

EV Readiness Ordinance Tracker

December 2022, courtesy of Electrification Coalition, with appended rows by City of Saint Paul

Municipality	State	Year	Location	Single-family	Multi-family	Commercial	Notes
Aspen	CO	2017	IBC / IRC	1 EV-Capable Space per dwelling Unit	3% EV-Capable (240V individual circuit branch with EV CAPABLE label)		
Atlanta	GA	2017	Code of Ordinances	1 EV-Capable space per dwelling unit	20% EV-Capable		For each dwelling unit, a 208/240-volt individual branch circuit or a listed raceway to accommodate a future individual branch circuit shall be installed. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and
Avon	CO	2021	Ordinance	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 15% EV-Capable (7+ spaces)	5% EV-Installed, 10% EV-Ready, 15% EV-Capable (10+ spaces)	All dwellings regulated by this section shall provide sufficient electrical capacity for a 40-ampere, 240-volt branch circuit for the future installation of Electric Vehicle Supply Equipment.
Boulder County	CO	2015	IBC / IRC	1 EV-Ready space per dwelling unit	2% EV-Ready (for new construction and 50% or 5,000 SF additions)		
Breckenridge	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	Provide at least one Level 2 (240-volt) electric vehicle charging receptacle outlet
California (CalGreen)	CA	2010	IBC / IRC	1 EV-Capable space per dwelling unit	10% EV-Capable		
Charlotte	NC	2021	Pending, apart of broader Municipal Code				
Chicago	IL	2020	Ordinance		20% EV-Ready (5+ spaces)	20% EV-Ready (30+ spaces)	Raceway capable of accommodating a 208/240-volt dedicated branch circuit. Raceway shall not be less than trade size 1. Raceway shall originate at the main service or subpanel and terminate in listed cabinet, box or enclosure close to the proposed location of the EV spaces. Panel capacity to
City of Boulder	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 15% EV-Ready, 40% EV-Capable (25+ spaces)	5% EV-Installed, 10% EV-Ready, 10% EV-Capable	
Columbus	OH	2021	In progress, stakeholder engagements				
Denver	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 15% EV-Ready, 80% EV-Capable	5% EV-Installed, 10% EV-Ready, 10% EV-Capable	
Dillon	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	
Durango	CO	2020	P&Z Ordinance	[Future building code amendment]	15% EV-ready, 1/15 EV-installed (15+ spaces)	10% EV-ready or 5% EV-installed (15,000+ sq ft, all hotels and motels)	
Flagstaff	AZ	2019	IBC / IRC	1 EV-Ready space per dwelling unit	3% EV-Ready	3% EV-Ready	
Fort Collins	CO	2019	IBC / IRC	1 EV-Capable space per dwelling unit	10% EV-Capable		
Frisco	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	
Golden	CO	2019	Ordinance		1 EV-Installed Space per 15 parking space, 15% EV-Capable		
Honolulu	HI	2020	Ordinance	1 EV-Capable space per dwelling unit	25% EV-Ready (8+ spaces)	25% EV-Ready (12+ spaces)	
Indianapolis	IN	2022	In progress, under analysis/assessment				
Lafayette	CO	2021		1 EV-Ready space per dwelling unit	2 spaces of 10% whichever is greater EV-Ready, 20% total spaces EV-Capable(1+ spaces)	2% EV-Installed, 5% EV-Ready, 10% EV-Capable (1+ spaces)	
Lakewood	CO	2019	Zoning Ordinance	1 EV-Capable space per dwelling unit	2% EV-Installed, 18% EV-Capable (10+ spaces)	2% EV-Installed, 13% - 18% EV-Capable (10+ spaces)	
Louisville	CO	2021	Zoning Ordinance	1 EV-Ready and 1 EV-Capable space per dwelling unit	10% of spaces 10% EV-Installed, 10% EV-Ready, 15% EV-Capable	5-10% EV-Installed, 10% EV-Ready, 10-15% EV-Capable (depending on sector)	
Madison	WI	2021	Ordinance		2% EV-Installed, 10% EV-Ready (increases by 10% every 5 years)	1% EV-Installed (increases by 1% every 5 years), 10% EV-Ready (increases by 10% every 5 years)	
Massachusetts	MA	2019				1 EV-Ready space (15+ spaces)	
New York City	NY	2013	IBC / IRC		20% EV-Capable		The conduit system must be capable of supporting the installation of electrical wiring for the future installation of electric vehicle charging stations rated at a minimum of "Level 2" (40 amp/3 - 6.6 kW).
Oakland	CA	2018	IBC / IRC		10% EV-Ready, 90% "Raceway Installed", 20% total panel capacity	10% EV-Ready, 10% "Raceway Installed", 20% total panel capacity	
Oregon	OR	2017	IBC / IRC		5% EV-Ready		(a) Level 2 EVSE. "Level 2 EVSE" shall mean an EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC. An EVSE capable of simultaneously charging at 30 amperes for each of two vehicles shall be counted as two Level 2 EVSE. (b) Conduit Only. "Conduit Only" shall mean,
Orlando	Florida	2021	Ordinance (Building)		Multifamily, hotel, all parking structures: 20% EV-Capable, 2% EV-Installed (requirement begins at 50 1 EV-Ready Space per Unit, 20% EV-Capable for Guest Parking with 5% EV-Installed	Commercial (Offices, Retail, Public, Recreational, and Institutional Use) 10% EV-Capable, 2% EV-Installed (requirement begins at 250 Spaces) Industrial (Employee parking only) - 10% EV-Capable, 2% EV-Installed (requirement begins at 250 spaces)	
Palo Alto	CA	2017	IBC / IRC	1 EV-Capable space per dwelling unit	20% EV-Capable for Guest Parking with 5% EV-Installed	20% EV-Capable, 5% EV-Installed	

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Pittsburgh	PA	2021	Ordinance (Net Zero Building Requirements)			Public Building Structure: 1-5 Spaces - At Discretion of Intradepartmental EV Task Force; 6-19 Spaces - 40% EV-Capable, 20% EV-Ready; 20+ spaces - 25% EV-Capable, 10% EV-Ready	For each parking space, install a 40-Amp 208 or 240-volt branch circuit, including raceway, 15 electrical panel capacity, overprotection devices, wire, and termination point such as a receptacle. The 16 termination point shall be in close proximity to the proposed EV charger location. Raceways
Salt Lake City (pending)	UT	2020	Ordinance	20% EV-Capable			
San Francisco	CA	2017	IBC / IRC	1 EV-Ready space per dwelling unit	10% EV-Ready, Panel Capacity for 20%, Raceway for 100%		
San Jose	CA	2019	Ordinance	1 EV-Ready space per dwelling unit	10% EV-Installed, 20% EV-Ready, 70% EV-Capable	10% EV-Installed, 40% EV-Capable	
Seattle	WA	2019	Ordinance	1 EV-Ready space per dwelling unit	100% EV-Ready up to 6 space, 20% for parking lots with 7+ spaces	10% EV-Ready	
Sedona	AZ	2019	Appendix	1 EV-Capable space per dwelling unit		5% EV-Capable	A parking space that is provided with one 40-amp, 208/240-Volt dedicated branch circuit for electric vehicle supply equipment that is terminated at a receptacle, junction box or electric vehicle supply equipment within the parking space.
St. Louis	MO	2021	Ordinance	1 EV-Ready space per dwelling unit	2% EV-Installed, 5% EV-Ready (increases to 10% in 2025)	2% EV-Installed, 5% EV-Ready	an electrical outlet box wired with a separate branch circuit capable of supplying 40A at 240 V and labeled to identify its intended use. Additional service capacity, space for future meters, panel capacity or space for additional panels, and raceways for future installation of electric vehicle charging stations. The service capacity and raceway size shall be designed to accommodate the future installation of the number of 208/240 V
St. Petersburg	Florida	2022	In progress, under analysis/assessment				
Summit County	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	
Vancouver	BC	2019	IBC / IRC	1 EV-Ready space per dwelling unit	100% EV-Ready	10% EV-Ready	
Washington	WA	2015	State Building Code		For Group B, Group R-1 hotel and motel only, Group R-2 occupancies: 5% of parking spaces shall be EV Capable. Size electrical room to serve 20% of spaces.		
Washington DC	DC	2021	Legislation	-	20% EV-Ready (3+ spaces)	20% EV-Ready (3+ spaces)	
Westminster	CO		In progress	In progress	In progress	In progress	
Below entries by City of Saint Paul							
Bloomington	MN	2019	Ordinance		2% EV-Installed		
Minneapolis	MN	2021	Ordinance		5% EV-Installed, 10% EV-Ready for surface parking only (10+ spaces)	5% EV-Installed, 10% EV-Ready for surface parking only (10+ spaces)	A 2022 ordinance update: 1. Made requirements apply only to surface parking, while structured parking EVSE provision became an FAR bonus option. 2. Simplified requirements so they are the same for all land use types that provide parking.
St. Louis Park	MN	2021	Ordinance		15-49 spaces: 5% Level 1 EV-Installed; 50+ spaces: 10% Level 1-EV-Installed and one Level 2 EV-Installed space	15-49 spaces: One Level 1 EV-Installed space; 50+ spaces: Two spaces or 1% (whichever is greater) as Level 2 EV-Installed spaces	At least one handicapped accessible parking space must have access to an EV charger. Allows for reductions if EVSE installation costs exceed 5% of total project costs.
Los Angeles	CA	2019	Ordinance		10% EV-Installed, 30% EV-Capable	10% EV-Installed, 30% EV-Capable	Allows administrative variance if there is insufficient electricity supply to the site