

Memorandum



CITY OF DALLAS

DATE March 2, 2026
HONORABLE MEMBERS OF THE CITY COUNCIL ECONOMIC DEVELOPMENT COMMITTEE: Jesse Moreno (Chair), Paul Ridley (Vice Chair), Lorie Blair, Laura Cadena, Zarin Gracey, Bill Roth, Chad West
SUBJECT EV Charging Requirements, EV-Capable Scaling, and Recommended Amendment

This memorandum is provided for Economic Development Committee review regarding EV charging requirements in the Dallas City Code. Chapter 53, the 2021 International Building Code with Dallas Amendments, and Chapter 57, the 2021 International Residential Code with Dallas Amendments, require EV charging infrastructure based on the total number of parking spaces.

Current code requirements are shown in the chart below.

EV Ready Space and EV Capable Space Requirements

Total # of Parking Spaces	Minimum # of EV Ready Spaces	Minimum # of EV Capable Spaces
1	1	NA
2-10	2	NA
11-15	2	3
16-20	2	4
21-25	2	5
26+	2	20%

Definitions

EV Ready Spaces have a dedicated 40-ampere, 208/240-volt branch circuit that terminates in a junction box or suitable termination point near the proposed charger location, with panel capacity reserved and marking identifying it as EV Ready. This means the space is significantly closer to being able to install a charger compared to EV Capable.

EV Capable Spaces have electrical capacity, conduit, space, and raceways installed to support a future EV charger circuit (minimum 40-ampere, 208/240-volt branch circuit) but no dedicated circuit termination point is required yet. This prepares the space for future EV charging hardware.

Current Interpretation

Section 430.1 of Chapter 53 and Section R333.1.2 of Chapter 57 reference the total number of parking spaces. The code does not distinguish between parking spaces required and parking spaces provided. The City has interpreted these provisions to apply to parking spaces provided, which aligns with the plain language of the code.

Issue identified

Staff has observed that the EV-capable requirement can result in a disproportionately high number of EV-capable spaces for larger parking facilities. This can require extensive upfront infrastructure beyond demonstrated near-term demand.

As an example, staff recently met with a developer who proposes a retail project where no parking spaces are required under the Dallas City Code. However, based on operational needs and customer demand, the developer plans to provide approximately 450 parking spaces. Under the current EV charging table, providing 450 parking spaces would require 2 EV ready spaces and 90 EV capable spaces (20 percent of total parking spaces provided). The required conduit and electrical infrastructure to support 90 EV-capable spaces is estimated to increase development costs by approximately \$1 million.

Staff recommendation

Staff recommends amending the EV provisions to (1) clarify that EV-ready and EV-capable requirements are based on the total number of parking spaces provided, and (2) establish a cap on the number of EV-capable spaces required for larger parking facilities to avoid disproportionate upfront costs while continuing to support the City’s long-term electrification goals.

For projects providing 26 or more parking spaces, staff recommends the following:

- Require a maximum of six EV-capable spaces per site.
- Allow additional EV-ready or EV-capable spaces to be provided voluntarily.

The proposed code table is below, with amendments in bold and underline:

EV Ready Space and EV Capable Space Requirements

Total # of Parking Spaces Provided	Minimum # of EV Ready Spaces	Minimum # of EV Capable Spaces
1	1	NA
2-10	2	NA
11-15	2	3
16-20	2	4
21-25	2	5
26+	2	<u>6</u> 20% of total parking spaces

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Conclusion

This recommendation preserves the City’s long-term electrification objectives while preventing unintended burdens on development. Staff welcomes additional feedback from Council Members prior to posting the item for Council action.

If you have any questions, please contact Emily Liu, yu.liu@dallas.gov.

Service First, Now!



Robin Bentley,
Assistant City Manager

- c: Kimberly Bizer Tolbert, City Manager
- Tammy Palomino, City Attorney
- Mark Swann, City Auditor
- Biliera Johnson, City Secretary
- Preston Robinson, Administrative Judge
- Baron Eliason, Inspector General (I)
- Dominique Artis, Chief of Public Safety
- Dev Rastogi, Assistant City Manager
- M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
- Alina Ciocan, Assistant City Manager
- Donzell Gipson, Assistant City Manager
- Jack Ireland, Chief Financial Officer
- Ahmad Goree, Chief of Staff to the City Manager
- Directors and Assistant Directors

ORDINANCE NO. _____

An ordinance amending Chapter 53, “Dallas Building Code,” of the Dallas City Code by amending Section 430, “Electric Vehicle Charging Facilities”; amending Chapter 57, “Dallas One- to Eight-Family Dwelling Code,” of the Dallas City Code by amending Section R333, “Electric Vehicle Charging Facilities”; providing a maximum number of required electric vehicle capable spaces; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this amendment to the Dallas City Code; Now, Therefore,

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

SECTION 1. That Paragraph 430.1.1, “New Commercial Buildings,” of Subsection 430.1, “Electric Vehicle (EV) Charging for New Construction,” of Section 430, “Electric Vehicle Charging Facilities,” of Subchapter 4, “Special Detailed Requirements Based On Occupancy and Use,” of Chapter 53, “Dallas Building Code,” of the Dallas City Code is amended to read as follows:

“430.1.1 New commercial buildings. *EV ready spaces and EV capable spaces shall be provided in accordance with Table 430.1.1. [~~Where the calculation of percent served results in a fractional parking space, it shall be rounded up to the next whole number.~~]* The service panel or sub panel circuit directory shall identify the spaces reserved to support EV charging as “EV Capable” or “EV Ready.” The raceway location shall be permanently and visibly marked as “EV Capable.”

Where more than one parking facility is provided on a site, electric vehicle ready parking spaces shall be calculated separately for each parking facility. The service panel or subpanel circuit directory shall identify the spaces reserved to support EV charging as “EV-Capable” or “EV-

Ready.”[-] The raceway location for *EV-Capable Spaces* shall be permanently and visibly marked as “EV-Capable.”[-]”

SECTION 2. That Table 430.1.1, “EV Ready Space and EV Capable Space Requirements,” of Paragraph 430.1.1, “New Commercial Buildings,” of Subsection 430.1, “Electric Vehicle (EV) Charging for New Construction,” of Section 430, “Electric Vehicle Charging Facilities,” of Subchapter 4, “Special Detailed Requirements Based On Occupancy and Use,” of Chapter 53, “Dallas Building Code,” of the Dallas City Code is amended to read as follows:

**“TABLE 430.1.1.
EV READY SPACE AND EV CAPABLE SPACE REQUIREMENTS”^a**

Total Number of Parking Spaces Provided	Minimum number of EV Ready Spaces	Minimum number of EV Capable Spaces
<u>0</u>	<u>0</u>	<u>0</u>
1	1	<u>0</u> [NA]
2 – 10	2	<u>0</u> [NA]
11 – 15	2	3
16 – 20	2	4
21 – 25	2	5
26 or more parking spaces[+]	2	<u>6</u> [20% of total parking spaces]

a. Where EV-Ready Spaces installed exceed the required values in Table 430.1.1 the additional spaces may ~~shall~~ be deducted from the EV-Capable Spaces requirement.”

SECTION 3. That Paragraph R333.1.1, “One- to Two-Family Dwellings and Townhouses,” of Subsection “R333.1, “Electric Vehicle (EV) Charging for New Construction,” of Section R333, “Electric Vehicle Charging Facilities,” of Part III, “Building Planning and Construction,” of Subchapter 3, “Building Planning,” of Chapter 57, “Dallas One- to Eight-Family Dwelling Code,” of the Dallas City Code is amended to read as follows:

“R333.1.1 One- and ~~to~~ two-family dwellings and multiple building townhouses. For each dwelling unit, provide at least one *EV capable* ~~[ready]~~ *space*. The service panel or subpanel ~~[branch]~~ circuit directory shall identify the spaces reserved to support EV charging ~~[be identified]~~ as “EV Capable ~~[Ready].~~” The raceway ~~[in the service panel or subpanel directory, and the termination]~~ location shall be permanently and visibly marked as “EV Capable ~~[Ready].~~”

Exception: *EV capable* ~~[ready]~~ *spaces* are not required where no parking spaces are provided.”

SECTION 4. That Paragraph R333.1.2, “Multifamily Dwellings (Three or More Units),” of Section “R333.1, “Electric Vehicle (EV) Charging for New Construction,” of Section R333, “Electric Vehicle Charging Facilities,” of Part III, “Building Planning and Construction,” of Chapter 57, “Dallas One- to Eight-Family Dwelling Code,” of the Dallas City Code is amended to read as follows:

“R333.1.2 Multifamily dwellings (three or more units). *EV ready spaces and EV capable spaces* shall be provided in accordance with Table R333.1.2. ~~[Where the calculation of percent served results in a fractional parking space, it shall round up to the next whole number.]~~ The service panel or subpanel circuit directory shall identify the spaces reserved to support EV charging as “EV Capable” or “EV Ready.” The raceway location shall be permanently and visibly marked as “EV Capable.”

Where more than one parking facility is provided on a site, electric vehicle ready parking spaces shall be calculated separately for each parking facility. The service panel or subpanel circuit directory shall identify the spaces reserved to support EV charging as “EV-Capable” or “EV- Ready.” The raceway location for *EV capable spaces* shall be permanently and visibly marked as “EV-Capable.”

SECTION 5. That Table R333.1.2, “EV Ready Space and EV Capable Space Requirements,” of Paragraph R333.1.2, “Multifamily Dwellings (Three or More Units),” of Subsection “R333.1, “Electric Vehicle (EV) Charging for New Construction,” of Section R333, “Electric Vehicle Charging Facilities,” of Part III, “Building Planning and Construction,” of Subchapter 3, “Building Planning,” of Chapter 57, “Dallas One- to Eight-Family Dwelling Code,” of the Dallas City Code is amended to read as follows:

**“Table R333.1.2
EV Ready Space and EV Capable Space requirements ^a**

Total Number of Parking Spaces Provided	Minimum number of EV Ready Spaces	Minimum number of EV Capable Spaces
<u>0</u>	<u>0</u>	<u>0</u>
1	1	<u>0</u> [NA]
2 – 10	2	<u>0</u> [NA]
11 – 15	2	3
16 – 20	2	4
21 – 25	2	5
26 or more parking spaces[+]	2	<u>6</u> [20% of total parking spaces]

a. Where EV-ready spaces installed exceed the required values in Table R333.1.2 the additional spaces may ~~[shall]~~ be deducted from the EV-capable spaces requirement.”

SECTION 6. That a person violating a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 7. That Chapters 53 and 57 of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 8. That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 9. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 10. That this ordinance shall take effect *[30 days after passage in accordance with Texas Local Government Code Section 214.218]*, and it is accordingly so ordained.

APPROVED AS TO FORM:

TAMMY L. PALOMINO, City Attorney

By _____
Assistant City Attorney

Passed _____