

ORDINANCE NO. 153, 2025  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
CREATING A NEW ARTICLE VI IN CHAPTER 24 OF THE CODE  
OF THE CITY OF FORT COLLINS RELATING TO ELECTRIC  
VEHICLE CHARGING BY TEMPORARY CORD DRAPING

A. This Ordinance expands charging opportunities for residents without dedicated off-street parking to charge electric vehicles by establishing safety protocols for a charging cord draped perpendicularly across a sidewalk or public right-of-way to charge a curbside vehicle.

B. This Ordinance promotes public health, safety, and general welfare of persons using City sidewalks by addressing the placement, covering over, use, and removal of electric vehicle charging cords located upon certain public sidewalks within the City. This code allows a resident to temporarily and safely drape a cord across the right-of-way to charge their electric vehicle while also maintaining ADA accessibility and meeting ADA requirements on city sidewalks.

C. Cord draping is defined as the practice of temporarily extending an electric vehicle charging cable across a public pathway, sidewalk, or other right-of-way to reach a vehicle parked on the street. If off-street parking is available for a residence, a person must use off-street parking for electric vehicle charging rather than using the street to charge by cord draping. Further, a person may only charge one vehicle at a time at their residence, only when the residence does not have available dedicated off-street parking or alley access at the residence, and only when the residence is a single-unit or multi-unit residence.

D. The City Code provisions enacted herein also provide that a person charging their electric vehicle by temporary cord draping must:

- Place the electric vehicle charging cord perpendicular across to the sidewalk and must cover the cord with a highly visible, stable, and secure low-angle cable ramp while charging;
- Plug the electric vehicle charging cord into an outlet linked to the person's utility bill for the person's single-unit or multi-unit residence;
- Remove all charging equipment and covering when not charging an electric vehicle;
- Use only Level 1 (110-120V) charging equipment. No Level 2 (240V) charging cords may cross the right-of-way;
- Follow all local parking regulations, both temporary and permanent;
- Comply with all relevant sections of the National Electric Code and NFPA 70;
- Not sell charging time or space; and,
- Not use signage or other means to reserve a parking space.

E. As provided in this Ordinance, the City Code will allow cord draping by any person who complies with all the requirements of the proposed Article VI, while

authorizing the City Engineer to rescind cord draping permission from any person for failure to comply with any of the requirements, to issue citations, and to remove any equipment that has been placed, used, failed to be covered, or failed to be removed in violation of the proposed Article VI.

F. The City Council has determined that the additions to City Code herein provide necessary regulation of charging electric vehicles by cord draping and are in the public's and City's best interests to protect the safety and welfare of persons using the sidewalks and City rights-of-way.

In light of the foregoing recitals, which the Council hereby makes and adopts as determinations and findings, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS that Chapter 24 of the Code of the City of Fort Collins is hereby amended by the addition of a new Article VI, which reads in its entirety as follows:

## **ARTICLE VI.**

### **ELECTRIC VEHICLE CHARGING BY TEMPORARY CORD DRAPING**

#### **Sec. 24-180. Intent and purpose.**

The purpose of this Article is to secure and promote the public health, safety and general welfare of persons using City sidewalks by regulating the placement, covering over, use, and removal of electric vehicle charging cords located upon certain public sidewalks within the City. To expand charging opportunities for electric vehicles for persons without dedicated off-street parking at their residence, this Article regulates the safe draping of an electric vehicle charging cord across a sidewalk or other public right-of-way at the person's residence for the purpose of providing a charge to a curbside vehicle at the person's residence.

#### **Sec. 24-181. Definitions.**

The following words and phrases, when used in this Article, have the meaning respectively ascribed to them unless the context otherwise clearly indicates:

*City Engineer* means the City Engineer or their designee.

*Cord draping* means the practice of temporarily extending an electric vehicle charging cable across a public pathway, sidewalk, or other right-of-way to reach a vehicle parked on the street.

*Electric vehicle* means a plug-in electric motor vehicle or plug-in hybrid motor vehicle whose propulsion is powered fully or mostly by an electric motor that draws electricity from a battery and is capable of being charged from an external source.

*Electric vehicle charging cord* means a cable that is used to provide electricity to an electric vehicle, is designed to ensure that a safe connection has been made between the

electric grid and the vehicle, and is able to communicate with the electric vehicle's control system so that electricity flows at an appropriate voltage and current level.

*Person* means any person or entity, including but not limited to a corporation, limited liability company, partnership, unincorporated association or joint venture.

*Residential cord draper* means the person who is authorized by the City through compliance with this Article to charge an electric vehicle by cord draping.

*Sidewalk* means any surface provided for the use of pedestrians.

**Sec. 24-182. Authorization to charge a vehicle by cord draping at a person's residence.**

(a) Cord draping is a permitted use for any person who complies with all the requirements of this Article VI, but the City Engineer may rescind cord draping permission from any person for failure to comply with any of the requirements of this Article VI.

(b) If off-street parking is available for a residence a person must use such off-street parking for electric vehicle charging rather than using the street to charge by cord draping.

(c) A residential cord draper may charge an electric vehicle on the street by cord draping at the residential cord draper's residence, provided:

(1) The residential cord draper charges a vehicle only when the residence does not have available dedicated off-street parking or alley access at the residence and only when the residence is a single-unit or multi-unit residence; and

(2) The residential cord draper charges only one vehicle at a time at their residence; and

(3) The residential cord draper complies with all regulations in this Article including the placement, covering, removal, and safety requirements in Section 24-183; and

(4) The electric vehicle being charged at the residential cord draper's residence must be legally parked while charging.

(d) Each electric vehicle charging cord for a vehicle being charged by cord draping must:

(1) Be Level 1 (110-120V) charging equipment. No Level 2 (240V) charging cords may cross the right-of-way; and

(2) Be inserted into an outlet linked to the residential cord draper's utility bill for the residential cord draper's single-unit or multi-unit residence;

(3) Be placed, covered, removed, and labeled as provided in Section 24-183 of this Article.

### **Sec. 24-183. Placement, covering, and removal of electric vehicle charging cords.**

(a) Perpendicular placement. An electric vehicle charging cord must cross perpendicular to the sidewalk to minimize obstacles to mobility.

(b) Electric vehicle charging cord covering. Electric vehicle charging cords while charging a vehicle must be covered by a highly visible, stable, and secure low angle cable ramp according to the requirements in this Subsection.

(1) If the total height of the equipment (both cord and ramp) does not exceed one half ( $\frac{1}{2}$ ) inch in height, the following requirements apply as illustrated in Figure 1:

a. The ramp must cover the charging cord completely across the sidewalk or other right-of-way and can be no less than four (4) feet in length; and

b. The ramp must be no steeper than a fifty percent (50%) grade (1:2 gradient).

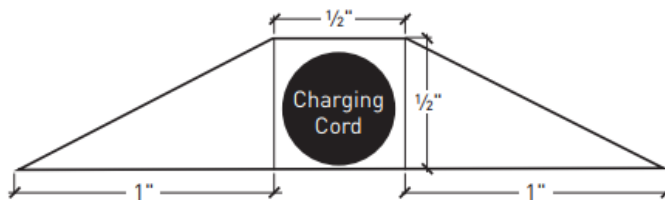


FIGURE 1. CROSS-SECTION OF RAMP REQUIREMENTS FOR UP TO  $\frac{1}{2}$  INCH

(2) If the total height of the equipment (both cord and ramp) exceeds one half ( $\frac{1}{2}$ ) inch in height, the following requirements apply as illustrated in Figure 2 and Figure 3:

a. The ramp must be no steeper than an 8.3% grade (1:12 gradient); and

b. A three (3) foot by five (5) foot clear landing on the sidewalk must be on either side of the ramp; and

c. The ramp must cover the entire width of the sidewalk and can be no less than four (4) feet wide; and

d. A five (5) foot by four (4) foot or greater landing platform must be at the top of the ramp; and

e. The landing must be flat, with no more than a two percent (2%) slope (1:50 gradient) in any direction; and

f. Perpendicular to the direction of travel, the ramp must not have a cross slope exceeding a two percent (2%) grade (1:50 gradient).

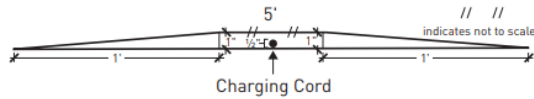


FIGURE 2. CROSS-SECTION OF RAMP REQUIREMENTS FOR OVER 1/2 INCH HEIGHT, EXAMPLE BASED ON A TOTAL HEIGHT OF 1 INCH

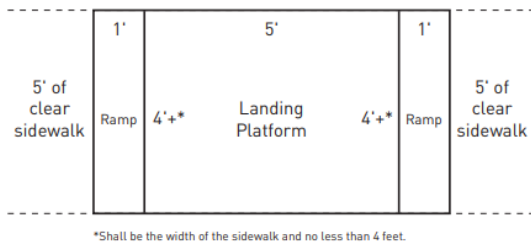


FIGURE 3. OVERHEAD DIAGRAM OF A RAMP FOR HEIGHTS OVER 1/2 INCH

(3) In no event may the total height of the equipment (both cord and ramp) exceed one (1) inch in height.

(c) Safety and removal of electric vehicle charging cords. Any person charging a vehicle by cord draping must comply with the following safety requirements:

(1) When not charging a vehicle, all electric vehicle charging equipment must be removed from the right-of-way; and

(2) All local parking regulations, both temporary and permanent, remain unchanged and must be followed; and

(3) Any person charging a vehicle by cord draping must comply with all relevant sections of the National Electric Code and NFPA 70; and

(d) Labeling. The cable ramp must have affixed to the underside of the ramp a label containing the name and address of the residential cord draper, the electronic mail address to reach the residential cord draper, the telephone number of a working telephone service to reach the residential cord draper, and the residential cord draper's homeowners/tenant liability insurance policy company and number.

## **Sec. 24-184. Selling of charging time or space prohibited.**

The selling of charging time or space is prohibited. In accordance with City Code Section 26-445, nothing in this Article allows a person or entity other than the electric utility of the City of Fort Collins, Colorado, to engage in the sale of electric service. No person shall

sell any parking space or electric vehicle charging equipment draped across any City right-of-way to charge a vehicle under this Article. No person shall use signage or other means to reserve a parking space for charging a vehicle by cord draping under this Article.

#### **Sec. 24-185. Violations.**

(a) Upon determination by the City Engineer that an electric vehicle charging cord has been placed, used, failed to be covered, or failed to be removed in violation of this Article, the City Engineer may order the residential cord draper to correct the offending condition. Any such order to correct an offending condition may be issued by electronic mail or sent by registered mail, return receipt requested, to the residential cord draper. The order will describe the offending condition, state the actions necessary to correct the condition, establish a date for compliance that is not more than five (5) business days from the date the order is sent to the residential cord draper, and inform the residential cord draper of the right to appeal pursuant to Section 24-186 of this Article. If the residential cord draper has not cured the offending condition within five (5) business days of the order, residential cord draping will no longer be permitted in this location unless and until further agreement by the City Engineer to ensure safety and compliance, and the City Engineer may remove the offending electric vehicle charging cord and equipment, impose a fine for expenses incurred to restore the public right-of-way, issue a citation for violation of this Article, or may take any combination of the actions provided in this Section. The City Engineer will cause an inspection to be made of any corrected condition of an electric vehicle charging cord under this Section.

(b) Notwithstanding the notice, opportunity to cure, and appeal provisions in Subsection (a) of this Section, in the interest of public safety and welfare, if at any time the City Engineer determines that any electric vehicle charging cord or cord covering has been placed or installed in or on public property in violation of this Article and such equipment poses an imminent threat to public safety and welfare, the City Engineer may without notice remove the equipment. The City Engineer will attempt to notify the equipment owner on the date of removal that if not claimed by the owner the equipment will be disposed of as provided in Subsection (e) of this Section.

(c) The City will not be held liable for any damage to any electric vehicle charging cord, cable ramp, or other charging equipment removed under this Section.

(d) Whenever the City Engineer finds an electric vehicle charging cord cable ramp that does not have affixed to the cable ramp the name, address, and telephone number of the residential cord draper as required under Section 24-183(b)(1), the City Engineer will make reasonable efforts to ascertain who the residential cord draper is and notify the residential cord draper of the violation.

(e) Any impounded electric vehicle charging cord will be treated as unclaimed property and disposed of by the City if not claimed within one (1) year of the date of impoundment.

**Sec. 24-186. Appeals.**

Any person aggrieved by a notice, order, or action taken pursuant to this Article may appeal to the City Manager as provided in Chapter 2, Article VI, of this Code.

Introduced, considered favorably on first reading on September 16, 2025, and approved on second reading for final passage on October 7, 2025.

---

Mayor

ATTEST:

---

City Clerk

Effective Date: October 17, 2025

Approving Attorney: Heather N. Jarvis

Exhibit: None