

SUBSTITUTE
ORDINANCE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

SECTION 1. Section 17-17-0251.5 of the Municipal Code of Chicago is hereby amended by deleting the language struck through and inserting the language underscored, as follows:

(Omitted text unaffected by this ordinance.)

17-17-0251.5-C Electric Vehicle Supply Equipment Infrastructure. The equipment, as defined by the National Electrical Code and adopted in section 14E-6-625 of the Municipal Code of Chicago, electrical infrastructure necessary to support future installation of electric vehicle charging supply equipment. ~~This shall include including, but not be limited to, the design load placed on electrical panels and service equipment to support the additional electrical demand, the panel capacity to support additional feeder / branch circuits, and the installation of underground or surface mounted raceways, both underground and surface mounted, to support electric vehicle supply equipment and wiring.~~

17-17-0251.5-D EVSE-Ready. Having electric vehicle supply infrastructure installed so as to provide conduit and wiring for a 40-ampere, 208- or 240-volt dedicated branch circuit terminating at a receptacle, junction box, or electric vehicle supply equipment adjacent to the parking space.

17-17-0251.5-E EVSE-Installed. Having such electric vehicle supply equipment and electric vehicle supply infrastructure installed so as to be EVSE-Ready, including an installed electric vehicle charging station.

SECTION 2. Section 17-10-1011 of the Municipal Code of Chicago is hereby amended by deleting the language struck through and inserting the language underscored, as follows:

17-10-1011 Electric Vehicle Equipment. This section shall apply to building permit applications for a new construction project that provides on-site parking as described in this section submitted after ~~July~~ October 31, 2020.

17-10-1011-A Residential Buildings. New construction of a *multi-unit residential* building consisting of ~~twenty-four~~ containing five or more *dwelling units* where on-site parking is provided shall ~~specify the installation of electric vehicle supply equipment infrastructure to support the installation or future installation of electric vehicle supply equipment for~~ install equipment so that at least ~~two~~ 20%, and no less than one, of the parking spaces are either EVSE-Ready or EVSE-Installed.

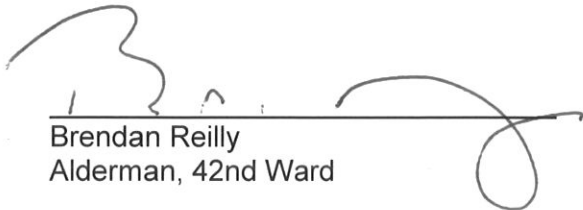
17-10-1011-B Nonresidential Buildings. New construction of a building containing uses other than residential uses where providing 50 30 or more on-site parking spaces are provided to serve non-residential uses shall ~~specify the installation of electric vehicle supply equipment infrastructure to support the future installation or future installation of electric vehicle supply equipment for~~ install equipment so that at least ~~two~~ 20% of the parking spaces are either EVSE-Ready or EVSE-Installed.

17-10-1011-C. Installation of *EVSE-Ready* or *EVSE-Installed* parking spaces shall neither increase nor reduce the number, layout, or design of accessible parking spaces required by Chapters 17-10-0900 or 14B-11 of the Municipal Code of Chicago, and any accessible *EVSE-Ready* or *EVSE-Installed* parking space shall also be available for use by an automobile that is not an *electric vehicle* provided such automobile bears an appropriate handicapped parking decal or device. If this Section requires the installation of *EVSE-Ready* or *EVSE-Installed* parking spaces, then the number of accessible parking spaces required by Chapters 17-10-0900 or 14B-11 of the Municipal Code of Chicago that must also be *EVSE-Ready* or *EVSE-Installed* parking spaces is as follows:

<u>Total <i>EVSE-Ready</i> or <i>EVSE-Installed</i> parking spaces</u>	<u>Minimum number of <i>EVSE-Ready</i> or <i>EVSE-Installed</i> parking spaces required to be accessible parking spaces</u>
1 to 50	1*
51 to 75	2
76 to 100	3
More than 100	3, plus 1 for every 60 additional <i>EVSE-Ready</i> or <i>EVSE-Installed</i> parking spaces

* An accessible parking space is not required by this section if no accessible parking spaces are required by Section 17-10-902. For the first required accessible *EVSE-Ready* or *EVSE-Installed* parking space, the *electric vehicle supply equipment infrastructure* may be located so that the *electric vehicle supply equipment* will be located on an accessible route and may be shared by an accessible parking space and a parking space not required to be accessible. Otherwise, both an accessible parking space and a parking space not required to be accessible must be *EVSE-Ready* or *EVSE-Installed*.

SECTION 3. This ordinance shall be in full force and effect upon passage and publication.



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