



**CITY COUNCIL  
ATLANTA, GEORGIA**

**21-O-0618**

**AN ORDINANCE BY COMMUNITY DEVELOPMENT/HUMAN SERVICES COMMITTEE TO AMEND PART III (CODE OF ORDINANCES-LAND DEVELOPMENT CODE), APPENDIX B (ELECTRICAL CODE AMENDMENTS), CHAPTER 1 (ADMINISTRATION), SECTION 101.8 ENTITLED "ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW COMMERCIAL CONSTRUCTION" AND SECTION 101.9 "ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW RESIDENTIAL CONSTRUCTION" OF THE CODE OF ORDINANCES OF THE CITY OF ATLANTA; AND FOR OTHER PURPOSES.**

WHEREAS, the City of Atlanta ("City") enacted a comprehensive Electric Vehicle Charging Readiness Policy through Ordinance No. 17-O-1654; and

WHEREAS, the State of Georgia ranks second in the United States for sales of both electric vehicles ("EV") and plug-in hybrid electric vehicles ("PHEV") with the current population being approximately 25,000 vehicles; and

WHEREAS, the Atlanta Metropolitan Area currently has 80% of the total number of EVs and PHEVs in the State of Georgia at approximately 20,000 vehicles; and

WHEREAS, there has been expressed interest from constituents to have EV and PHEV charging infrastructure available at the locations they frequent, including, but not limited to, multifamily residences, hotels, and office buildings; and

WHEREAS, the City has seen an increase in commercial development within the City limits due to increased economic development; and

WHEREAS, municipalities have seen growth of EV and PHEV infrastructure and deployment within their respective jurisdictions; and

WHEREAS, the installation of the electric vehicle supply equipment ("EVSE") is made cost effective when the infrastructure is installed during the initial construction phase as opposed to retrofitting existing buildings to accommodate the new electrical equipment; and

WHEREAS, the Mayor's Office of Resilience inadvertently omitted S-2 occupancy type from the compliance requirement provided in Part III, Appendix B, Chapter 1, Section 101.8(b) of the City of Atlanta Code of Ordinance to provide EVSE infrastructure to accommodate the future installation of Electric Vehicle Supply Equipment in Ordinance No. 17-O-1654; and

WHEREAS, the Mayor's Office of Resilience inadvertently omitted provisions to clarify technical specifications for required electrical load capacity and to allow for shielded conductors in residential installation to not require installation in conduit for EVSE in Ordinance No. 17-O-1654; and


WHEREAS, the amendments to the compliance requirement provided in Part III, Appendix B, Chapter 1, Section 101.8(b)(2), (3), (4) and Section 2 101.9(d) of the City of Atlanta Code of Ordinance to provide EVSE infrastructure to accommodate the future installation of Electric Vehicle Supply Equipment in Ordinance No. 18-O-1143; and

WHEREAS, the parking of any non-charging vehicles in parking spaces containing EVSE that are reserved for EV and PHEV charging restricts the availability of EV and PHEV charging equipment, making it difficult for EV and PHEV drivers to charge their vehicles; and

2021-43 (21-O-0618)

PAGE 1 OF 6





WHEREAS, the City should continue its support of plug-in electric vehicles and its efforts in constructing EV and PHEV charging infrastructure as this further supports the City's sustainability goals; and

WHEREAS, it is in the best interests of the City of Atlanta to amend Part III, Appendix B, Chapter 1, Sections 101.8 and 101.9 to adjust technical specifications for electrical load capacity for EVSE in new commercial and residential construction.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS as follows:

SECTION 1. That Part III, Appendix B, Chapter I, Section 101.8 (Electric Vehicle Charging Infrastructure Readiness Requirement for New Commercial Construction) of the City of Atlanta Code of Ordinances shall be amended per the following with new language in underline font and deleted language in ~~striketrough~~ font:

101.8. - Electric Vehicle Charging Infrastructure Readiness Requirement for New Commercial Construction.

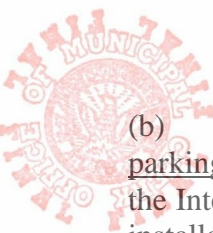
(a) Definitions:

(1) Electric Vehicle (EV): An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current which is charged by being plugged into an electrical source. For the purpose of this ordinance, off-road, self-propelled electric vehicles, such as industrial trucks, hoists, lifts, transports, golf carts, airline ground support equipment, tractors, boats, and the like, are not included.

(2) Electric Vehicle Supply Equipment (EVSE): The conductors, including the ungrounded, grounded, and equipment grounding conductors, and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

(3) Electric Vehicle Supply Equipment (EVSE) infrastructure: The equipment, as defined by the National Electrical Code, which is provided to support future electric vehicle charging. This shall include, 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, the installation of raceways, both underground and surface mounted, to support the electrical vehicle supply equipment.

(4) Plug-In Hybrid Electric Vehicle (PHEV): An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, powered by an electric motor that draws current from a rechargeable storage battery, fuel cell, photovoltaic array, or other source of electric current which is charged by being plugged into an electrical source, and having a second source of motive power such as gasoline or diesel.



(b) All new occupancy classifications and ~~Group A, B, E, I, M, R-1 R-2~~ and all new S-2 occupancies parking garages (including S-2 parking garages associated with other new occupancies), as regulated by the International Building Code, are required to provide EVSE infrastructure to accommodate the future installation of Electric Vehicle Supply Equipment. The infrastructure shall be provided per this section.

(1) The EVSE infrastructure shall be installed per the requirements of the current edition of the National Electrical Code (NFPA 70) as adopted and amended by the State of Georgia for enforcement by the City of Atlanta.

(a) The off-road parking provided for ~~buildings containing Group A, B, E, I, M, R-1, R-2, and S-2 occupancies~~ all occupancy classifications parking garages and S-2 parking garages associated with other new occupancies shall have EVSE infrastructure installed at the parking spaces dedicated for the use of the building.

(b) The ratio of electric vehicle parking spaces to non-electrical vehicle parking spaces shall be 1:5.

(c) Designated dual-port EVSE may be dual-usage for ADA accessible EV charging spaces and non-ADA accessible EV charging spaces with ADA compliant hardware. The use of the space for accessible parking takes precedence over the need to use this space for EV charging.

(2) All new off-road parking, or the expansion of the existing footprint of off-road parking, including additional floors on existing parking decks, for ~~buildings supporting Group A, B, E, I, M, R-1, R-2, and S-2 occupancies~~ all occupancy classifications shall include EVSE infrastructure based on the total number of parking spaces established in subsection (b).

(3) The EVSE infrastructure shall include a raceway, which is continuous from the branch circuit / feeder panel location to the future PHEV / EV parking space. The raceway shall be sized and installed per the National Electric Code; ~~however, in no case shall the EVSE~~ with infrastructure raceway that shall be at least ~~less than~~ 1" (one inch) in size or a suitable raceway pursuant to the required conductor size. The EVSE infrastructure raceway shall include a pull rope or line installed for future conductor installation, with the raceway with the raceway sealed and labeled for future use.

(a) The electrical load capacity for the service panel shall be provided on the submitted electrical construction documents to ensure the service panel has adequate electrical load capacity.

(b) The project construction documentation shall provide sufficient electrical capacity by using a 60-amp 240-volt, 2 pole single phase, (208 volt if 3-phase feeder supplied) branch circuit to estimate the future electrical load capacity needed for the EVSE required based on the total number of parking spaces established in subsection (1)(b).

(c) Locations of electrical vehicle equipment installation exposed to physical damage shall be arranged to prevent damage. Vehicle impact protection is required by posts / bollards.

- i. Constructed of steel not less than 4 inches in diameter filled with concrete.
- ii. Spaced no more than 4 feet on center between posts.

- iii. Set not less than 3 feet deep in concrete footing in not less than 15-inch diameter.
- iv. Bollard installations in elevated parking deck slabs shall be per the engineer's design.
- v. The top of the post is not less than 3 feet above grade.
- vi. Located not less than 3 feet from the Electrical Vehicle Charging Unit / Equipment.
- vii. Other barriers, other than posts specified in (i.) through (v.) that are designed to resist or deflect vehicular impact equal to (i.) through (v.) shall be permitted where approved.

(4) The electrical equipment room, when provided for all occupancy classifications parking garages and S-2 parking garages associated with other new occupancies ~~new A, B, E, I, M, R-1 R-2 and~~ must have a dedicated space for the future installation of EVSE. This space shall be identified on all construction documents submitted for review, and the dedicated space shall not allow for violation of the National Electrical Code prescriptive requirements regulating working space clearances around equipment, or violation of the National Electrical Code prescriptive requirements governing the entrance to and egress from electrical equipment working space.

(a) When a disconnect is required or installed for EV charging unit(s) the disconnect shall be allowed to using aluminum conductor from the service panel to the disconnect. The conductor from the disconnect to the charging unit shall be copper conductors.

(5) During construction of the electrical equipment room, all raceways installed for the EVSE infrastructure shall terminate at the space dedicated for the future EVSE installation.

(6) Prior to the final electrical inspection approval, the space dedicated within the electrical equipment room for the future EVSE installation shall have the wall stenciled or marked legibly with the following text: FUTURE ELECTRICAL VEHICLE CHARGING EQUIPMENT AND PANELS".

(7) The proposed placement and installation of EVSE infrastructure or equipment shall not allow for any violation of the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101).

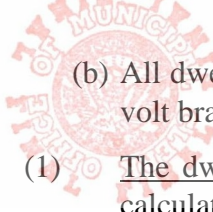
(8) The placement of EVSE shall not create a trip hazard or violation of the accessible path of travel when the cord is connected to an EV or PHEV.

SECTION 2. That Part III, Appendix B, Chapter I, Section 101.9 (Electric Vehicle Charging Infrastructure Readiness Requirement for New Residential Construction) of the City of Atlanta Code of Ordinances shall be amended per the following with new language in underline font and deleted language in ~~strikethrough~~ font:

101.9. - Electric Vehicle Charging Infrastructure Readiness Requirement for New Residential Construction.

All new Group R-3 occupancies, as regulated by the International Building Code, and all new single-family dwellings, two-family dwellings and townhomes regulated by the International Residential and Commercial Code are required to provide EVSE infrastructure to accommodate the future installation of Electric Vehicle Supply Equipment. The infrastructure shall be provided per this section.

- (a) The EVSE infrastructure shall be installed per the requirements of the current edition of the National Electrical Code (NFPA 70) as adopted and amended by the State of Georgia for enforcement by the City of Atlanta.



(b) 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.

(1) The dwelling unit service ampere rating along with a level 2 EVSE branch circuit at 125% shall be calculated for determination of the service size for the building.

(2) Locations of electrical vehicle equipment installation exposed to physical damage shall be arranged to prevent damage. Vehicle impact protection is required by posts / bollards.

(i). Constructed of steel not less than 4 inches in diameter filled with concrete.

(ii). Spaced no more than 4 feet on center between posts.

(iii). Set not less than 3 feet deep in concrete footing in not less than 15-inch diameter.

(iv). Bollard installation in elevated parking deck slabs shall be per engineered design.

(v). The top of the post is not less than 3 feet above grade.

(vi). Located not less than 3 feet from the Electrical Vehicle Charging Unit / Equipment.

(vii). Other barriers, other than posts specified in (i.) through (v.) that are designed to resist or deflect vehicular impact equal to (i.) through (v.) shall be permitted where approved.

(c) An area shall be provided within the attached garages, carport, driveways, or detached garage for placement of Electric Vehicle Supply Equipment.

(1) Prior to the final electrical inspection approval, the space dedicated in the electrical service panel or near the location of a future service panel for a future EVSE installation shall have the wall stenciled or marked legibly with the following text: FUTURE ELECTRICAL VEHICLE CHARGING EQUIPMENT AND PANELS".

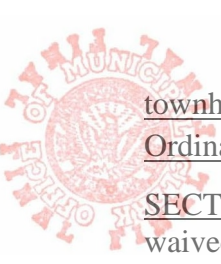
(d) Absent an attached or detached garage, an underground electrical conduit shall be provided between the dwelling and the designated parking space for the dwelling. The EVSE infrastructure shall include a raceway, which is continuous from the branch circuit / feeder panel location to the future PHEV / EV parking space designated for the dwelling. The raceway shall be sized and installed per the National Electrical Code; to accommodate the appropriate conductor size within the wall cavity to protect the conductors from harm ~~however, in no case shall the EVSE infrastructure raceway be less than 1" (one inch) in size.~~ The EVSE infrastructure raceway shall include a pull rope or line installed for future conductor installation, with the raceway sealed and labeled for future use.

(1) The electrical load capacity for the service panel shall be provided on the submitted electrical construction documents to ensure the service panel has adequate electrical load capacity. Utility companies shall be consulted to verify capacity concerns of overloading local transformers is possible.

(2) When a disconnect is required or installed for EV charging unit(s) the disconnect shall be allowed to using aluminum conductor from the service panel to the disconnect. The conductor from the disconnect to the charging unit shall be copper conductors.


(e) This requirement does not apply to dwellings without a designated parking space located on the premises, nor does this requirement apply to parking spaces located in the public right-of way. This requirement also does not apply to detached garages that are not used primarily for parking.

(1) The installation of future EVSE requirements does not apply to existing renovation(s), alteration(s), conversions, addition(s) to an existing R-3 (single-family dwellings, two-family dwellings and



townhomes) per this EVSE ordinance. However, if the installation of EVSE is voluntary then this Ordinance and the National Electrical Code (NFPA 70) requirements would apply.

**SECTION 3.** That all ordinances and parts of ordinances in conflict with this ordinance are hereby waived to the extent of the conflict.

  
A true copy,  
Foris Webb III  
Municipal Clerk

ADOPTED by the Atlanta City Council  
APPROVED per City Charter Section 2-403

SEP 07, 2021  
SEP 15, 2021