Yes. change language contained the model code book? If so, list section(s).

This would change A117.1 Section 502

change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

delete language contained in the model code book? If so, list section(s).

delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

add new language that is not found in the model code book or in Minnesota Rule.

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~strikethrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

(NOTE: Royal Blue = A117.1 new language. Teal Blue Underline & Red Strikeout = proposed change. Green = Current 1341 Amendment. Black = existing language unchanged)

SECTION 502 PARKING SPACES

502.1 General.

¹ Car and van parking spaces in parking lots shall comply with Sections 502.2 through 502.8. ~~Car and van parking spaces provided as part of on-street parking shall comply with Sections 502.9 and 502.10.~~ Where an electrical vehicle charging station is provided at a parking space, it shall comply with Section 502.11.

502.2 Vehicle space size.

~~Car parking spaces shall be 96 inches (2440 mm) minimum in width. Van parking spaces shall be 132 inches (3355 mm) minimum in width.~~

~~Exception: Where the adjacent access aisle is 96 inches (2440 mm) minimum in width, van parking spaces shall be 96 inches (2440 mm) minimum in width.~~ Carry forward current 1341 Amendment with MN Figures for 96 inch wide car and van spaces.

502.3 Vehicle space marking.

Car and van parking spaces shall be marked to define the width. Where parking spaces are marked with lines, the width measurements of parking spaces and adjacent access aisles shall be made from the centerline of the markings.

Exception: Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.

502.4 Access aisle.

Car and van parking spaces shall have an adjacent access aisle complying with Section 502.4.

502.4.1 Location.

Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle. Access aisles shall not overlap with the vehicular way. Parking spaces shall be permitted to have access aisles placed on either side of the car or van parking space. Van parking spaces that are angled shall have access aisles located on the passenger side of the parking space.

502.4.2 Width.

Access aisles serving car and van parking spaces shall be ~~60~~ 96 inches (1525 mm) minimum in width.

502.4.3 Length.

Access aisles shall extend the full length of the parking spaces they serve.

502.4.4 Marking. Carry forward current 1341 Amendment with MN Figures.

~~Access aisles shall be marked so as to discourage parking in them. Where access aisles are marked with lines, the width measurements of access aisles and adjacent parking spaces shall be made from the centerline of the markings.~~

~~**Exception:** Where access aisles or parking spaces are not adjacent to another access aisle or parking space, measurements shall be permitted to include the full width of the line defining the access aisle or parking space.~~

502.5 Floor surfaces.

Parking spaces and access aisles shall comply with [Section 302](#) and have surface slopes not steeper than 1:48. Access aisles shall be at the same level as the parking spaces they serve.

502.6 Vertical clearance.

A vertical clearance of 98 inches (2490 mm) minimum shall be provided at the following locations:

1. 1. Parking spaces for vans.
2. 2. The access aisles serving parking spaces for vans.
3. 3. The vehicular routes serving parking spaces for vans.

502.7 Identification. Carry forward current 1341 Amendment with MN Figures

~~Where parking spaces are required to be identified by signs, the signs shall include the International Symbol of Accessibility complying with [Section 703.6.3.1](#). Signs identifying van parking spaces shall contain the designation “van accessible.” Signs shall be 60 inches (1525 mm) minimum above the floor of the parking space, measured to the bottom of the sign.~~

502.8 Relationship to accessible routes.

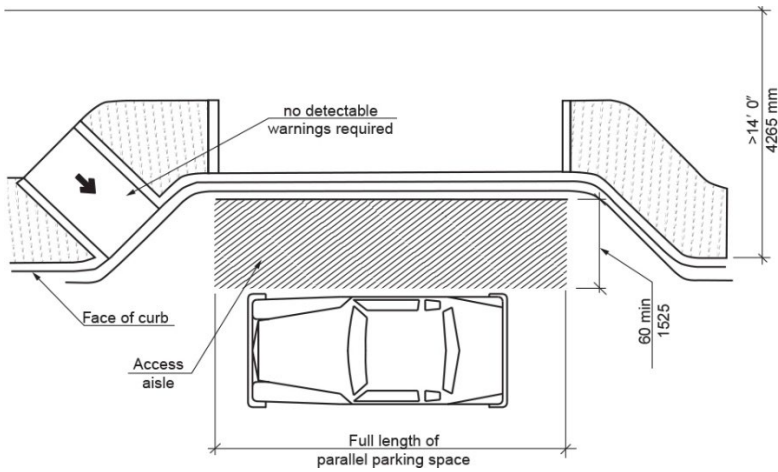
Parking spaces and access aisles shall be designed so that cars and vans, when parked, do not obstruct the required clear width of adjacent accessible routes.

502.9 On-street [Parallel parking spaces adjacent to raised sidewalks.](#)

~~On-street Parallel parking spaces [adjacent to raised sidewalks](#) shall comply with [Section 502.9.1](#). On-street perpendicular or angled parking shall comply with [Section 502.9.2](#).~~

502.9.1 Wide sidewalks.

Where the width of the adjacent sidewalk ~~or available right-of-way~~ exceeds 14 feet (4265 mm), an access aisle ~~60~~ [96](#) inches (1525 mm) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with [Section 502.4](#) and shall not encroach on vehicular travel lanes.



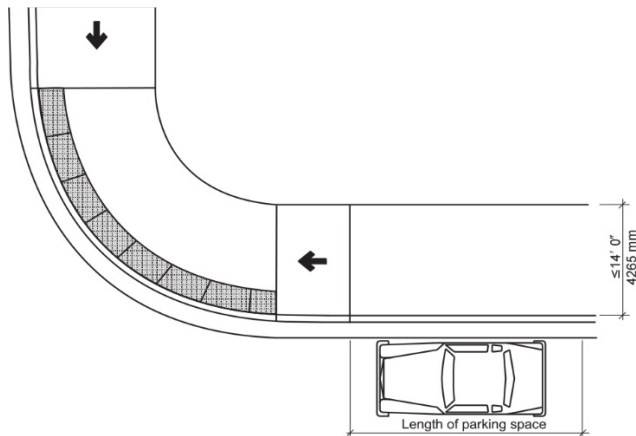
**FIGURE 502.9.1
WIDE SIDEWALKS**

502.9.1.1 Alterations.

In alterations where the ~~street or~~ sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face.

502.9.1.2 Narrow sidewalks.

An access aisle is not required where the width of the adjacent sidewalk ~~or the available right-of-way~~ is less than or equal to 14 feet (4265 mm). Where an access aisle is not provided, the parking spaces shall be located at the end of the block face.



**FIGURE 502.9.1.2
NARROW SIDEWALKS**

~~502.9.2 Perpendicular or angled parking spaces.~~

~~Where perpendicular or angled parking is provided, an access aisle 96 inches (2440 mm) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with Section 502.4 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle.~~

(Note: This is intended for street parking in the public way which isn't regulated by MN Building Code; MN Code only applies within the boundary of a site. The access aisle requirements on a site are the same for perpendicular or angled parking already covered in 502.4.1)

502.10 Parking meters and parking pay stations.

Parking meters and parking pay stations that serve parking spaces shall comply with Section 309.

502.10.1 Location.

At parallel parking spaces, parking meters shall be located at the head or foot of the parking space.

502.10.2 Displays and information.

Displays and information shall be visible from a point located 40 inches (1015 mm) maximum above the center of the clear space in front of the parking meter or parking pay station.

502.11 Electrical vehicle charging stations. (See Proposed Change Acc-02.1)

~~502.11.1 Operable parts.~~

~~Operable parts on the charging station intended for operation by the user, including card readers, shall comply with Section 309.~~

~~502.11.2 Accessible route.~~

~~An accessible route shall be provided from the access aisle adjacent to the parking space to the clear floor space complying with Section 502.11.1 adjacent to the vehicle charging station. When the vehicle is being charged, the accessible route shall not be obstructed by the cable between the car and charging station.~~

~~502.11.3 Obstructions.~~

~~Protection bollards, curbs or wheel stops shall be located so that they do not obstruct the clear floor space required by Section 502.11.1 or the accessible route required by Section 502.11.2.~~

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

No

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)

The below reasons explain why these changes are needed:

502.1 General. Deletes requirements for parking within the public right-of-way because Minnesota Building Code does not cover things within the PROW. Per Administrative Code 1300.0041 Subpart 1, the code does not apply to work located primarily in a public way.

502.2 Vehicle Space size. Deletes the model code language to carry forward current 1341 amendments.

502.4.4 Marking. Deletes the model code language to carry forward current 1341 amendments.

502.7 Identification. Deletes the model code language to carry forward current 1341 amendments.

502.9 On street parking spaces. Deletes requirements for on street parking because that is within the public right-of-way and Minnesota Building Code does not cover things within the PROW. Per Administrative Code 1300.0041 Subpart 1, the code does not apply to work located primarily in a public way. Instead, substituted the term Parallel parking to address locations within the boundary of a site next to a raised curb where designers may choose a parallel parking layout for the parking lot. It is specific to parking located next to a raised curb in order to provide criteria for how to provide the required access aisle adjacent to the parking stall at the same grade level as the parking stall. On sites where the pedestrian sidewalk is flush with the drive aisle, design criteria is not needed for the access aisle because the sidewalk, being flush with the parking stall, can function as the access aisle by default.

502.9.2 Perpendicular or angled parking spaces. Deletes this section because this is intended for street parking in the public way which isn't regulated by MN Building Code; MN Code only applies within the boundary of a site. The access aisle requirements on a site are the same for perpendicular or angled parking already covered in 502.4.1

502.11 Electrical vehicle charging stations. Deletes this entire section and replaces it with the draft proposed MN Rule for Accessible EVSE reviewed during the Energy Code TAG, with additional changes provided in new proposed code changes to this 1341 TAG, addressed separately.

2. Why is the proposed code change a reasonable solution?

It is reasonable because it aligns with other Minnesota Codes such as the Administrative Code, 1341 amendments, and the draft Energy Code

3. What other factors should the TAG consider?

Unknown

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

No cost increase. It is aligning the parking requirements with other MN Rules and codes.

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

N/A

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.

N/A

4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.

N/A

5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is

any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.

No.

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

Government units, land developers, property owners and businesses.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

No

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

Consequences of including criteria for the public right of way is that it would be unenforceable since MN Building Code does not apply outside of the boundary of a site, or in the public way.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

No

***Note: Incomplete forms may be returned to the submitter with instruction to complete the form. Only completed forms can considered by the TAG.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Mara Peterson

Date: 05/09/2024

Email address: Mara_Quarve@yahoo.com

Model Code: ANSI A117.1

Telephone number: 612-709-2498

Code or Rule Section: 404.3.5.2

Firm/Association affiliation, if any: JQP, Inc.

Topic of proposal: Automatic door control, exterior location

Code or rule section to be changed: 404.3.5.2

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

change language contained the model code book? If so, list section(s).

Changes an existing MN amendment to the model code language in 404.3.5.2. The proposed code language still differs from the model code language.

change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

delete language contained in the model code book? If so, list section(s).

delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

add new language that is not found in the model code book or in Minnesota Rule.

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

No

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~striketrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

404.3.5.2 Exterior location.

Manually operated control switches at exterior locations shall comply with Sections 309.2 and 309.4. The clear floor space adjacent to the control switch shall be located beyond the arc of the door swing, be centered on the control switch, and be positioned for a parallel approach to the control switch. Control switches shall have a 3-inch (75 mm) minimum dimension measured at at least one point, such as diagonal, diameter or one side. Control switches shall be capable of activation at a point ~~mounted~~ 30 inches (760 mm) minimum, ~~measured to the bottom of the control switch,~~ and 36 inches (915 mm) maximum, ~~measured to the top of the control switch,~~ above the finished floor.

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

NA

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)
 - The current mounting height requirements are restrictive and do not allow for alternate designs such as the longer (36") controls that can be activated with the footrest or cane/crutch.
 - Industry standard for control switches is typically 4" – 5" high; there is currently only a 6" field for installation which leaves very little room for site constraints.
 - Installation in an exterior environment often times leads to factors that may limit the ability to install the control switch at the exact location specified, especially at existing facilities. This may become a more prevalent issue with the new scoping requirements for power operated doors at public entrances.
2. Why is the proposed code change a reasonable solution?
 - It will provide designers and installers more flexibility while still providing users consistent activation locations.
3. What other factors should the TAG consider?

I would also be open to changing the mounting height to 34" – 48" to be consistent with the door hardware requirements in 404.2.6, but realize that would represent a significant change to the

heights in our current MN amendment. I do not have the anthropometric data to defend changing (or keeping) our current range of 30” – 36”.

The current requirements in MN are more restrictive than model code requirements in A117.1 and ADA, both in terms of mounting height (addressed in this code change proposal) and clear floor space (I’m not proposing any changes to the clear floor space requirements).

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

There is a potential decrease in cost because of the increased flexibility/options for installation.

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

NA

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.

NA

4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.

No

5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.

No

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

Designers, owners, property managers and contractors.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

We could eliminate the MN amendment and just use the model code as currently written.

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

There are no additional costs to not accepting this code change.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

Model code language from ANSI A117.1-2017 404.3.7 and 2010 ADA Standards for Accessible Design 404.3.5 both refer back to the general operable parts requirements in 309 which allow for a reach range of 15"-48" and indicate that the clear floor space must be outside the arc of the door swing. (The same as the interior location requirements in MN.)

***Note: The information you provide in this code change proposal form is considered Public Data and used by the TAG to consider your proposed modification to the code. Any code change proposal form submitted to DLI may be reviewed at public TAG meetings and used by department staff and the Office of Administrative Hearings to justify the need and reasonableness of any proposed rule draft subject to administrative review and is available to the public.

****Note: Incomplete forms will be returned to the submitter with instruction to complete the form. Only completed forms will be accepted and considered by the TAG. The submitter may be asked to provide additional information in support of the proposed code change.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Karen Gridley

Date: 5/17/2024

Email address: karen.gridley@state.mn.us

Model Code: ANSI A117.1

Telephone number: 651-284-5877

Code or Rule Section: MR 1341.604.3.2.2 and A117.1 604.9.2

Firm/Association affiliation, if any: CCLD

Topic of proposal: Toilet Clearance depth & Compartment Size

Code or rule section to be changed: MR 1341.0604 Subpart 1 Section 604.3.2.2, and A117.1 604.9.2

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

Change language contained the model code book? If so, list section(s).

This would delete the model code language and replace with an amended MN amendment.

change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

This would change MR 1341.0604 Subpart 1 Section 604.3.2.2, and, A117.1 604.9.2

delete language contained in the model code book? If so, list section(s).

A117.1 Section 604.3.2, and, 604.9.2

delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).

add new language that is not found in the model code book or in Minnesota Rule.

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

No.

- Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~strikethrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

(Note: Purple = proposed MN amendment. Teal – new model code language. Red = proposed deleted model language)

MN Rule 1341.0604 Subpart 1 Section 604.3.2.2 water closet clearance.

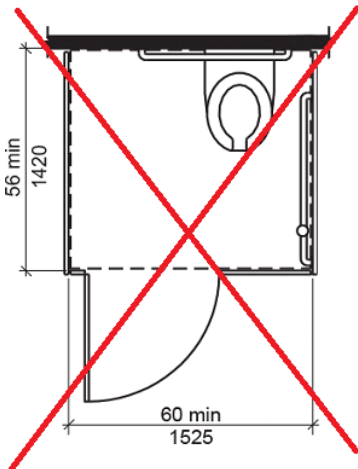
604.3.2.2 Water closet clearance. The depth of the clearance around the water closet shall be ~~48~~ 52 inches (1220 mm) minimum plus the depth of the water closet fixture.

(Note: will need to modify the MN Figure 604.3 to show the 52” depth in front of toilet)

A117.1 Section 604.9.2, and, MN Rule 1341.0604 Subpart 4 Section 604.9.2 wheelchair accessible compartment.

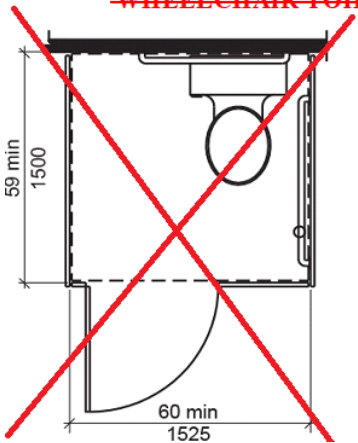
604.9.2 Compartment Size.

Wheelchair accessible toilet compartments shall comply with Section ~~604.9.2.1, 604.9.2.2~~ 604.3 where the compartment door swings out or 604.9.2.~~13 as applicable.~~ where the compartment door swings in.



~~FIGURE 604.9.2(A)~~

~~WHEELCHAIR TOILET COMPARTMENTS WALL-HUNG CLOSET, ADULT~~



~~FIGURE 604.9.2(B)~~

~~WHEELCHAIR TOILET COMPARTMENTS FLOOR MOUNTED WATER CLOSET, ADULT – WALL HUNG AND FLOOR MOUNTED WATER CLOSET, CHILDREN~~

604.9.2.1 Minimum area.

The minimum area of a wheelchair accessible toilet compartment shall be 60 inches (1525 mm) minimum in width measured perpendicular to the side wall, and 56 inches (1420 mm) minimum in depth for wall hung water closets, and 59 inches (1500 mm) minimum in depth for floor mounted water closets measured perpendicular to the rear wall.

604.9.2.2 Compartment for children's use.

The minimum area of a wheelchair accessible toilet compartment primarily for children's use shall be 60 inches (1525 mm) minimum in width measured perpendicular to the side wall, and 59 inches (1500 mm) minimum in depth for wall hung and floor mounted water closets measured perpendicular to the rear wall.

604.9.2.13 Alternate Wheelchair accessible toilet compartments with in-swinging doors.

Where an alternate a wheelchair accessible toilet compartment is provided has an in-swinging door the minimum area of the compartment shall be 60 inches (1525 mm) minimum in width, measured perpendicular to the side wall, and 84 inches (2135 mm) minimum in depth, measured perpendicular to the rear wall.

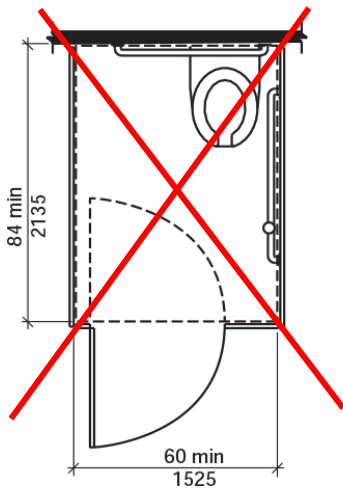


FIGURE 604.9.2.3

~~WHEELCHAIR TOILET COMPARTMENTS ALTERNATE WHEELCHAIR TOILET COMPARTMENT~~

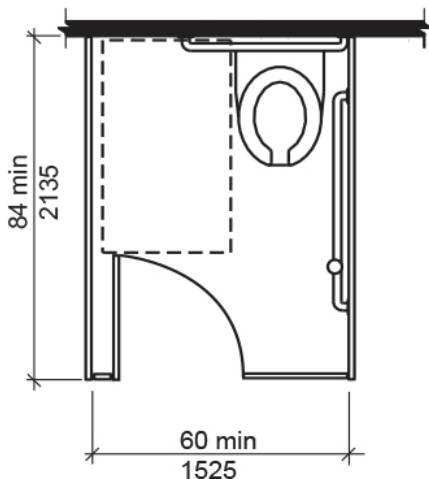


FIGURE 604.9.13(B)

~~WHEELCHAIR TOILET COMPARTMENTS ALTERNATE WHEELCHAIR TOILET COMPARTMENT WITH IN-SWINGING DOOR.~~

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

No

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)
This change will align the new 52" deep wheelchair clear floor space with the depth requirements for toilet clearance and toilet compartment size in Minnesota. It both maintains some Minnesota amendments while also incorporating updated depth requirements from the model code.
2. Why is the proposed code change a reasonable solution?
To align with the new wheelchair clear floor space depth required elsewhere in the code, to maintain consistency throughout the code.
3. What other factors should the TAG consider?
Increased wheelchair clear floor space depth discussed in previous code sections.

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.
Possible increase due to a 4-inch or 8-inch greater depth requirement. In new construction the cost increase will be minimal, if at all noticeable. In existing building alterations the cost would not be required to exceed 20% of the construction cost which is true of any alteration to an existing building so there would be minimal cost increase for existing buildings.
2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.
Cost is offset by increased level of accessibility for persons with disabilities to participate in the community.
3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.
Building owners.
4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.
N/A
5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.

No.

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

Architects, designers, property owners and businesses.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

No

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

The consequence of not making this change would result in some inconsistency in clear floor space requirements in other parts of the code, and a lower level of accessibility for persons with disabilities.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

No

***Note: Incomplete forms may be returned to the submitter with instruction to complete the form. Only completed forms can be considered by the TAG.



CODE CHANGE PROPOSAL FORM

(Must be submitted electronically)

Author/requestor: Karen Gridley

Date: 5/17/2024

Email address: karen.gridley@state.mn.us

Model Code: ANSI A117.1

Telephone number: 651-284-5877

Code or Rule Section: Section 604.7

Firm/Association affiliation, if any: CCLD

Topic of proposal: Toilet Paper Dispenser

Code or rule section to be changed: MN 1341 Section 604.7

Intended for Technical Advisory Group ("TAG"): 1341

General Information

Yes **No**

- | | | |
|--|-------------------------------------|-------------------------------------|
| A. Is the proposed change unique to the State of Minnesota? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. Is the proposed change required due to climatic conditions of Minnesota? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Will the proposed change encourage more uniform enforcement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| D. Will the proposed change remedy a problem? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. Does the proposal delete a current Minnesota Rule, chapter amendment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Would this proposed change be appropriate through the ICC code development process? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Proposed Language

1. The proposed code change is meant to:

- Change language contained the model code book? If so, list section(s).
This would delete the model code language and replace with an amended MN amendment.
- change language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).
This would change MR 1341.0604 Subpart 3 Section 604.7.
- delete language contained in the model code book? If so, list section(s).
A117.1 Section 604.7 and 604.7.1
- delete language contained in an existing amendment in Minnesota Rule? If so, list Rule part(s).
- add new language that is not found in the model code book or in Minnesota Rule.

2. Is this proposed code change required by Minnesota Statute? If so, please provide the citation.

3. Provide *specific* language you would like to see changed. Indicate proposed new words with underlining and ~~strikethrough~~ words proposed for deletion. Include the entire code (sub) section or rule subpart that contains your proposed changes.

(NOTE: Black = existing 1341 language. Teal Blue Underline = proposed change taken from new A117.1 language. Green & Red strikeout = relocated sentence.)

604.7 Dispensers.

Toilet paper dispensers shall comply with section 309.4. Dispensers shall not be of the type that control delivery, or do not allow continuous paper flow.

604.7.1 Location. Dispensers located above the grab bar shall be recessed between the top of the grab bar to 12 inches minimum above the grab bar. The outlet of the dispenser shall be located within an area 24 inches (610 mm) minimum and 36 inches (915 mm) maximum from the rear wall, at a height of 48 inches maximum. Where the dispenser is located below the grab bar, the outlet of the dispenser shall be located within an area 24 inches (610 mm) minimum and 42 inches (1065 mm) maximum from the rear wall. The outlet of the dispenser shall be located 18 inches (455 mm) minimum and 48 inches (1220 mm) maximum above the floor. Dispensers shall comply with section 609.3. ~~Dispensers shall not be of the type that control delivery, or do not allow continuous paper flow.~~ (note: relocate this sentence as shown above to align with placement of the language in A117.1)

Exception: Toilet paper dispensers that accommodate a maximum of 2 toilet paper rolls of not more than 5-inch (125 mm) diameter each shall be permitted to be located 7 inches (180 mm) minimum and 9 inches (230 mm) maximum in front of the water closet measured to the centerline of the dispenser. The outlet of the dispenser shall be 15 inches (380 mm) minimum and 48 inches (1220 mm) maximum above the floor.

(Note: keep all the new figures associated with 604.7.1. They illustrate the above language)

4. Will this proposed code change impact other sections of a model code book or an amendment in Minnesota Rule? If so, please list the affected sections or rule parts.

No

Need and Reason

1. Why is the proposed code change needed? Please provide a general explanation as well as a specific explanation for any changes to numerical values (heights, area, etc.)
This change will get the MN amendment language closer to the model code language while still maintaining the MN requirement for dispensers located above the grab bar to be recessed and clarifying that the maximum reach height for dispensers is 48" regardless of if they are recessed or not.
2. Why is the proposed code change a reasonable solution?
It will get the MN amendment language closer to the model code language and add some clarification for recessed dispensers above the grab bar.
3. What other factors should the TAG consider?
N/A

Cost/Benefit Analysis

1. Will the proposed code change increase or decrease costs? Please explain and provide estimates if possible.

N/A

2. If there is an increased cost, will this cost be offset by a safety or other benefit? Please explain. If the benefit is quantifiable (for example energy savings), provide an estimate if possible.

N/A

3. If there is a cost increase, who will bear the costs? This can include government units, businesses, and individuals.

N/A

4. Are there any enforcement or compliance cost increases or decreases with the proposed code change? Please explain.

N/A

5. Will the cost of complying with the proposed code change in the first year after the rule takes effect exceed \$25,000 for any one small business or small city ([Minn. Stat. § 14.127](#))? A small business is any business that has less than 50 full-time employees. A small city is any statutory or home rule charter city that has less than ten full-time employees. Please explain.

No.

Regulatory Analysis

1. What parties or segments of industry are affected by this proposed code change?

Architects, designers, property owners and businesses.

2. Can you think of other means or methods to achieve the purpose of the proposed code change? What might someone opposed to this code change suggest instead? Please explain what the alternatives are and why your proposed change is the preferred method or means to achieve the desired result.

No

3. What are the probable costs or consequences of not adopting the code change, including those costs or consequences borne by identifiable categories of affected parties, such as separate classes of government units, businesses, or individuals?

The consequence of not maintaining this MN amendment would be the loss of a clearer and more specific requirement for what to do with dispensers above grab bars.

4. Are you aware of any federal or state regulation or requirement related to this proposed code change? If so, please list the federal or state regulation or requirement and your assessment of any differences between the proposed code change and the federal regulation or requirement.

No

***Note: Incomplete forms may be returned to the submitter with instruction to complete the form. Only completed forms can considered by the TAG.