



**AN ORDINANCE**

**AN ORDINANCE TO AMEND PART III (CODE OF ORDINANCES—LAND DEVELOPMENT CODE), APPENDIX B (ELECTRICAL CODE AMENDMENTS), CHAPTER 1 (ADMINISTRATION), SECTION 101.8(b) (ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW COMMERCIAL CONSTRUCTION) OF THE CODE OF ORDINANCES OF THE CITY OF ATLANTA AND SECTION 101.9(e) (ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS REQUIREMENT FOR NEW RESIDENTIAL CONSTRUCTION) OF THE CODE OF ORDINANCES OF THE CITY OF ATLANTA TO CORRECT AN OVERSIGHT IN ORDINANCE NO. 17-O-1654; AND FOR OTHER PURPOSES.**

**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**, 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 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 types from the compliance requirement provided in Part III, Appendix B, Chapter 1, Section 101.8(b) of the City of Atlanta Code of Ordinances to provide EVSE infrastructure to accommodate the future installation of Electric Vehicle Supply Equipment in Ordinance No. 17-O-1654; and

**WHEREAS**, it is in the best interests of the City not to require that detached garages in residential properties not used primarily for parking be equipped with EVSE, which is currently required under Part III, Appendix B, Chapter 1, Section 101.9(e).

**NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA** as follows:

**SECTION 1.** That Part III, Appendix B, Chapter 1, Section 101.8(b) of the City of Atlanta Code of Ordinances, which currently provides as follows:

- (b) All new Group A, B, E, I, M, R-1 and R-2 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 and R-2 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 existing off-road parking for buildings supporting Group A, B, E, I, M, R-1 and R-2 occupancies 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 Electrical Code; 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.

(4) The electrical equipment room, when provided for new Group A, B, E, I, M, R-1 and R-2 occupancies must have a dedicate space for the future installation of EVSE. This space shall be identified on all construction documents submitted for review, and the dedicate 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.

(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 ELECTRIC 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.

**Is hereby amended and modified as follows:**

(b) All new Group A, B, E, I, M, R-1, ~~and R-2~~, and S-2 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, ~~and R-2~~, and S-2 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 and only applies to the total new parking spaces.

(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 existing off-road parking for buildings supporting Group A, B, E, I, M, R-1, ~~and R-2~~, and S-2 occupancies 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 Electrical Code; 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.

(4) The electrical equipment room, when provided for new Group A, B, E, I, M, R-1 ~~and R-2~~, and S-2 occupancies must have a dedicate space for the future installation of EVSE. This space shall be identified on all construction documents submitted for review, and the dedicate 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.

(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 ELECTRIC 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 1, Section 101.9(e) of the City of Atlanta Code of Ordinances, which currently provides as follows:

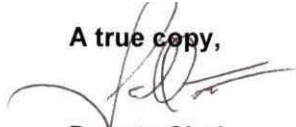
(e) This requirement does not apply to dwellings without a designated parking space located on the premises, nor does this requirement apply to parking spaces located in the public right-of-way.

**Is hereby amended and modified as follows:**

(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.

**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,



Deputy Clerk

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

APR 16, 2018  
APR 25, 2018