CITY COUNCIL
ATLANTA, GEORGIA

25-O-1011

AN ORDINANCE BY COUNCILMEMBER JASON H. WINSTON AS SUBSTITUTED 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 "ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW COMMERCIAL CONSTRUCTION" AND SECTION 101.9 "ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW RESIDENTIAL CONSTRUCTION", TO IMPLEMENT NEW REGULATORY REQUIREMENTS, TO IMPROVE AND CLARIFY PROCESSES, TO UPDATE REFERENCES AND DEFINITIONS, AND TO MAKE OTHER DRAFTING AMENDMENTS; AND FOR OTHER PURPOSES.

WHEREAS, the City of Atlanta ("City") enacted a comprehensive Electric Vehicle Charging Readiness Policy pursuant to Ordinance 17-O-1654; and

WHEREAS, the City has adopted climate action goals to reduce emissions by 40% by 2030; and

WHEREAS, the State of Georgia has attracted over $23 billion in Electric Vehicle Manufacturing, Battery Manufacturing, and Electric Vehicle Infrastructure investments; 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 estimate of more than 42,000 vehicles; and

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

WHEREAS, constituents have expressed interest in improved EV and PHEV charging infrastructure at locations they frequent, including, but not limited to, multifamily residences, retail, hotels, parks, office buildings, and more; and

WHEREAS, there is very little access to public Electric Vehicle Supply Equipment ("EVSE") in Atlanta's West, Southwest, and Southern regions, especially in US Department of Transportation's designated Historically Disadvantaged Communities; and

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

WHEREAS, the City strives to meet the explosive growth of EV and PHEV deployment within their respective jurisdictions and fleets; and

WHEREAS, the installation of EVSE is most 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 City strives to be a model for EV readiness by prioritizing fire safety and equitable access to EV infrastructure; and

WHEREAS, the Chief Sustainability Officer recommends that Sections 101.8, 101.9 of the Atlanta City Code be amended in order to increase the City of Atlanta's Electric Vehicle Readiness to meet the growth of EVs and PHEVs and to ensure that new development across the public and private sectors are built to support the rapid transition to clean transportation.

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

SECTION 1: That Part III (Code of Ordinances-Land Development Code), Appendix B (Electrical Code Amendments), Chapter 1 (Administration), Section 101.8 shall hereby be amended such that it shall thereafter read as follows (with permanent additions in underline font and permanent deletions in strikethrough 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, 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.~~

~~(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 all new S-2 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 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 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; with infrastructure raceway that shall be at least 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 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.~~

101.8. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW COMMERCIAL CONSTRUCTION.

(a) Definitions.

(1) Accessible Electric Vehicle Charging Station ("Accessible Station") means an Electric Vehicle Charging Station where the Electric Vehicle Charging Station is located within accessible reach of a barrier-free access aisle and the Electric Vehicle to enable access and use by persons with disabilities, in accordance with the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101) and the applicable regulations, as amended. ("ADA).

(2) Electric Vehicle ("EV") means an automotive-type vehicle for on-road use, including but not limited to passenger automobiles, buses, trucks, vans, neighborhood Electric Vehicles, and electric motorcycles, 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 similar vehicles are not included in this definition.

(3) EVSE Capable means a parking space that does not yet have an Electric Vehicle Charging Station installed, does have dedicated electrical panel capacity and reserved breaker or subpanel expansion, and some Electric Vehicle Supply Equipment infrastructure installed including, a dedicated branch circuit to provide enough power for future charging stations, one port per parking space with one 9600 VA circuit line provided during construction, or if a dual port is used to supply two adjoining parking spaces, two 9600 VA circuit lines. See Table 1 for a description and visual aid.

(4) Electric Vehicle Charging Station (or "Charging Station") means a public or private parking space that is served by EVSE for charging and parking an Electric Vehicle.

(5) EVSE Ready means an Electric Vehicle parking space that provides dedicated electrical panel capacity, conduit, and wiring installed that terminates at an outlet at the Electric Vehicle parking space but does not yet have an Electric Vehicle Charging Station installed. See Table 1 for a description and visual aid.

(6) Electric Vehicle Supply Equipment ("EVSE") means 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.

(7) EVSE Installed means an Electric Vehicle parking space with an Electric Vehicle Charging Station fully installed and operational, including all relevant Electric Vehicle Supply Equipment. The model and manufacturer of the charger may be chosen by the property owner. See Table 1 for a description and visual aid.

(8) NEC means the current version of the National Electrical Code, as published by the National Fire Protection Association.

Table 1. EVSE Capable, Ready and Installed.

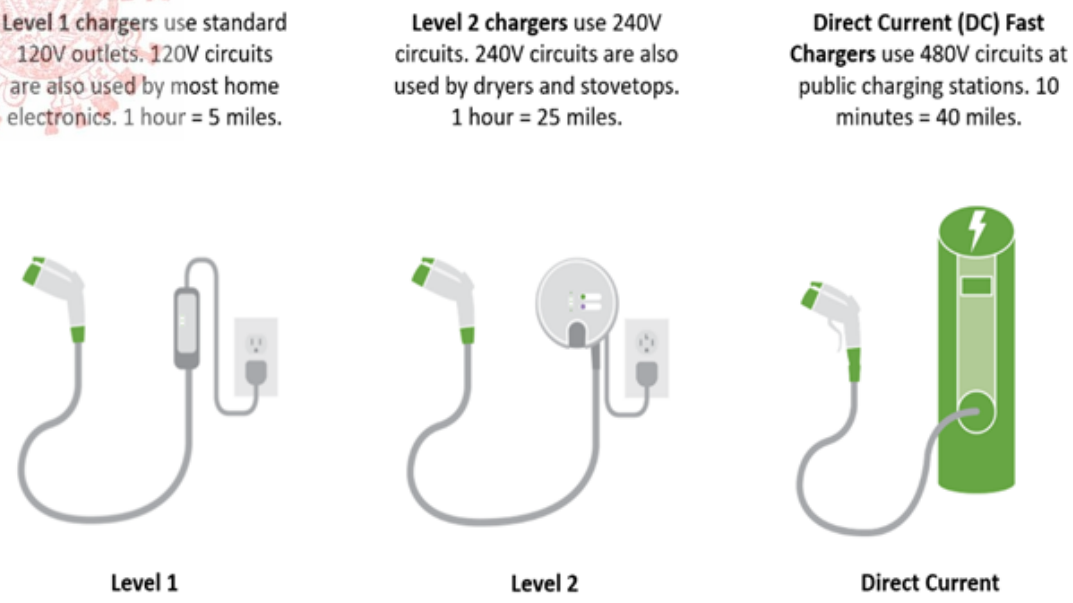
EVSE Capable	EVSE Ready	EVSE Installed
		
Enough electrical capacity is installed at the panel to support future EV charging spots. Additionally, there is a dedicated branch circuit to make sure enough power is available for future charging stations without overloading the system and raceway to future charging spots. Requires panel space and conduit.	A parking space is EVSE Ready when additional wiring and a junction box or an 8320 VA to 9600 VA outlet (like for a clothes dryer have been installed). This requires dedicated panel capacity, conduit, and wiring that safely terminates at the parking space.	Enables immediate EV charging to meet current and future demand. Requires installation of at least a Level 2 EV Charger.

(9) Level-1 Charger means an Electric Vehicle Charging Station with a voltage range from 0 VA to 1920 VA. See Figure 1.

(10) Level-2 Charger means an Electric Vehicle Charging Station with a voltage range from greater than 4800 VA to 9600 VA. See Figure 1.

(11) Level-3 Charger means a Direct Current (DC) Electric Vehicle Charging Station with greater than 9600 VA. See Figure 1.

Figure 1. Level 1, Level 2, and Level 3 Chargers described.



(12) Non-Electric Vehicle means any motor vehicle that is licensed and registered for operation on public and private highways, roads, and streets that does not meet the definition of Electric Vehicle.

(13) Plug-In Hybrid Electric Vehicle ("PHEV") means an automotive-type vehicle for on-road use, including but not limited to passenger automobiles, buses, trucks, vans, neighborhood Electric Vehicles, electric motorcycles, 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 an internal combustion engine.

(b) Minimum Requirements.

(1) All new occupancy classifications, including all new construction for mixed use zoning classifications and all new S-2 parking garages, including S-2 parking garages associated with other new occupancies classifications, shall meet the requirements for EVSE Capable and EVSE Installed established in this Section, to accommodate the installation of EVSE and Charging Stations.

(2) EVSE shall be installed in accordance with the requirements of the current version of the International Building Code and the following ratios:

(a) The off-street parking provided for all new occupancy classifications parking garages and new S-2 parking garages associated with other new occupancies shall have EVSE installed at the parking spaces dedicated for the use of the building at the following ratio:

(i) EVSE Capable parking spaces shall comprise 20% (or 1:5) of the required parking spaces.

(ii) EVSE Installed parking spaces shall comprise 20% (or 1:5) of the required parking spaces in addition to EVSE Capable Spaces.

(iii) EVSE Installed parking spaces shall be prioritized over EVSE Capable parking spaces in the case where fire safety requirements limit the number of EV parking spaces.

(iv) EVSE Capable Spaces in new off-street parking areas constructed, owned, or operated by the City of Atlanta shall comprise 50% (or 1:2) of required parking spaces.

(v) EVSE Installed Spaces in new off-street parking areas constructed, owned, or operated by the City of Atlanta shall comprise 25% (or 1:4) of required parking spaces.

(3) All new off-street parking, or the expansion of the existing footprint of off-street parking for all parking lot occupancy classifications, including additional floors on existing parking decks, shall comply with the EVSE Installed and Capable requirements established in subsection (2)(b) of this section; provided, however, that parking spaces below grade or parking spaces three or more levels above the level of exit discharge shall not be required to comply with the ratio.

(c) Electric Vehicle Supply Equipment Minimum Requirements.

(1) EVSE Capable parking spaces shall include a raceway, which is continuous from the branch circuit or feeder panel location to the EVSE parking space. The raceway shall be sized and installed in accordance with the NEC, and shall be at least one inch (1") in size or of a size suitable for the required conductor size. The raceway shall include a pull rope or line installed for future conductor installation, and the raceway sealed and labeled for future use.

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

(b) The electrical permit documents shall show a 14400 VA, 2-pole single phase, (12480 VA if 3-phase feeder supplied) branch circuit to provide for the future electrical load capacity needed for the required EVSE in accordance with the number of parking spaces established in section 101.8(1)(b).

(c) All VA ratings shall apply the relevant demand factors in accordance with the NEC.

(2) EVSE Installed parking spaces shall include, at the minimum a Level-2 Charger with a minimum load capacity of 9600 VA.

(3) EV Charging Stations equipped with a Level-1, Level-2, or Level-3 Charger are permitted as an accessory use in all zoning districts.

(4) EVSE, including Charging Stations shall be designed, located, and installed to prevent damage and minimize exposure to damage, including, but not limited to vehicle impact protection such as posts or bollards that meet the following standards:

(a) Constructed of steel not less than four inches (4”) in diameter and filled with concrete.

(b) Spaced no more than four feet (4’) on center between posts.

(c) Set at least three feet (3’) deep in a concrete footing not less than fifteen inches (15”) in diameter.

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

(e) Located not less than three feet (3’) from the EVSE.

(f) Bollard installations in elevated parking deck slabs shall be designed by the applicant’s design professional, provided however, the Director may require modifications of the design that ensure the safety the EVSE or the Charging Station.

(g) Other barriers that resist or deflect vehicular impact may be approved when they are designed to provide protection equivalent to the barriers describe in subsections (a) through (e).

(5) Parking garages of all occupancy classifications and S-2 parking garages associated with other new occupancies that have an electrical equipment room must have dedicated space for the future installation of EVSE in the electrical equipment room.

(a) This space shall be identified on all construction documents submitted for permitting review.

(b) The dedicated space shall comply with the International Building Code requirements regulating working space clearances around equipment, and the requirements governing the entrance to and egress from electrical equipment working space.

(c) During construction of the electrical equipment room, all raceways and conduit installed for the EVSE Infrastructure shall terminate at the space dedicated for the future Electric Vehicle Charging Station.

(d) Prior to the final electrical inspection approval, the space dedicated within the electrical equipment room for the future EVSE Capable and EVSE Installed shall have the distribution board installed for "FUTURE ELECTRICAL VEHICLE CHARGING EQUIPMENT AND PANELS".

(d) Fire Protection Standards.

(1) EV parking spaces and Charging Stations shall be accessible from Fire Department standpipes to aid in suppressing fires.

(2) All closed and enclosed parking structures renovated, or constructed after the effective date of this section shall provide one (1) nine meter by six meter (9x6) fire blanket in a location approved by the Fire Chief or their designee. All fire blankets shall be installed and maintained at the building owner's expense.

(3) All closed and enclosed parking structures renovated or constructed after the effective date of this section, shall provide a fused, emergency disconnect for each charging unit to shut down power to the EVSE in the immediate vicinity of the unit.

(a) The location of the disconnect shall be approved by Fire Chief or their designee.

(b) Disconnect devices and related appurtenances shall be installed and maintained at the building owner's expense.

(c) When the EVSE disconnect is installed, the disconnect shall be copper from the service panel to the disconnect. The conductors from the disconnect to the EVSE shall be copper.

(4) A minimum of two (2) 2A:10B:C Fire Extinguishers shall have the minimum capacity of 10lbs and shall be installed within 75 feet of each EVSE capable and installed parking space and in each electrical room servicing EVSE equipment. All fire extinguishers shall be installed and maintained at the building owner's expense.

(5) All closed and enclosed parking structures renovated or constructed after the effective date of this section, shall include an additional 30 inches of space between each EV parking space, or the width of the emergency disconnect, whichever is greater. The spaces in between these parking spaces shall be striped in red to prohibit parking in that space.

(e) Compliance with the Americans with Disabilities Act.

(1) All EVSE and Charging Stations shall comply with ADA regulations.

(2) A minimum of one (1) EVSE Installed Accessible Station shall be located immediately adjacent to an ADA-designated space to provide access to the charging station.

(3) An EV Charging station designated as dual-port may serve both an Accessible Station and a non-accessible Charging Station with ADA compliant hardware.

(4) The use of a parking space for accessible parking shall be prioritized over the need to use the space as an EV Charging Station.

(5) EVSE and Charging Stations shall not create a trip hazard or compromise the accessible path of travel when the cord is connected to a vehicle, in accordance with the U.S. Access Board's guidance for Floors and Ground Surfaces (https://www.access-board.gov/ada/guides/chapter-3-floor-and-ground-surfaces/).

(a) Charging cords must be covered by a highly visible, stable, secure, low-angle cable ramp while charging.

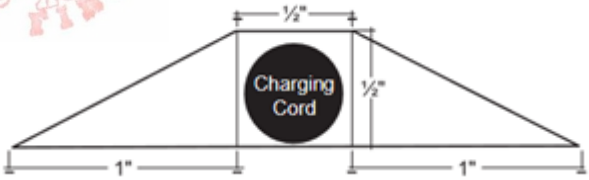
(b) A cover should remain highly visible at night through the use of reflective tape or colors that contrast with adjacent walking surfaces.

(c) If the total height of both the cord and the ramp does not exceed one half inch (1/2"), the following requirements apply:

(i) The ramp shall cover the charging cord completely across the sidewalk and be at least 4 feet in length.

(ii) The ramp shall be no steeper than a 50% grade or 1:2 gradient.

Figure 2. Cross-section of Ramp Requirements for Cords up to 1/2 inch.



(b) If the total height of both the cord and the ramp exceeds one half inch (1/2"), the following requirements apply:

(i) The ramp shall be no steeper than an 8.3% grade or 1:12 gradient.

(ii) A three foot by five foot (3' x 5') clear landing on the sidewalk shall be on either side of the ramp.

(iii) The ramp shall cover the entire width of the sidewalk and can be no less than 4 feet wide.

(iv) A five foot by four foot (5' x 4') or greater landing platform shall be at the top of the ramp.

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

(vi) The ramp cannot have a cross slope, perpendicular to the direction of travel, that exceeds a 2% grade (1:50 gradient).

Figure 3. Cross-section of Ramp Requirements for Cords greater than 1 inch.

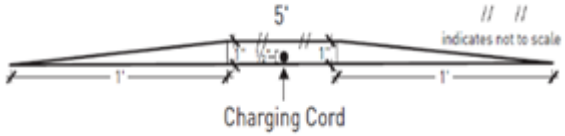
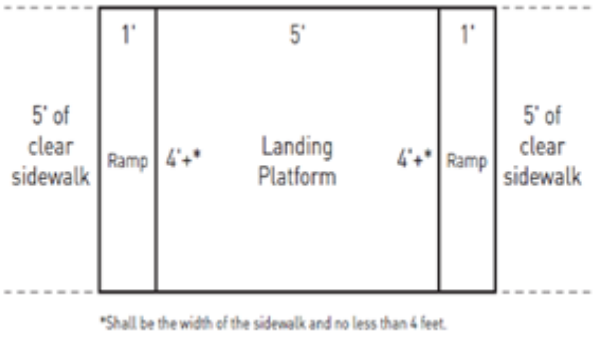


Figure 4. Overhead Diagram of a Ramp for Heights over 1/2 inch.



SECTION 2: That Part III (Code of Ordinances-Land Development Code), Appendix B (Electrical Code Amendments), Chapter 1 (Administration), Section 101.9 shall hereby be amended such that it shall thereafter read as follows (with permanent additions in underline font and permanent deletions 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. 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.~~

101.9. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW RESIDENTIAL CONSTRUCTION.

(a) All new Group R-3, single family, two-family, and three-unit dwellings occupancies shall provide EVSE to accommodate the future installation of Charging Stations.

(b) The following project types shall also comply with the EV Ready Residential Requirements established in this section:

(1) When a new Accessory Dwelling Unit (ADU) is constructed with a garage.

(2) When a service change is triggered for a detached garage.

(3) When an electrical service is changed or upgraded.

(c) EVSE shall be installed in accordance with the requirements of the current edition of the NEC and this section.

(d) All dwellings regulated by this section shall provide sufficient electrical capacity for a 9600 VA branch circuit for the future installation of EVSE. Each new residential unit shall provide an area within attached garages, carports, driveways, or detached garages for at least one EVSE Ready parking space. The EVSE Ready parking space shall include at least:

(1) A 240V electrical outlet, with a dedicated branch circuit capable of supporting, at a minimum, a Level-2 Charger;

(2) The electrical panel serving the residential unit shall have sufficient electrical load capacity and panel space for the installation of a dedicated branch circuit for the EVSE.

(3) The outlet shall be a National Electrical Manufacturers Association (NEMA) 14-50 or equivalent, ensuring compatibility with most Level-2 Chargers.

(4) The EVSE Ready parking space and the corresponding outlet or branch circuit shall be clearly labeled as "EVSE Ready" in the electrical panel and at the outlet location.

(5) A permanent label shall be affixed to the electrical panel indicating the location of the EVSE-Ready outlet and its circuit breaker.

(6) If a residential unit does not have an attached or detached garage, an underground electrical conduit shall be provided between the dwelling and the designated off-street parking space for the dwelling.

(7) The overcurrent protective device and the panelboard must be sized to accommodate the sum of the value noted in subsection (b) of this section, plus the demand factor for continuous duty established in the NEC.

(e) EVSE shall be designed, arranged, and installed to prevent damage and to prevent exposure to damage.

(d) The EVSE Ready parking space shall include a raceway, which is continuous from the branch circuit / feeder panel location to the future EV parking space designated for the dwelling. The raceway shall be sized and installed in accordance with the International Building Code and the following requirements:

(1) To accommodate the appropriate conductor size within the wall cavity to protect the conductors from harm. The EVSE infrastructure raceway shall include conduit and wiring for the dedicated branch circuit installation.

(2) The electrical load capacity for the service panel shall be provided on the permitting 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.

(3) When a disconnect is required or EVSE Installed, the disconnect may be an aluminum conductor from the service panel to the disconnect. The conductor from the disconnect to the charging unit shall be copper conductors.

SECTION 3: The Amendments made by this Ordinance shall be effective on January 1, 2026.

SECTION 4: The amendments made by this Ordinance do not apply where:

(a) Prior to January 1, 2026, projects for which a complete rezoning application, building permit application, land disturbance permit application, special use permit application, special administrative permit application, subdivision permit application, or platting application has already been received by the Office of Buildings or by the Office of Zoning and Development.

SECTION 4: That all ordinances and parts of ordinances in conflict with this ordinance are hereby waived to the extent of the conflict, only.

SECTION 5: That the Municipal Clerk is instructed to retain all legislative history references in the codified version of Part III (Code of Ordinances-Land Development Code), Appendix B (Electrical Code Amendments), Chapter 1 (Administration), including Editor's notes, and shall not delete any such references, but shall amend them to include this ordinance.

A true copy,

Corrine A. Lindo

Municipal Clerk

ADOPTED by the Atlanta City Council **JAN 23, 2025**

APPROVED per City Charter Section 2-403 **FEB 01, 2025**