Electrify America’s California Permitting Experience
California’s permitting law (AB1236) is strong, calling for “consistent statewide standards to achieve the timely and cost-effective installation of electric vehicle charging stations”

A jurisdiction’s permit review “shall be limited to the building official’s review of whether it meets all health and safety requirements” and may not include a zoning review.

“The requirements of local law shall be limited to those standards and regulations necessary to ensure that the electric vehicle charging station will not have a specific, adverse impact upon the public health or safety.”

All AHJs must have “an expedited, streamlined permitting process for electric vehicle charging stations.”

A use permit may not be required unless a jurisdiction “makes a finding, based on substantial evidence, that the electric vehicle charging station could have a specific, adverse impact upon the public health or safety.”

The Governor’s Office has established that, based on a collection of real-world charging station permitting experiences in California, 15 day timelines for permitting ultra-fast charging stations “meet the intent of AB 1236.”
As of February 19, 2020, GO-Biz has evaluated 495 (of 540) jurisdictions in California for compliance with AB 1236.

73 cities or counties (15 percent) have been deemed “Streamlined.”

141 (28 percent) are “Partially Streamlined/Streamlining in Progress.”

257 (52 percent) are considered “Not Streamlined.”

GO-Biz EVCS Permitting Map and Scorecard available at: [http://www.business.ca.gov/ZEVReadiness](http://www.business.ca.gov/ZEVReadiness)
Permitting in California presents a number of challenges; costs and standard durations for projects much longer than National.

California DCFC stations have more than **20% higher design, permitting, & construction costs** than national average due largely to permitting related costs and statewide requirements.

1^Duration measured in business days
GO-Biz EV Charging Station Permitting Guidebook outlines best practices for permit timelines

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<th>Application Submittal → Complete Response</th>
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<td><strong>Type of Charger</strong></td>
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<td>L2 – Single Family</td>
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<td>Multi L2 – Shared (Multi Family/Workplace/Public)</td>
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<th>Complete package → Approval to Build</th>
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* Note: Municipalities with integrated utilities may require more time to align the utility planning and review that occurs before building permit approval.

Standard four-charger station design
Electrify America’s Experience: Permitting requirements are not “limited to health & safety” and the process is not “expedited”

Extended Zoning Review

#1 primary cause of delayed projects\(^1\) was extended zoning review

AB 1236 calls for “expedited, streamlined permitting process” led by the Building Official.

Multiple Rounds of Comments

77% of delayed projects\(^1\) received multiple rounds of comments

Multiple rounds of comments was the 2\(^{nd}\) most common primary cause of delay

Minimum Parking Requirements

82% of delayed permitting processes\(^1\) included parking minimum enforcement

Parking count regulations do not protect health/safety

Aesthetics

77% of delayed projects\(^1\) included reviews/comments focused on aesthetics

Aesthetic review is not permitted under AB 1236

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\(^1\)Sample size of 73 projects in California with permitting durations of 70+ days
Permitting improves when Legislators, City Attorneys, and GoBiz build AB 1236 Awareness

Streamlined, Expedited Process: City of Sacramento, San Jose

Parking: Burbank, South Gate, Sacramento County

Zoning: Rocklin, Los Angeles

Aesthetics: San Francisco, San Jose

Dear Friends,

I am writing to clarify the intent of my bill, Assembly Bill (AB) 1236, that was signed by Governor Brown in 2015. AB 1236 requires all local jurisdictions to adopt an expedited, streamlined permitting process for electric vehicle (EV) charging stations.¹
AB 2168 (McCarty, Chiu & Reyes, 2020) will improve permitting by setting timeframe after which permit application is “deemed approved”

A local government has an initial five business days to verify the completeness of the permitting application.

“An application to install an EV charging station ... shall be deemed approved if 15 business days after” a application is submitted the city has neither “administratively approved the application” nor found “a specific, adverse impact to public health or safety.” These criteria were established by AB 1236 (Chiu 2015).

Timelines are based on GO-Biz Analysis of Best Practices

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**Supporters:** ABB; Alliance for Auto Innovation; Black & Veatch; Coalition for Clean Air; Core States Group; EV Charging Association; Env’t California; Ford; Greenlots; Plug-In America; Sac EV Association; SemaConnect; Siemens; SCE; Tesla; Valley CAN; Volta ... *and your organization?*
“Deemed Approved” deadlines succeed in expediting permitting

**AB 57:**
Enacted in 2015 to expedite the permitting of telecommunications facilities including cell phone towers. It is widely understood to have eliminated unnecessary delays for telecommunications facilities.

An application “shall be deemed approved” if the city or county fails to approve or disapprove the application within 30 calendar days.

**Permit Expediting Act of 1977:**
A development permit application shall be “deemed approved” if the city or county fails to meet comment deadlines.
We look forward to continued collaboration

Thank you
Pathways to EV Charging Readiness

West Hollywood | March 10, 2020 | Up to Code - GO BIZ EVENT
ABOUT WEHO

- Incorporated in 1984
- 1.9 square miles
- Population = ~35,000 ppl
- Median Income = $56,699
- Predominantly renters

Existing building stock:
- Majority low-to-mid-rise multifamily
- 70% of properties are rent-stabilized
- Majority built mid-20th century or earlier
WEHO EV STATS

10 public EVCS citywide

600+ EVs registered in West Hollywood

1.6 EVs per 100 residents

300+ EVs per square mile

33% of West Hollywood MUDs are in the top 15% of propensity-to-purchase EVs
Since 2016, the City Council has issued directives to promote EV charging readiness that focuses on the following:

1. Policy creation/streamlining
2. Implementation
3. Advocacy
4. Technical Assistance
5. Expansion of public EV infrastructure
6. General Education & Awareness
FOUR LEVELS OF EV READINESS

→ Spaces **not** equipped with EV infrastructure at time of construction
→ Inaccessible conduit installed at time of construction
→ Full circuit & electric panel capacity installed at time of construction
→ EVCS & all support equipment installed at time of construction
Statewide code updated every 3 years
- 2016 state code includes mandatory EV Charging requirements
- Cities must file all local amendments with the state
- Staff required to revise local building code (Title 13)

Staff required to revise local zoning code (Title 19) to:
- Update parking section to include EV readiness requirements
- Reference CALGreen and local amendments
- Allow exemptions
- Remove parking code barriers
✓ Combined effort with EV Readiness Ordinance (in coordination with Building & Safety)

✓ Ensured that any spaces reserved for EVCS count toward parking requirement in our Zoning Code

✓ Use CALBo EVC templates to create admin ordinance & application checklist for future retrofits

✓ Submitted staff report, ordinance, and sample checklist to City Council (March 2018)

✓ Created one-stop shop EV Charge Up program webpage once ratified
The City’s process to approve and permit EVCS installations consists of three steps:

1. obtain a zone clearance from Current Planning Division
2. submit plans to the Building & Safety Division for plan check review; and
3. once approved, obtain necessary building and electrical permits.

WAIVED:
- Building and electrical plan check fees and associated permit fees for qualifying EVCS

NOT WAIVED:
- A zone clearance fee from the Planning Division as well as any State or outside agency fees
- Permit fees for any required structural upgrades to existing buildings as part of the system installation
EVCS Permitting Process

Requirements for New Construction

The City’s EV Readiness requirements necessitate an electrical permit, at minimum, and the plan check process will ensure compliance with both EV and accessibility requirements before construction begins. Please note:

- EVCS Permitting is included as part of the building permit for new construction
- Projects must specify EV infrastructure and plan for accessibility on original plans/construction documents

For more information about the EV readiness requirements and plan requirements, please see our guides below:

- EV Readiness Requirements for New Construction Guide_v1 (Effective thru December 31, 2019)
- EV Readiness Requirements for New Construction Guide_v2 (Effective beginning January 1, 2020)

Requirements for Existing Buildings (AB 1236)

To bring the City into substantial conformance with the State requirements AB 1236 (2015), West Hollywood adopted Ordinance No. 18-1028 that further streamlines its approval process for qualifying EVCS. Applicants planning to install a charging station at an existing building must accurately complete the application checklist and zone clearance application in order to be issued all necessary permits.

Applications can be submitted online or at the Planning Counter.

Building and electrical plan check fees and associated permit fees for qualifying EVCS have been waived by the City of West Hollywood. A zone clearance fee from the Planning Division as well as any State or outside agency fees will apply. Permit fees for any required structural upgrades to existing buildings as part of the system installation are not waived.
Quick Wins:
• EV charging content and resources on the City’s website
• EV charging included in signage/wayfinding project
• Free 2-hour parking validation when charging in a public garage
• UCLA & SCAG studies on WeHo

Longer Strides:
• Curbside charging
• Additional deployment of EVCS in public lots and garages
• Host an EV Showroom
• Fully electrify our municipal fleet
QUESTIONS?